

Torii Teller

Marine Corps Air Station, Iwakuni, Japan
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JMSDF's winged Samaritans



The taste of death!

What is a poison? Any substance that has an inherent tendency to destroy life or impair health when absorbed into the body system is a poison. It can be anything you eat, breathe or touch which can cause death or illness.

There are basically two groups of poisons; primary (known), dangerous in small amounts and potential (unknown), not usually thought of as poison, but dangerous in large quantities or if improperly used.

More than 4,000 Americans will die this year from poisoning and fully 95% of those deaths are preventable. There are thousands of household products to make life easier and more pleasant but these products are potentially dangerous. An important point to remember is, "If it's strong enough to do the job, it's strong enough to harm your child."

Children under five years of age account for over 90% of all poisoning accidents. Why? These are the "curious years" when children get around fast, are fearless, and will put anything into their mouths. Children are also too young to read labels or understand warnings. But people never outgrow the "accident age," poisoning accidents can happen to anyone.

Being unaware of potential poisons and careless with known poisons cause most cases of accidental poisoning.

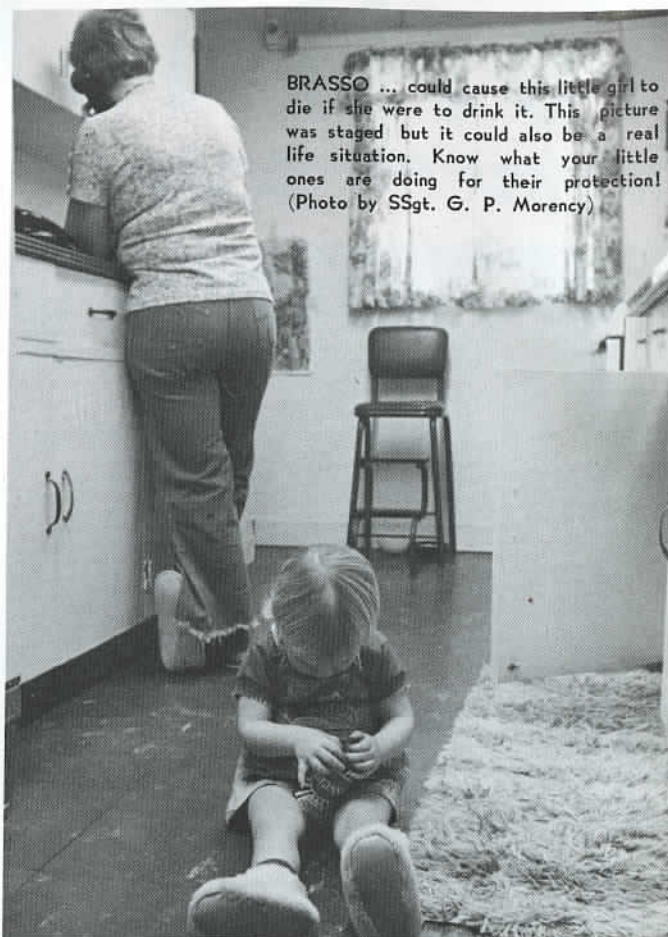
How to prevent poisoning in your home

1. Keep medicines under lock and key, away from food and out of reach of children. Never call medicines candy.
2. Give medicine only to the person the doctor has prescribed it for and in the dosage specified.
3. Keep all medicines in their original containers because the information on the label may be vital.
4. Make bottles fool proof. Safety caps are not enough! Mark bottles with a red warning (use tape or nail polish) and tape the top closed.
5. Take or give medicine with care! Be watchful of older people with poor eyesight. Do not take medicines in the dark. Always read and re-read labels!
6. Store cleaners and polishes as carefully as drugs. Keep out of sight and reach of children.
7. Doorbells can be "deathbells." Over 75% of accidents happen when mother is called away. Never leave baby and a potential poison alone together.

"PREVENTION IS THE ONLY SURE CURE FOR POISONING"

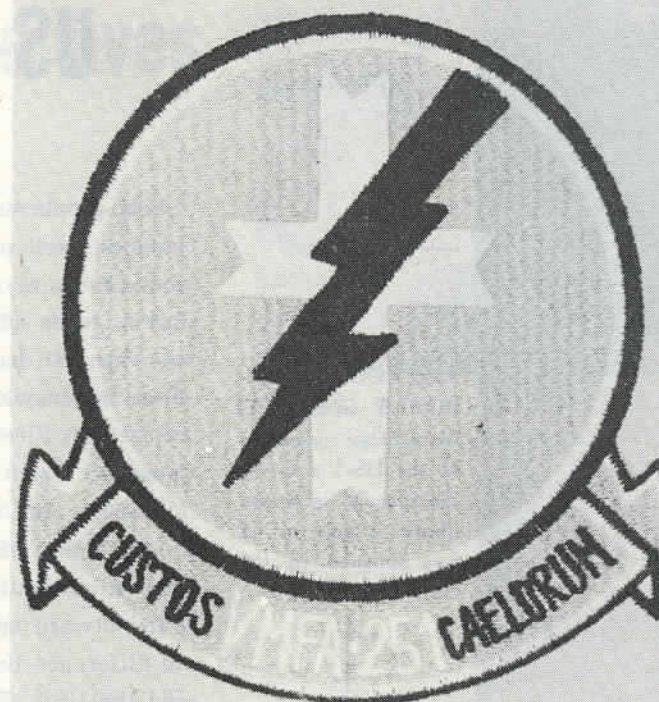
On the cover

STUDYING ... radar is part of the pilots training all cadets such as PO2 Kiyotaka Kuroda must undergo to earn their wings. Kuroda is a member of the 71st Air Rescue Squadron which is a subunit of the 31st Fleet Air Wing, Japanese Maritime Self Defense Force. (Photo by SSgt. G. P. Morency)



BRASSO ... could cause this little girl to die if she were to drink it. This picture was staged but it could also be a real life situation. Know what your little ones are doing for their protection! (Photo by SSgt. G. P. Morency)

THUNDERBOLTS!!—
The motto of VMFA-251's Thunderbolts is clearly inscribed on the squadron's insignia, "Custos Caelorum," which means, "guardians of the sky." (Photo by SSgt. P. E. Fisler)



T-Bolts site 36th anniversary

The Thunderbolts of VMFA-251, commanded by LtCol. Myrl W. Allinder Jr., celebrated their 36th birthday Dec. 1.

The squadron was formed as VMO-251 in 1941 at NAS North Island, San Diego. Their mission was observation and reconnaissance, flying the F4F Gruman Wildcat. During their second combat tour in WWII, their mission changed to close air and fighter support in addition to reconnaissance, flying the F4U Corsair and their designation changed to VMF-251.

The squadron received the Presidential Unit Citation for service with the 1st MAW and a commendation from the CG, 11th Bombardment Group before being decommissioned on June 1, 1945. On April 15, 1946 the squadron was recommissioned a reserve training squadron at Crosse Isle, Michigan.

The Thunderbolts reformed at MCAS Beaufort in 1961 and was the first Marine F8U squadron selected to deploy to the Mediterranean with the Sixth Fleet.

On November 1, 1964 the squadron once again had a change of mission and designation as Marine Fighter Attack Squadron (VMFA)-251.

During the late sixties, '251 compiled an impressive safety and accident-free hours record. In 1967 the "T-Bolts" received the Chief of Naval Operation's Safety Award and they also received the Fleet Marine Force, Atlantic Safety Award for the years 1967, 1968 and 1970.

On June 7, 1971, '251 officially accepted its first F4J Phantom aircraft.

The "T-Bolts" had a busy year in 1975 as they deployed to MCALF Bogue Field in support of exercise "Exotic Dancer VI" and conducted a missile shoot at NAS Roosevelt Roads. The year ended with the squadron flying to Cigli Air Base, Turkey in support of NATO exercise "Deep Furrow."

The squadron returned to Beaufort and carried out training deployments until rotation to the 1st MAW.



LACC offers course

Registration begins Jan. 3 for classroom courses in American Government and American History. These courses are offered as partial fulfillment for graduation from the LACCO Adult High School. Courses will begin Jan. 16 and end Mar. 10. These are structured courses and are not conducted in the open learning center. For more information, stop by the Joint Education Office in bldg. 1540B wingside or call ext. 3489/4375.

City hikes bus fare

The current city bus fare will be raised effective Jan. 10. The new fare is as follows:

Four Corners to RTO
¥80 (60 at present)

RTO to Kintai Bridge
¥140 (¥120 at present)

Minami-Iwakuni Station to Four Corners ¥80 (¥60 at present)

Minimum bus fare has been set at ¥70 (¥60 at present).

'Glider' jams at Sakura

A USO Show featuring the musical group Glider is slated for 8 p.m. Jan. 7 at the Sakura Theater. Glider consists of four men and a woman, performing popular songs with a touch of comedy.

Recording classes set

The Special Services Tape Room will be holding a series of recording classes for interested persons. The classes will be held free of charge at the Tape Room on the following days:

cassette recording

Jan. 9 from 9:15 - 11:15 a.m.

reel recording

Jan. 11 from 9:15 - 11:15 a.m.

8-track recording

Jan. 13 from 9:15 - 11:15 a.m.

It is requested that the appropriate blank tape be brought by each person. For further information, call the Tape Room at ext. 3476.

Torii Teller

MCAS Iwakuni, Japan
FPO Seattle, Wash. 98764

CO, MCAS: Col. Robert D. Miller

Public Affairs Officer: Capt. D. E. Feigel

Torii Teller Staff

Bldg. 360, Rm. 2

Ph. 5551

Editor: Cpl. Michael J. Purcell

Sports Editor: Cpl. M. P. Tereba

Interpreter - Advisor

Mr. Shiro Suga

Mr. Masaaki Hirayama

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JMSDF's 71st Air Rescue Squadron

US-1 flying hospital saves lives

Story by Cpl. Lee Young
Photos by Cpl. G. T. Shingu

Few people know much about the large Japanese sea planes circling the skies above Iwakuni. Many believe them to be just a token addition by the Japanese to an American base in their territory. But those huge, awkward looking crafts belong to the 31st Fleet Air Wing (FAW) of the Japanese Maritime Self Defense Force (JMSDF). And there are three of them in particular that are the only ones of their kind in the world.

In outward appearance there is virtually no difference between the Japanese PS-1 and the US-1. The PS-1 is the gray and white aircraft most frequently seen flying around and is an anti-submarine patrol craft. The US-1 is the near identical twin of the PS-1, distinguishable only by the bright orange wing tips and vertical stabilizer.

The US-1 is used to give aid in emergencies on remote islands and on vessels in Japanese waters. That in itself is something that should make Iwakuni Marines stand up and take notice of their Japanese counterparts. Also, there are only three US-1 aircraft in existence and all are based at Iwakuni.

These three unique aircraft make up the 71st Air Rescue Squadron (ARS), a subunit of the 31st FAW. Established July 1, 1976, these planes and their crew have saved 24 lives in 19 emergencies.

Although look-alikes on the outside, inside the PS-1 and US-1 are completely different. If one looked inside a US-1, it might seem he was examining a hospital wing. And, in all reality, the US-1 flying boat can be classified as a genuine flying hospital. It has the capacity to hold 12 injured plus the facilities for several doctors and corpsmen.

Those same medical facilities and the US-1 proved invaluable when called upon to aid a Korean fishing boat. The Korean

vessel was 400 miles southeast of Iwakuni when its refrigeration system exploded, severely burning five crew members. At that time the 71st ARS dispatched a plane to the site to pick up the five men. Emergency medical aid was given aboard the aircraft en route to Komatsujima, Shikoku Island, where the crewmen received complete medical attention. A very competent US-1 crew and a waiver on customs regulations by the Japanese government saved the lives of the crewmen.

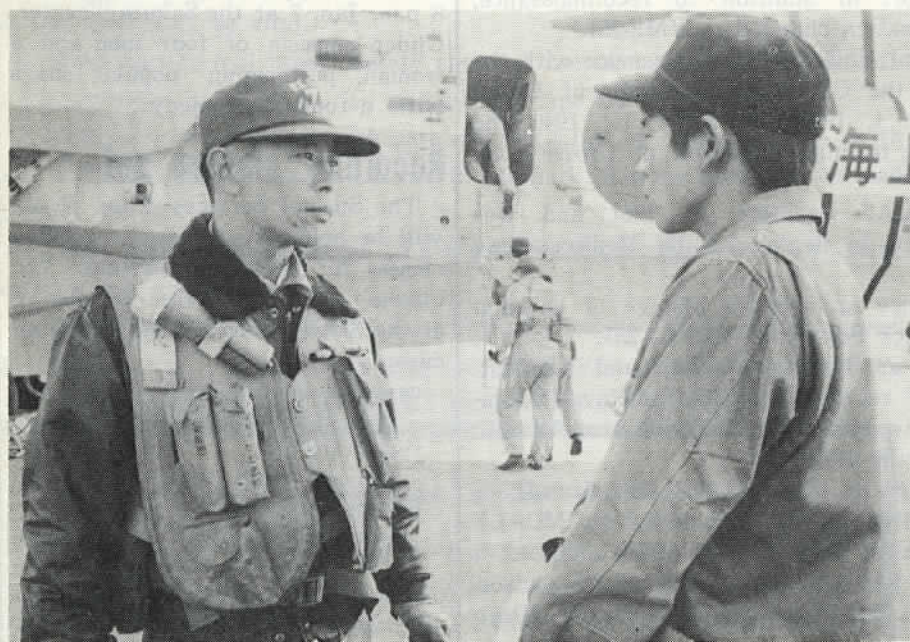
The medical capabilities of the US-1 are, of course, an indispensable item in the function of the 71st ARS. But there would not be a 71st Air Rescue Squadron if it weren't for the US-1 aircraft itself.

One of the amazing capabilities of the plane is that it needs only 600 meters of water to take off. And in its take off the craft needs only reach 60 knots to become airborne. With those specifications, the US-1 is not necessarily limited to the type of water body it can land in.

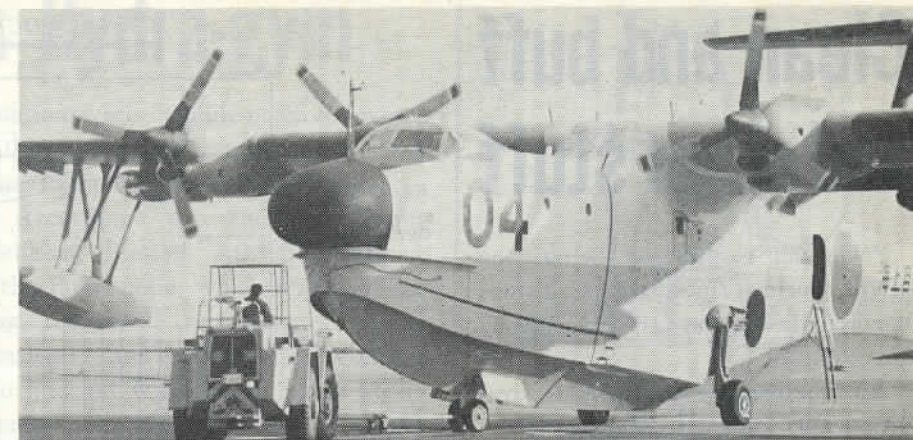
Another important feature in the structure of the sea plane is the built-in water channeling system. Located on the bottom perimeter of the craft, the water channels make the take offs and landings considerably smoother. Also they break the swells in the open seas and help the US-1 remain still when taking on passengers. All that plus a range of 2,300 nautical miles make the US-1 a truly outstanding aircraft.

In the 14 short months since the 71st Air Rescue Squadron came into being, it has built itself a good reputation. Most newly founded organizations don't receive any recognition for their efforts until years after they have been in operation. But, for an organization as proficient in its field as the 71st ARS, it is hard for someone not to notice.

ARE YOU THERE? PO3 S. Iiboshi talks with other members of the US-1 crew on the plane's intercom. Iiboshi is one of 12 men assigned to the US-1 crew.

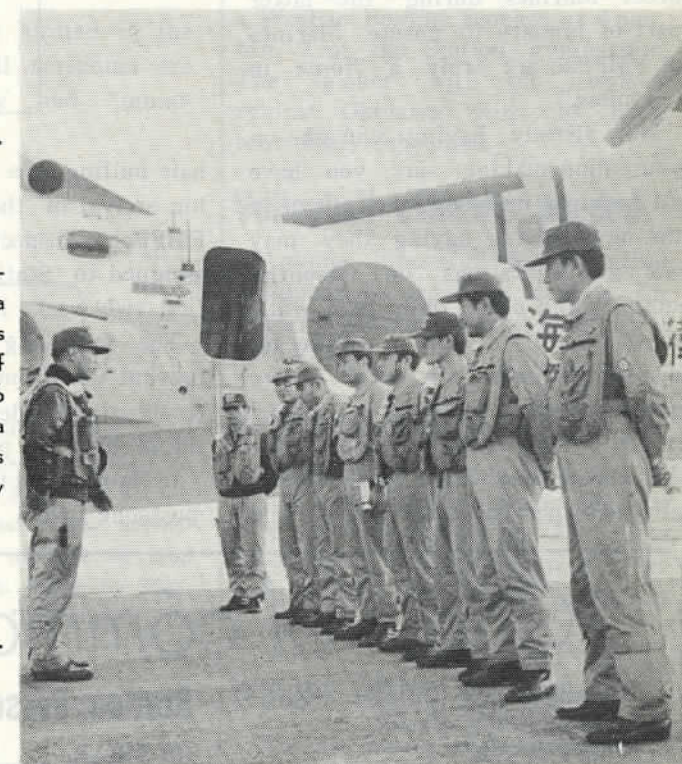


QUESTION AND ANSWER-An enlisted man's questions are answered by LCDR N. Nishijima, a US-1 pilot with the 71st Air Rescue Squadron.



ROLLING INTO PLACE - A tractor rolls a huge US-1 flying boat into position on the skirt just outside its hangar shortly after returning from a flight.

PASSING SCOOP-LCDR N. Nishijima briefs his crew members prior to taking off on a mission. The job they perform is a vital one, so it is important they know every detail.



I would like to thank LCDR H. Asayama of the Japanese Maritime Self Defense Force for sacrificing his time and efforts to make this story possible. Also, I would like to thank CDR A. Inada, the 71st Air Rescue Squadron's executive officer. He was instrumental in supplying us with all the information and setting up all the photographs for the story. And a final thank you to everyone in the 31st Fleet Air Wing for their cooperation.