

HISTORY OF MARINE FIGHTER/ATTACK SQUADRON 115

MF 115 was first organized in July 1943, at Santa Barbara, California under the command of Major J.S. MacLaughton. He relinquished command sixteen days later to one of the Marine Corps most famous aces, Major Joseph Foss, holder of a World War II record of twenty-six enemy aircraft shot down. The squadron trained at Santa Barbara until February 1944, when it was deployed to join in support of the Pacific Campaign in the actions on Rabaul, Leyte, Mindanao, Subic Bay, and Zanga Zanga. On 23 February 1945 pilots of VMF 115 sunk the first enemy submarine utilizing a skip bombing technique with 1,000 pound bombs at an altitude of twenty-five feet from their F4U CORSAIRS.

After the war, the squadron was transferred to Peiping, China, where it was on alert to protect United States interest in the 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, and a flight demonstration for the President of the United States and his Joint Chiefs of Staff at Quantico, Va. October of the same year found VMF 115 aboard the U.S.S. Roosevelt, where it became the first Marine PANTHER squadron to qualify and serve aboard a Navy carrier.

In 1951 the squadron was transferred to Pohang, Korea to serve with MAG-33. There VMF 115 flew 9,250 combat sorties and 15,350 combat hours; most of them in marginal weather.

After Korea, the squadron was transferred to MCAS E1 Toro where it received the first F4D SKYRAYS in the spring of 1957, and was redesignated VMF(AW) 115. February of 1958 found 115 at Atsugi, Japan. During September they sailed for temporary additional duty with WestPac on board the U.S.S. Windham County to Pingtung (North), Taiwan. There they reinforced the island's air defenses during the crisis over the Formosa straits. After returning to Yokosuka in March 1959 VMF(AW) 115 executed a series of reassignments between Japan and Cherry Point culminating in assignment ot Marine Aircraft Group 24, 2nd Marine Aircraft Wing in July 1961.

After phasing out of F4D SKYRAYS, 115 was redesignated VMFA 115 on 1 January 1964 and transitioned to the Mach II F4B PHANTOM II aircraft. After an intensive stateside training program VMFA 115 was once again redeployed to the Far East and arrived at Atsugi, Japan during July 1965. They then deployed to Iwakuni to prepare for the movement to Danang, RVN, which was completed in October 1965. The "Siliver Eagles" served with MAG-11 until January 1966 when they deployed to Iwakuni until April and then returned to MAG-11 until February 1967.

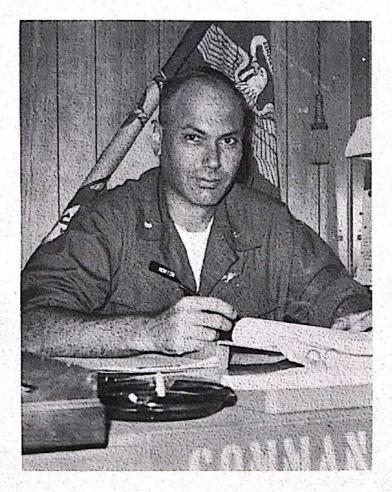
From February until May 1967, 115 was stationed at Iwakuni and in May the squadron arrived at Chu Lai, RVN where they joined MAG-13. Operating from Chu Lai Air Base, the "Silver Eagles" have flown in support of Marine, Army, Korean, and ARVN forces in such memorable areas as Camp Carroll, Con Thien, Khe Sanh, Hue, the Ashau Valley, and Thoung Dac. Direct Air support missions in the Southern Panhandle of North Vietnam were flown prior to the bombing halt, and they continue to date along the western frontiers of South Vietnam.

Throughout 1968/1969 the professional ability and aggressive spirit of the officers and men of VMFA 115 distinguished the squadron under the most trying combat conditions imposed by the Vietnam conflict.

The "Silver Eagles" of Marine Fighter/Attack Squadron 115 take pride in reviewing their record of accomplishments in executing their portion of the combat air commitment of the Group since their arrival at Chu Lai in May 1967.

The success enjoyed by this squadron is directly attributable to the combined efforts of the aircrews, the ground officers, and the squadron enlisted personnel. An excellent rapport was established among all squadron sections as each strived to carry more than its' share of the load. Credit must also be given to all the Group support activities, in particular, the MER and TER Shop, the Gun Pod Work Center, and the Avionics Division for their truly unique efforts afforded this squadron. Nor can one overlook the fine support received from the often unheralded supply personnel, base services, utilities and messmen.

The period covered by this cruise book has seen the gathering of the finest talent and experience of Marine Fighter/Attack Aviation. It has been with great pleasure that the "Silver Eagles" have shared in Marine Aircraft Group 13 achievements.



COMMANDING OFFICER

LIEUTENANT COLONEL R. R. NORTON

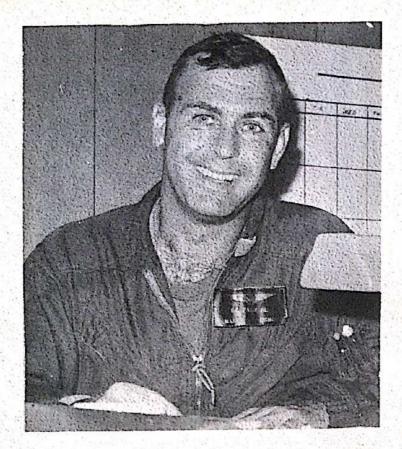
November 28, 1968 to July 1, 1969

C.O.'s Message

I wish to express my sincere appreciation to each and every member of the "Silver Eagles" for their efforts during these past eight months. You not only made my job easy, you made it the most memorable experience of my career. Your dedication to duty, "can do" spirit and professionalism were a constant source of pride. When called upon to put forth an extra effort to meet the "FRAG" you never failed and each new challenge was met with the same determination to excel.

In years to come, the events portrayed within these pages will bring back many memories. Time has a way of softening those unpleasant memories and stretching some events out of proportion. The one thing we must never forget is the fact that many of our squadron members and fellow Marines have made the supreme sacrifice for the cause of freedom. This cruise book has been dedicated to those "Silver Eagles" who have given their lives for their country.

R. R. NORTON



EXECUTIVE OFFICER

LIEUTENANT COLONEL E. C. PAIGE, JR.



Counter Clockwise:

S-1 MAJOR K. H. WELSH

S-2 1st/Lt D. L. CRIPE

S-3 MAJOR O. W. BRITTON

S-4 CAPTAIN J. L. CANNAVA

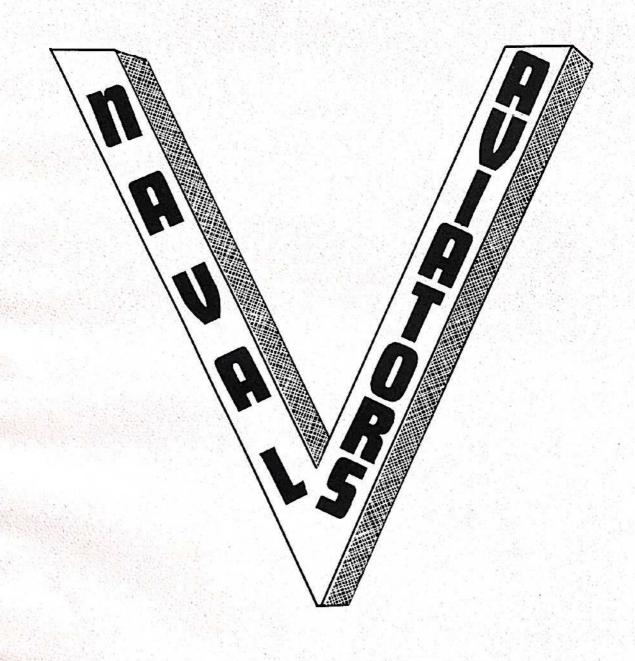
AMO MAJOR D. A. LEWIS













MAJOR R. H. CAGLE



MAJOR E. E. CLANTON



MAJOR F. B. CRAIG



MAJOR J. R. GIBSON



MAJOR H. A. SLONE



CAPT. S. S. BAKER



CAPT. R. R. BUTTERFIELD



CAPT. J. R. DENTON



CAPT. L. R. EVANS



CAPT C. R. GEIGER



CAPT. J. M. HARDY



CAPT. W. A. HENDERSON



CAPT. G. W. KRALOVEC



CAPT. R. M. LARSON



CAPT. J. W. MAGO



CAPT. J. R. REDMON



CAPT. H. F. SHARP



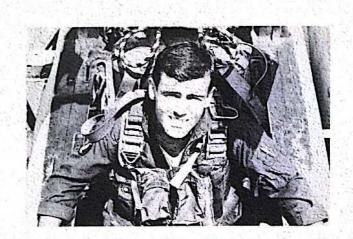
CAPT. N. E. THAGARD



CAPT. M C. WHOLLEY



1st/Lt G. L. BAIN



1st/Lt M. M. CAMPBELL



1st/Lt J. V. DUNLAP



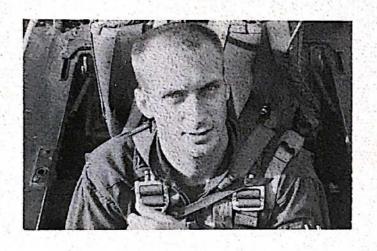
1st/Lt E. W. GARSKE



1st/Lt D. S. HOOVER



1st/Lt J. M. MURPHY



1st/Lt K. R. SATTLER



1st/Lt E. R. SYPNIEWSKI



1st/Lt C. J. TELGE



1st/Lt D. F. TIBBS

na val

FLIGHT

OFFICERS



CAPT. P. A. CARROLL



CAPT. J. C. CHURCH



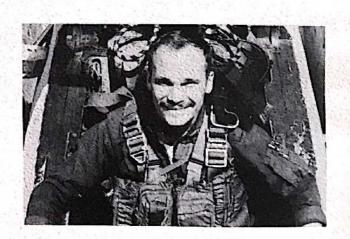
CAPT. R. T. HAYNES



CAPT. N. E. JACOBUS



CAPT. A. F. MARSHALL



CAPT. J. V. PECK



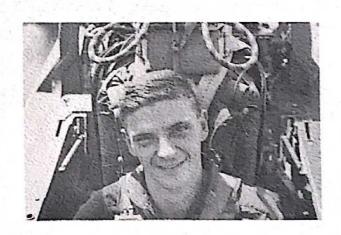
CAPT. C. G. TRUE



1st/Lt L. E. AMICK



1st/Lt C. V. ANDERSON



1st/Lt A. C. BARTEL



1st/Lt B. A. BLAHNIK



1st/Lt F. J. BOOTH



1st/Lt J. J. COUGHLIN



1st/Lt W. J. DIBBLE



1st/Lt D. G. DOBBINS



1st/Lt E. P. JORDAN



1st/Lt J. D. KING



1st/Lt R. W. PIPE



1st/Lt T. J. SINGLETON



1st/Lt J. L. SPOON



1st/Lt H. B. SPRAGUE



1st/Lt D. J. WATSON



1st/Lt S. E. WHITING



AVIONICS
CAPT. T. M. BLAND



ORDNANCE 1st/Lt V. D. DIETZ



FLIGHT SURGEON
LCDR J. E. WALLESTAD



MAINTENANCE CONTROL
1st/Lt G. P. HAYES



SUPPLY 2nd/Lt T. P. JOHNSON

M S-1 A N S-2 E N S-3 N S-4 E

MAINTENANCE CONTROL



Maintenance Control has the sole responsibility for the co-ordination of both preventive and remedial maintenance on the squadron aircraft. Their close monitoring of each section's work ensures there is minimum "down time" for aircraft undergoing maintenance. Maintenance controls close supervision of its departments and its strict adherence to the 3M system provides the squadron with the aircraft to meet the most rigorous of schedules.



QUALITY CONTROL

ADMINISTRATION





CHECK CREW

Maintenance Admin has the responsibility for the documentation of all work performed in the maintenance section. This department works closely with Check Crew and Quality Assurance to ensure periodic inspections are completed and the required air frames changes are incorporated. These shops work tirelessly to maintain the high quality of aircraft that is necessary for the squadron to accomplish its mission.





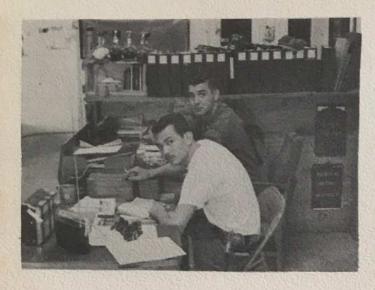




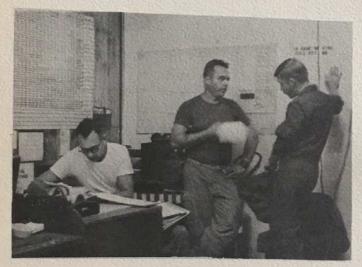


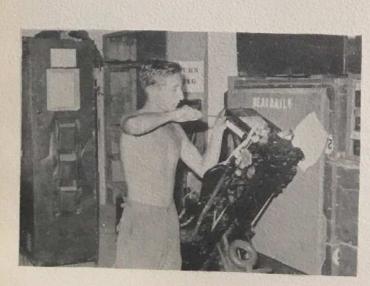


























AVIONICS



COMM-NAV

The composite of four Maintainance sections, Avionics finds its work in the internal systems of the Phantom. Maintaining precise navigational aids and making air-to-ground communications possible, trouble shooting the complex electrical components, providing the Phantoms Radar (air-

ELECTRIC





RADAR

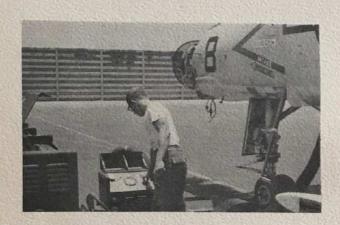
to-air) capability in all weather, and using highly technical skill to maintain the electronic countermeasures equipment. These shops work continously to provide the aircrews with the quality aircraft required to meet the mission.

ECM





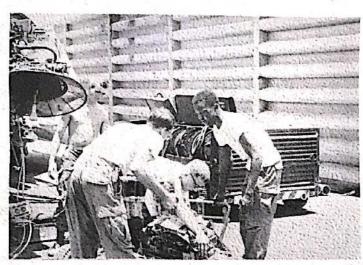






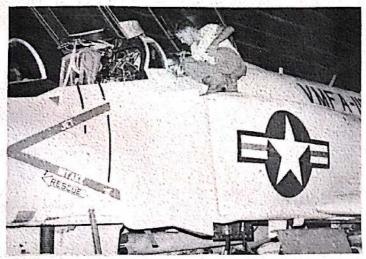




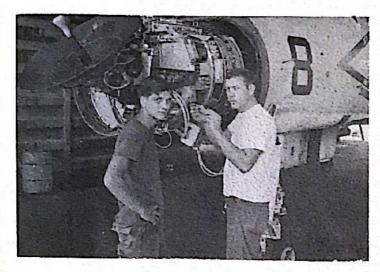






















FLIGHT LINE

GROUND SUPPORT



With a brisk salute the Flight Line sends off another sortie. Whether in the monsoons rain or the summer heat, Flight Line courteously and efficiently goes through the vital post-start checks. Upon return to the revetments, the Flight Line stands-by to refuel the aircraft and give them a through post-flight, discovering any discrepancies, thus, minimizing turn around time. No matter what the mission, it begins and ends at the Flight Line.









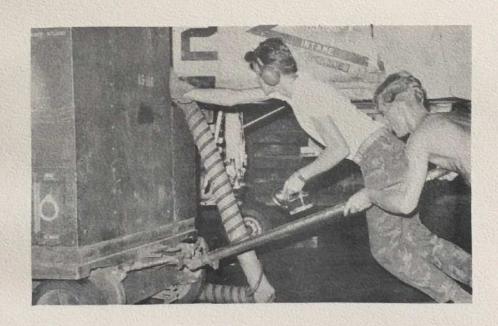




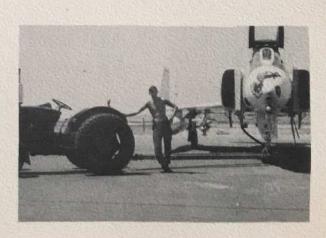








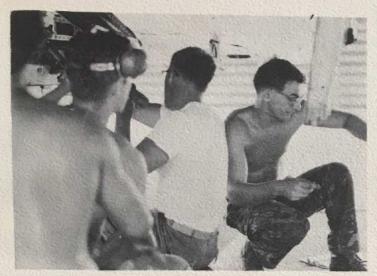




HYDRAULICS

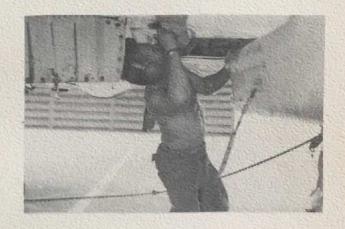


Miles of high pressure tubing, four hydraulic pumps and a myriad of actuators, comprise the world of the Hydraulic Shop. The hydraulic systems in the F-4 power the flight controls, the speed brakes, and the landing gear. Although faced with a sandy, dust-laden atmosphere, the hydraulics shop manages to prevent contamination of the systems; thus, increasing their longevity and ensuring their reliability. Without fully operational hydraulic systems, the Phantoms would be unable to accomplish their assigned missions.









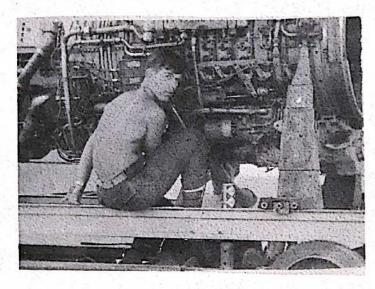




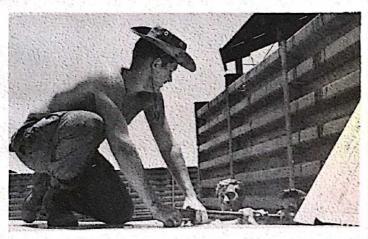
POWER PLANTS

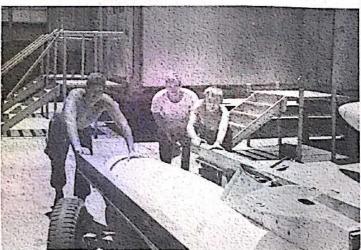


The F-4B Phantom is powered by two J-79-8 jet engines. The high reliability of these engines and their associated hardware is the responsibility of the Power Plants shop. Working under stringent combat conditions, this section has maintained the engines at their maximum efficiency and capable of supplying their rated thrust. The flawless performance and high reliability of these engines has enabled pilots to accept hazardous missions confident their aircraft would perform as expected. For this reason, Power Plants has contributed significantly to the success enjoyed by this squadron in the accomplishment of its mission.











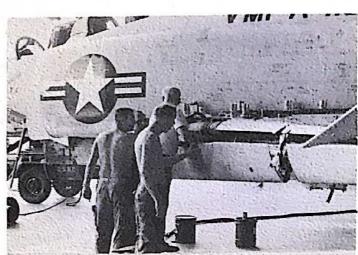


METAL SHOP



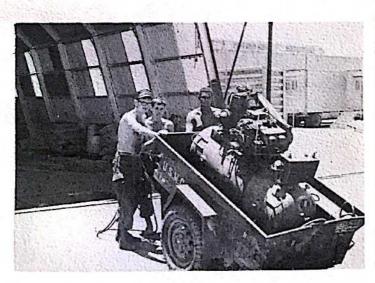
In a combat environment, the F-4 is subjected to necessary stresses not encountered in normal flight. The metal shop, aside from repairing the readily discernable damage, rigorously inspects for these stresses to prevent possible structural failures. Although working long hours to ensure quality airframes, Metal Shop instituted a program of repainting the aircraft without interferring with flight operations. The soundness of the basic airframe is a necessity for accurate ordnance delivery which is the mission of a Marine in this combat situation.





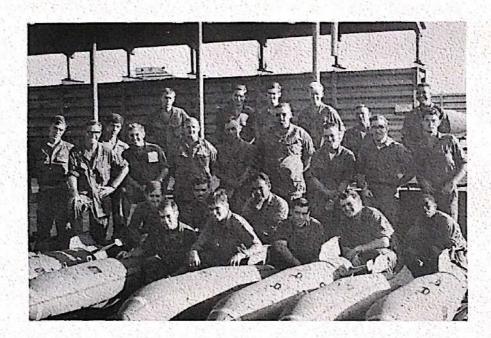




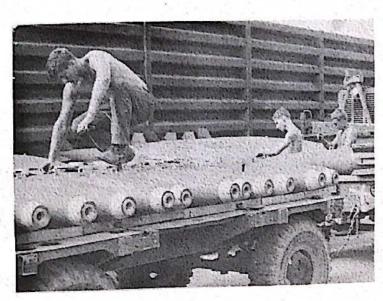


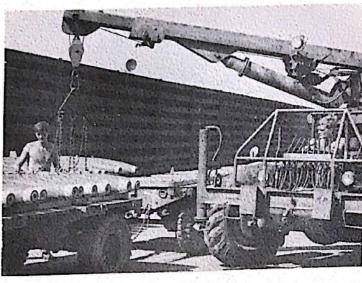


ORDNANCE

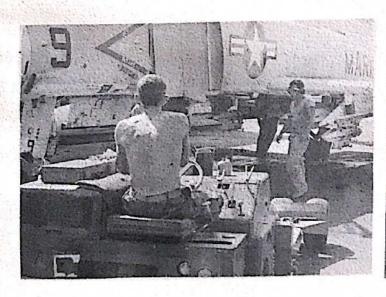


The F-4 Phantom performs the dual role of a Fighter/Attack aircraft, therefore Ordnance Shop's work load and problems are doubled. The squadrons air-to-ground mission requires the loading of a variety of bombs, rockets, and napalm cannisters. Besides being expert at this gruelling task, Ordnance also maintains the highly sophisticated Sparrow III and the Sidewinder missles necessary for the squadrons air-to-air role. No matter what the target, Ordnance supplies the required external armament for the successful accomplishment of the mission.

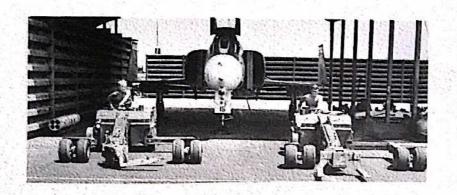




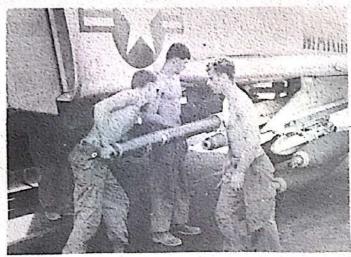


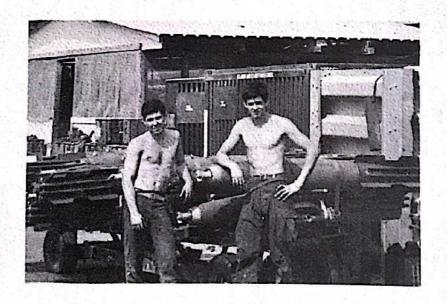


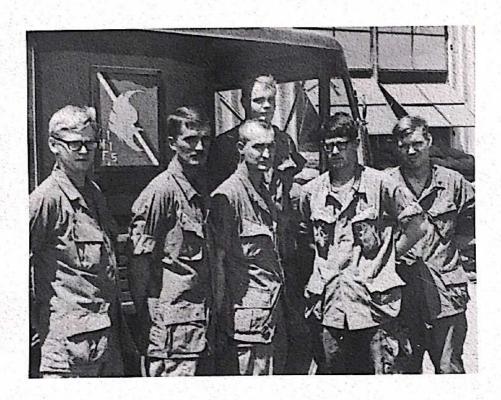












The never ending task of supporting the needs of the squadron is unfailingly accomplished by the S-4 department. Besides supplying the material needed for daily operation, this section works long hours filling the environmental requirements of the squadron personnel. Even while performing these continuous tasks, S-4 stands prepared to embark the squadron efficiently and expeditiously to anywhere it is needed. S-4 is vital to the well-being of the squadron and necessary to the accomplishment of its mission.









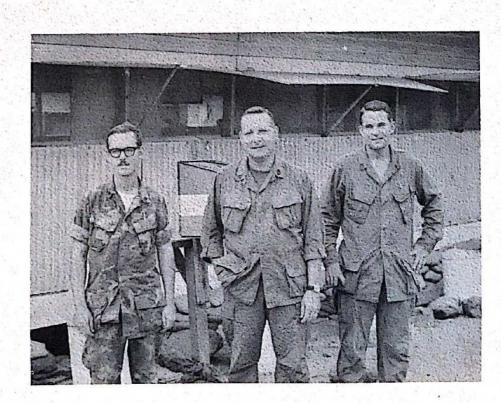




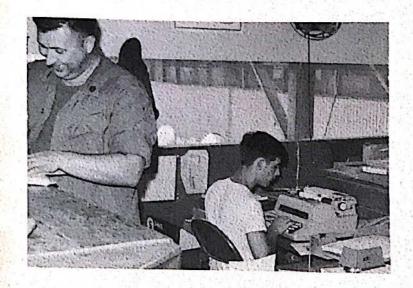
S-1

S-2

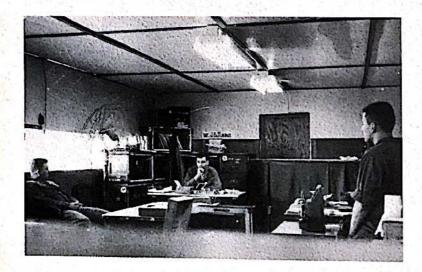
All aspects of flight operations are handled by the S-3 department. This section ensures aircrews receive proper training and are scheduled commesurate with their level of experience. Operations also places great emphasis on safety and standardization and many hours are devoted to these subjects. However, without the support personnel and the completion of their administrative requirements all of S-3's planning would be for naught. On a 7 day per week basis the S-1 shop processes reams of paperwork to ensure a smooth turn-over in personnel and rapid completion of the necessary correspondence. These departments working in close co-operation are vital to the success of the squadron's mission.



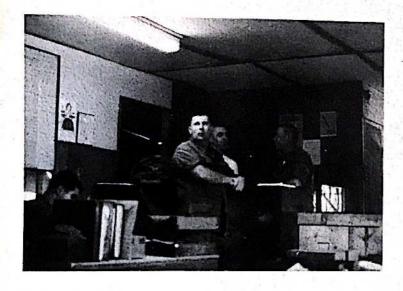
S-3











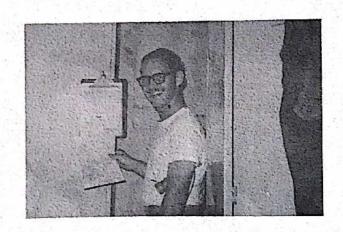








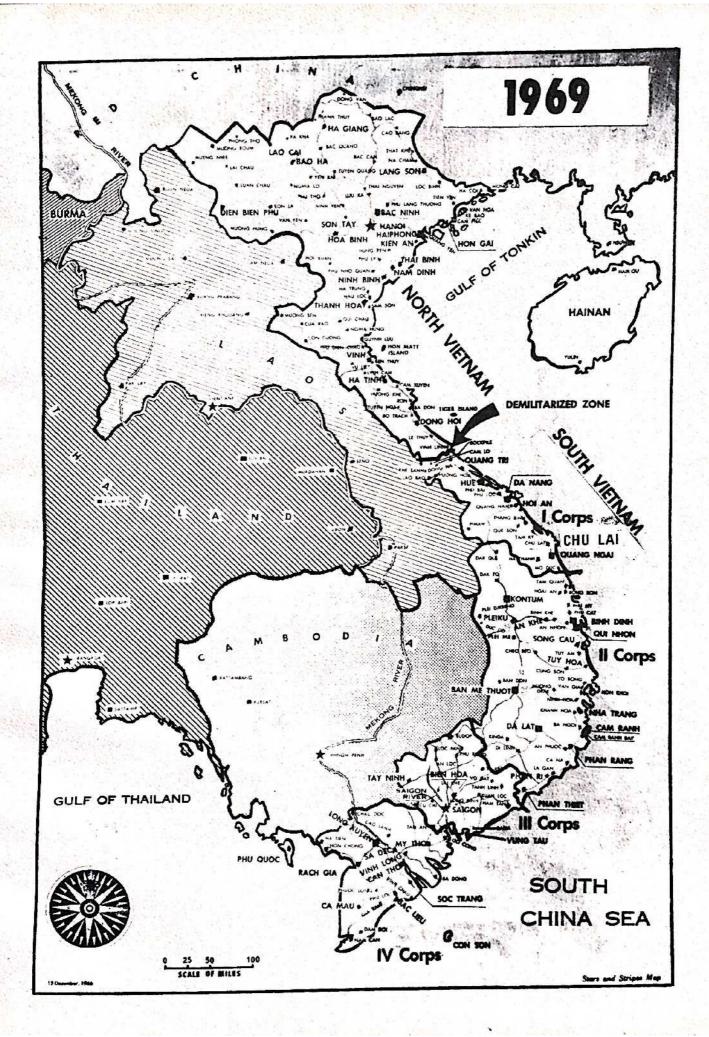




TIMERA-115

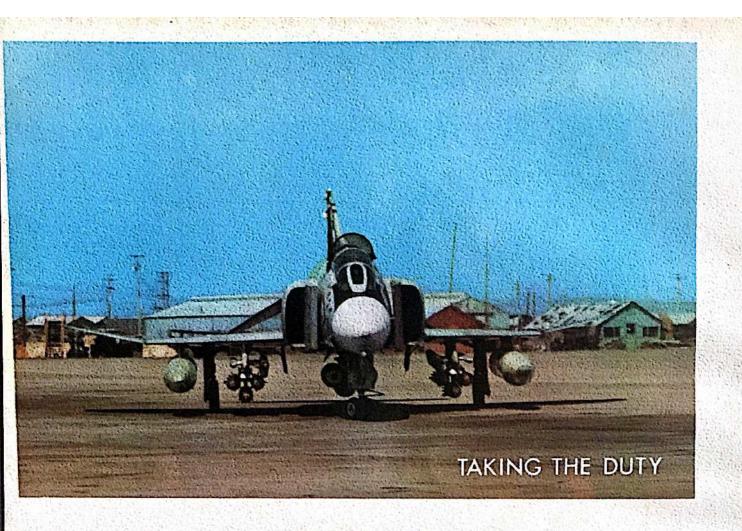
INT

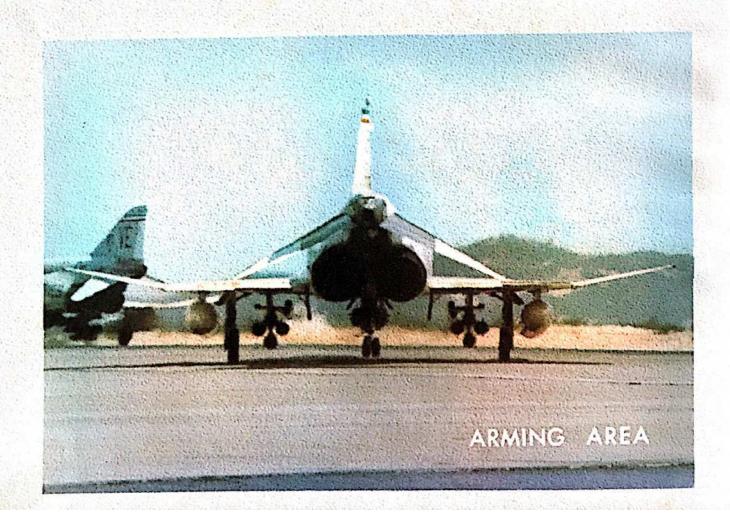
ACTION

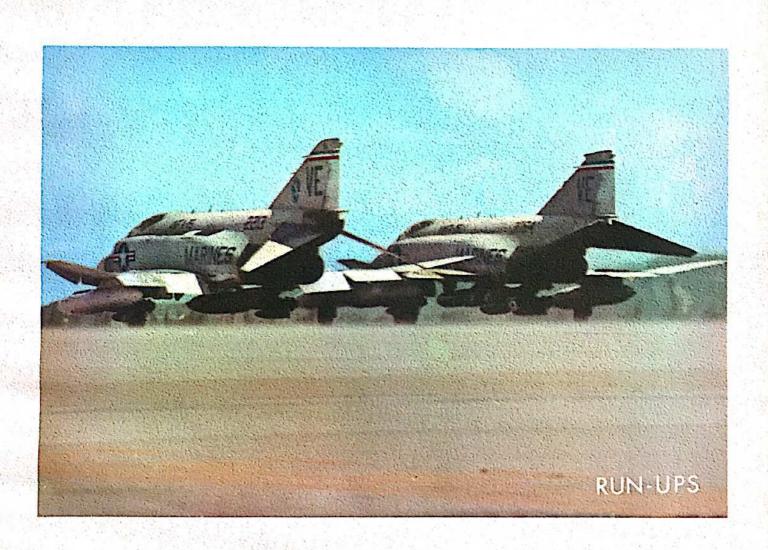






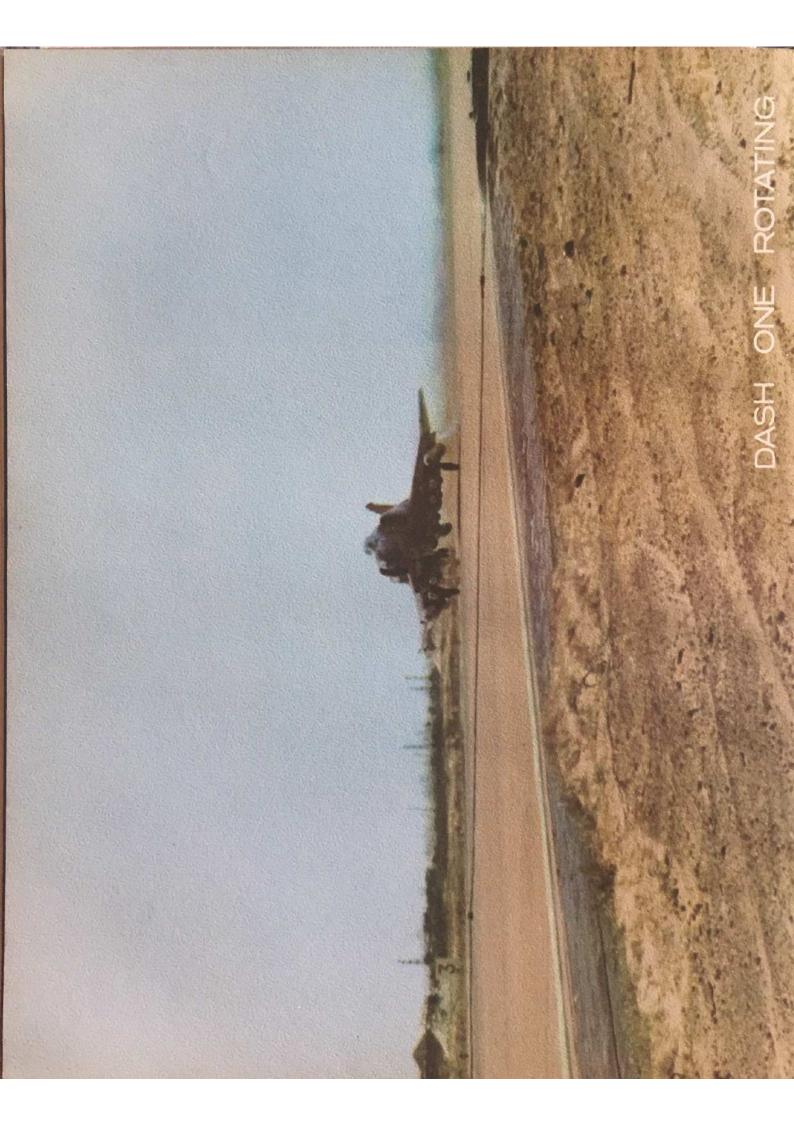












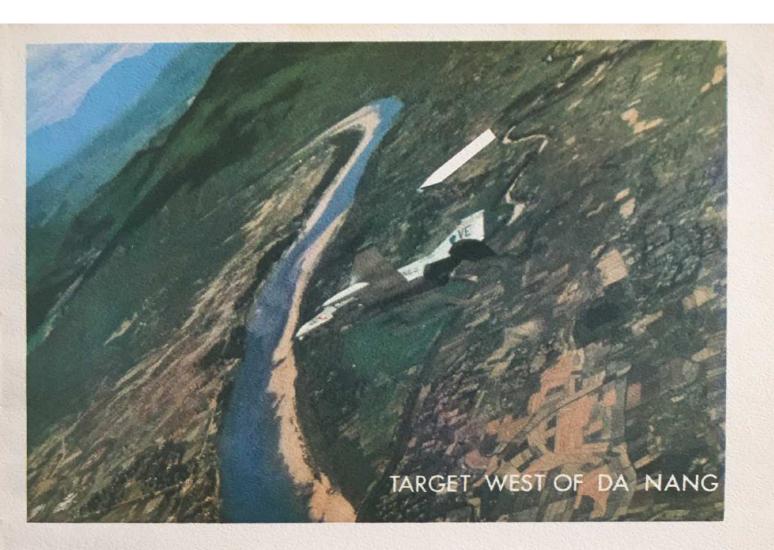




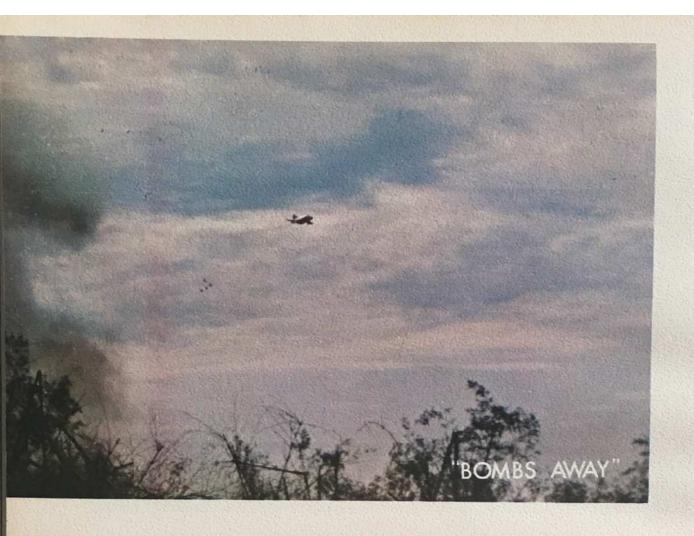


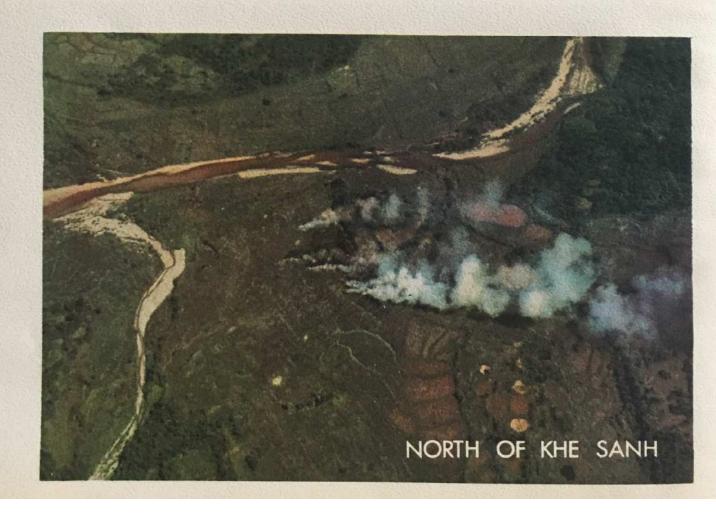










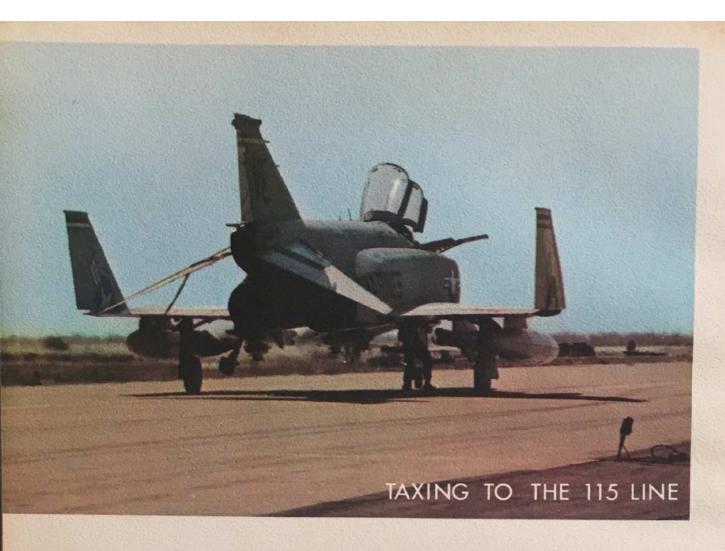






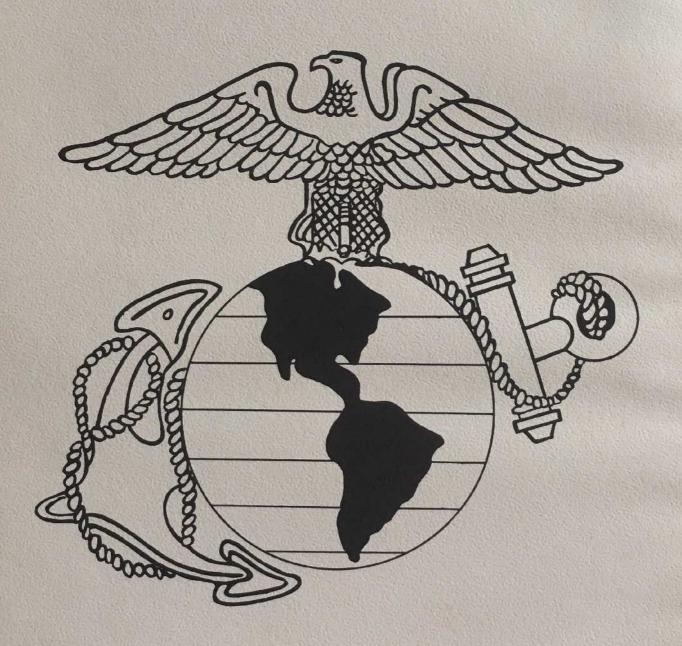












IN

MEMORIAM

TO THOSE MARINES WHO MADE

THE SUPREME SACRIFICE

FOR THE FREEDOM OF OTHERS.



'ILt JAMES R. BOHLIG

Capt PAUL D. DERBY

1/Lt DANIEL J. MINAHAN

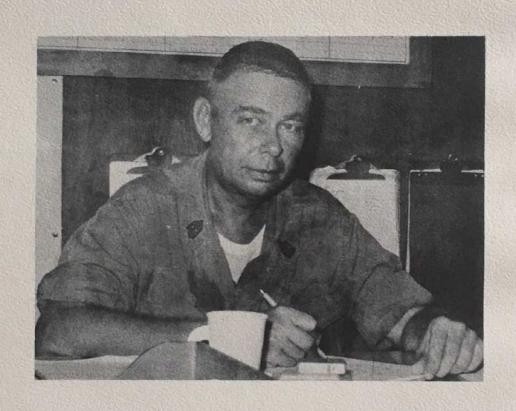
Capt RICHARD T. MORRISSEY

L/Cpl THOMAS E. NOVAK

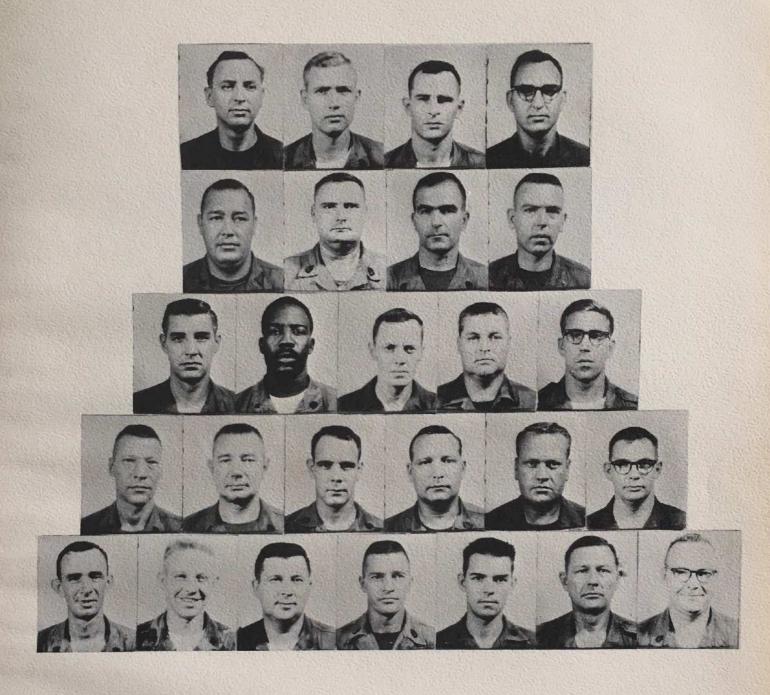
'/Lt THOMAS A. REICH

1/Lt WILLIAM C. RYAN, Jr.





SERGEANT, MAJOR F.W. HOLZKAMP

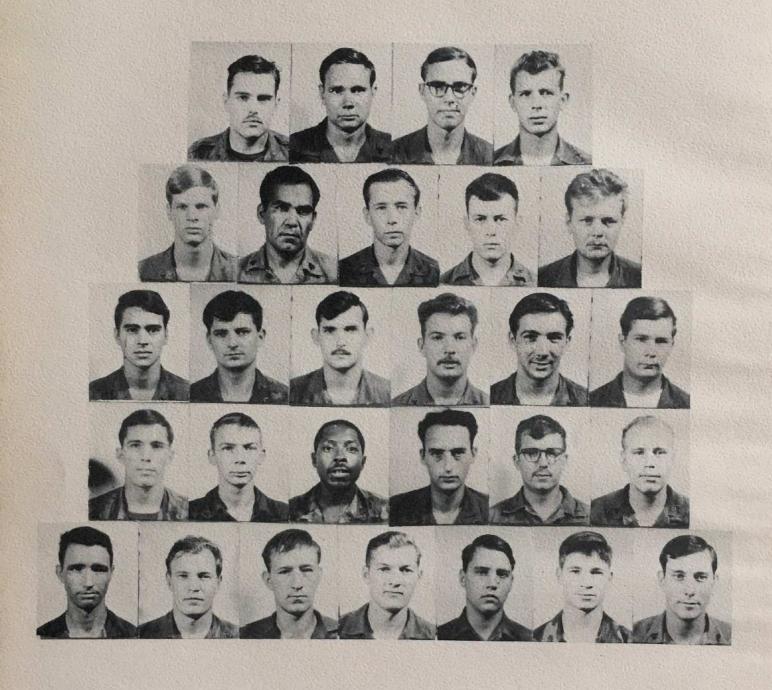


Bottom Row: SSgt C. A. Allen, SSgt C. E. Beck, GySgt D. E. Bigbie, GySgt W. E. Briant, SSgt D. J. Burns, SSgt J. C. Chaney, SSgt G. W. Collier.

2nd Row: MSgt C. L. Dalen, GySgt J. R. Drasgow, SSgt R. M. Ford, GySgt L. M. Gigure, SSgt E. R. Hagen, SSgt R. S. Hostetler.

3rd Row: SSgt W. J. Jennings, SSgt J. Jones, SSgt W. R. Kelly, GySgt A. W. Kellogg, SSgt L. I. Lakomy.

4th Row: SSgt M. D. Lawrence, GySgt J. F. Pope, SSgt S. H. Simonovick, GySgt R. O. Singer. 5th Row: GySgt D. A. Stranc, SSgt C. E. Swift, SSgt E. L. Wolfe, SSgt R. H. Youngblood.



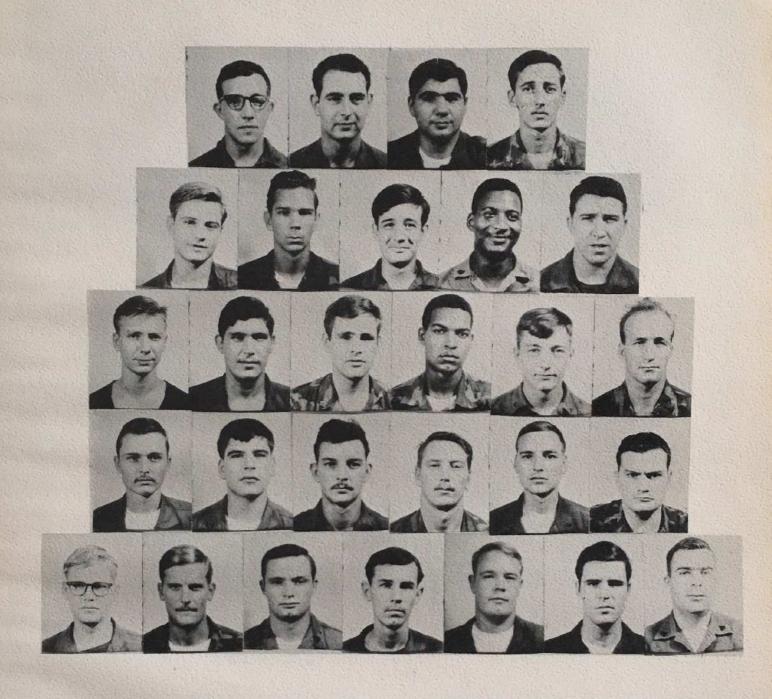
Top Row: LCpl A. H. Ackerson, Sgt G. L. Arps, LCpl J. L. Babiak, Pfc J. M. Bacon.

2nd Row: LCpl B. E. Bade, Sgt R. L. Ballerrama, Sgt C. R. Bazzell, Pfc R. B. Benson, LCpl J. A. Billings.

3rd Row: LCpl M. B. Blackburn, LCpl C. L. Blastow, Cpl G. W. Borders, LCpl D. H. Boyte, Sgt C. F. Bradley, LCpl T. L. Brennan.

4th Row: Pfc H. E. Brooks, LCpl J. C. Buster, Sgt A. B. Butler, Cpl J. E. Butler, LCpl M. S. Byrum, Sgt S. F. Cable.

5th Row: Sgt J D. Cheathan, LCpl V. J. Chute, LCpl D. A. Clark, Pfc R. L. Clute, Sgt S. R. Coach, Pvt E. C. Conde, Sgt S. L. Cooper.



Top Row: LCpl M. R. Corbin, LCpl M. G. Courtney, Cpl N. A. Curtis, LCpl D. J. Daniels.

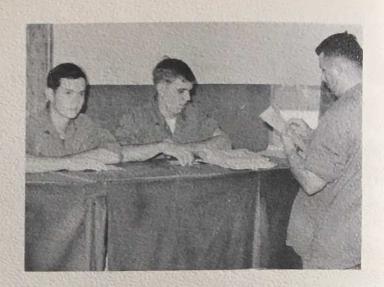
2nd Row: LCpl K. E. Decker, LCpl C. D. Deuel, Pfc R. W. Dillard, Sgt R. Dillard, Pfc G. M. Ditch.

3rd Row: Cpl M. A. Doyle, LCpl J. Dubovik, LCpl J. D. Elmore, Pfc R. L. Elsey, Pfc S. J. Eslinger, Cpl J. A. Evans.

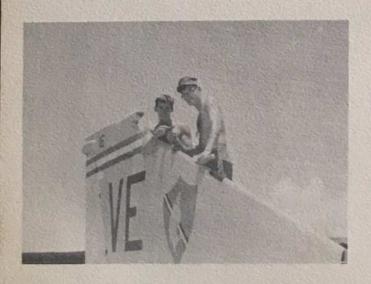
4th Row: LCpl C. D. Ewing, LCpl A. R. Fawcett, LCpl D. P. Fejka, Cpl L. C. Flagor, LCpl R. F. Fisher, Sgt R. A. Foutch.

5th Row: Pfc J. M. Fouts, Sgt F. M. Frahn, Sgt J. M. Friedman, Pfc L. T. Gaines, Pfc J. F. Gallaher, LCpl E. R. Garner, Cpl M. Giordano.

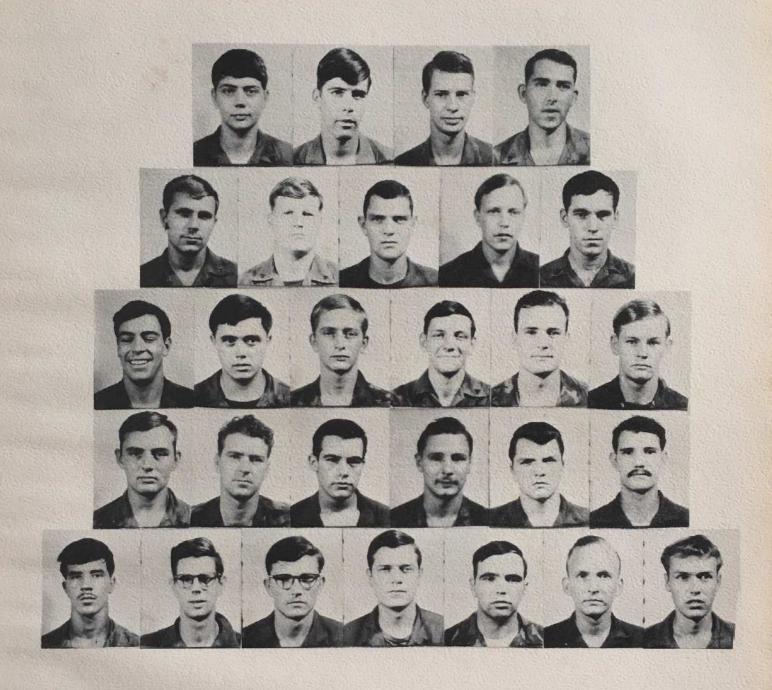












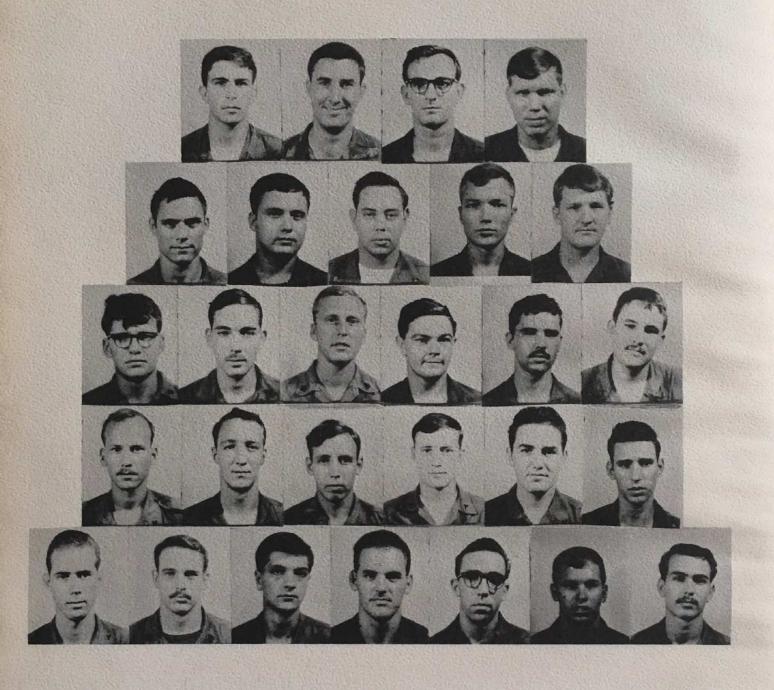
Top Row: Cpl R. C. Grieger, LCpl L. A. Gustafson, LCpl S. H. Hackett, Cpl P. D. Hammond.

2nd Row: Cpl D. V. Hershey, LCpl D. L. Hastings, Cpl D. G. Hayes, LCpl L. D. Hern, Sgt J. C. Herzberg.

3rd Row: Cpl R. D. Hewitt, LCpl G. E. Hill, LCpl J. F. Hilley, LCpl J. L. Holmes, LCpl K. E. Holmes, Pfc A. L. Hooper.

4th Row: LCpl E. E. Hoppe, Sgt T. E. Howey, LCpl G. L. Hundley, LCpl D. A. Jenkins, LCpl N. G. Jessop, LCpl R. C. Johnson.

5th Row: LCpl S. Johnson, Cpl B. E. Johnstone, Cpl M. R. Jones, Cpl D. S. Jordan, LCpl G. W. Kaitting, LCpl J. E. Kinderman.



Top Row: LCpl W. S. Kirk, LCpl J. W. Klatt, LCpl M. J. Klick, Sgt W. C. Koeppen.

2nd Row: Cpl J. B. Krewski, LCpl K. W. Krug, Sgt C. R. Langele, Cpl R. C. Langley, Sgt B. M. Leavelle.

3rd Row: Cpl E. D. Lee, LCpl R. L. Lehman, Sgt J. W. Lemper, Cpl D. L. Lentz, LCpl L. C. Letchford, Cpl T. Magness.

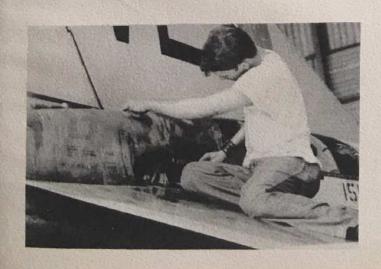
4th Row: LCpl S. J. Makarski, LCpl R. M. Mallinson, LCpl T. F. Malone, LCpl R. L. Manion, LCpl J. F. Massey, LCpl C. Mattichak.

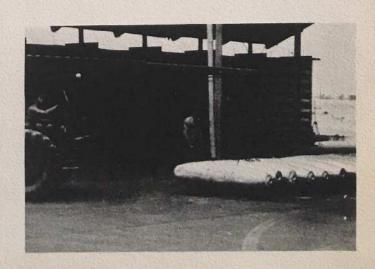
5th Row: LCpl M. J. Mausbach, Sgt W. F. May, LCpl J. F. Maylen, Cpl P. M. McCalib, Sgt R. T. McCarthy, LCpl K. W. McDonald, LCpl T. W. McGuffin.

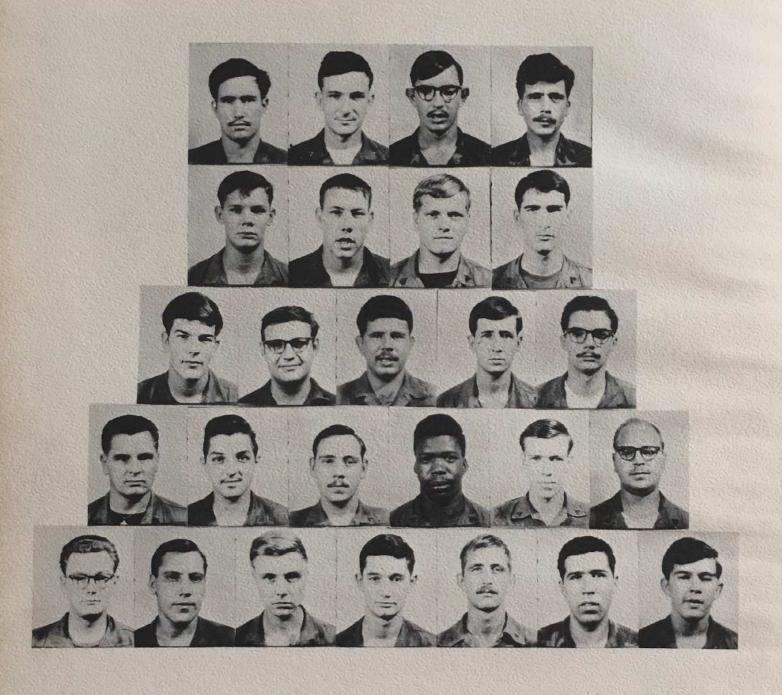










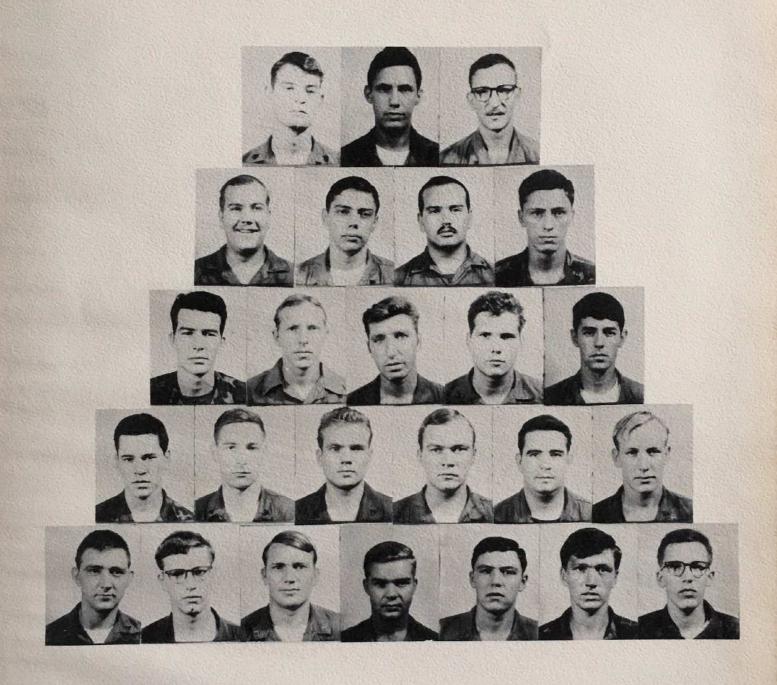


Top Row: LCpl J. S. McKay, LCpl D. L. McMillen, Sgt T. L. Miller, LCpl P. J. Mitas. 2nd Row: Pfc J. S. Moore, LCpl W. F. Morris, Sgt M. Morsey, Cpl R. P. Murphy.

3rd Row: LCpl J. W. Nesbitt, LCpl J. M. Nowosielski, LCpl J. R. Passauer, LCpl G. L. Patterson, Sgt J. J. Perrotta.

4th Row: Sgt E. A. Petersen, LCpl A. Piccirillo, Pfc J. T. Powers, Sgt N. J. Primous, LCpl C. Raacke, Sgt R. K. Rabenhorst.

5th Row: LCpl J. E. Rainey, LCpl C. L. R. Ramsey, Sgt G. W. Richter, LCpl J. T. Riddick, LCpl R. P. Roberts, LCpl P. M. Roussere, Cpl B. E. Runnels.



Top Row: Sgt J. L. Saczko, LCpl E. A. T. Schmader, LCpl G. P. Schneider.

2nd Row: LCpl G. T. Seifert, LCpl M. E. Sewell, LCpl B. H. Shortsleeve, Sgt J. E. Smith.

3rd Row: Sgt O. W. Sollie, Cpl W. L. Steele, Pfc A. J. Surrey, Pfc T. W. Suttle, LCpl R. W. Tidwell.
4th Row: LCpl R. Torres, Cpl T. C. Treber, Cpl C. F. Tripp, LCpl L. V. VanMeter, LCpl J. J. Voyles, Pfc J. W. Warrington.

5th Row: LCpl L. J. Wentz, Sgt C. J. White, LCpl K. D. Whitehead, LCpl J. C. Wilson, LCpl K. G. Wise, Pfc D. N. Yadon, LCpl P. B. Zarko.

