

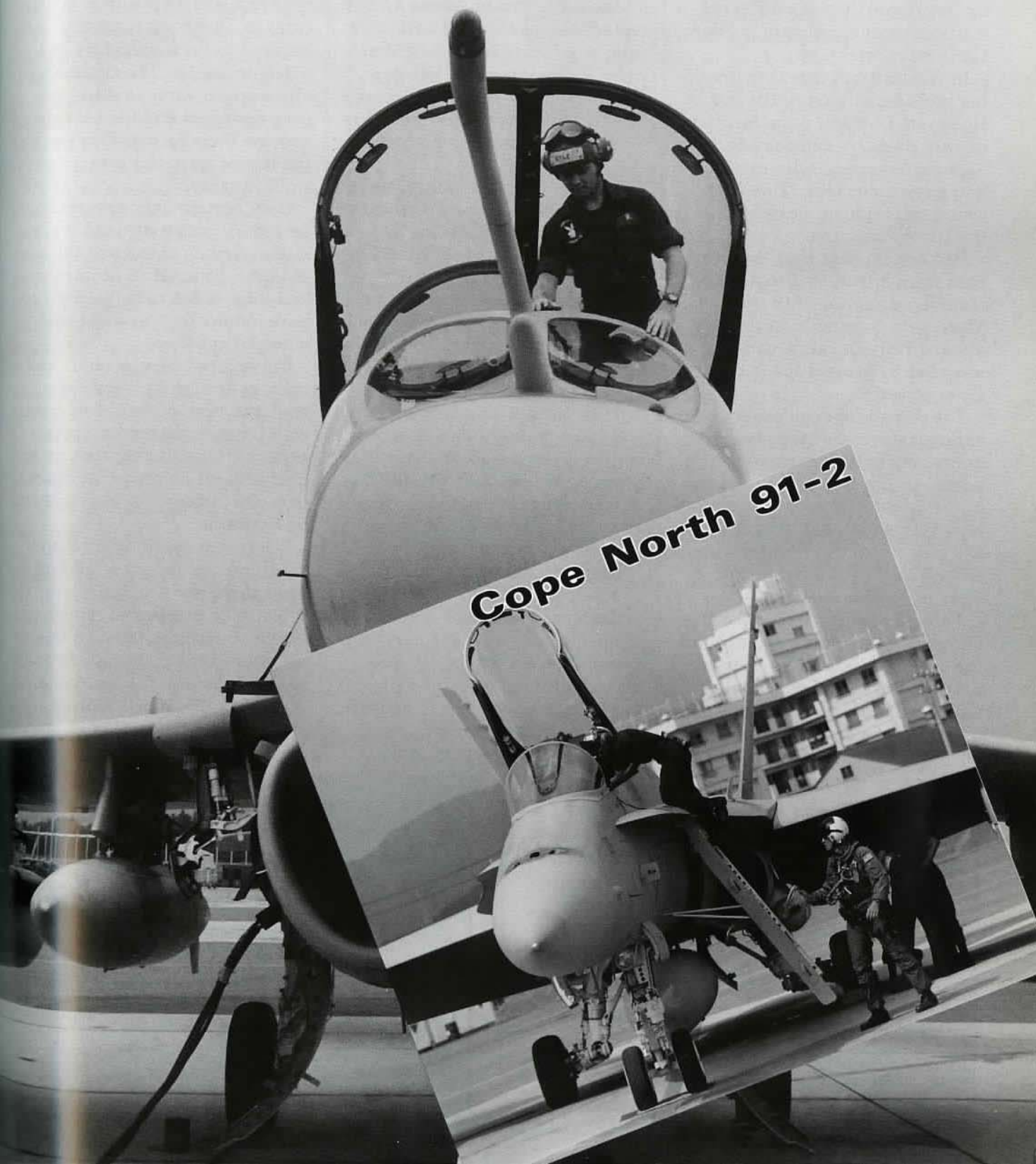
Torii

*Marine Corps Air Station
Iwakuni, Japan*



Teller

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Cope North 91-2

Cope North tests unit readiness

VMFA-312 Checkerboards and VMAQ-2 Playboys cement U.S./Japanese forces

Two local Marine Corps aircraft units participated in a large-scale, multi-national joint force exercise recently. Marines and aircraft from VMAQ-2's Playboy Detachment X and the Checkerboards of VMFA-312 joined U.S. Air Force and Japanese Air Self-Defense Force units in flying training missions throughout the area. The exercise, dubbed Cope North 91-2, was conducted from Feb. 26 to March 8.

Adding to the large number of F-16, F-15, F-4, and F-1 fighters, RF-4, E-2, and E-3 reconnaissance/electronic countermeasure aircraft and C-1 cargo planes were Det. X's EA-6B Prowlers and '312's F/A-18 Hornets. Marine Corps participation in Cope North required the dedication of almost 400 Marines supporting the Hornets and Prowlers during their daily flights between here and Tsuiki Air Base.

Capt. Peter L. Hahn, VMAQ-2 unit information officer, said the exercise was very enjoyable and informative for the Playboys. "We really enjoyed working with the Air Force and training with and 'against' the Japanese forces," he said. "During this exercise, we got a chance to perform a different mission than usual. Instead of our normal electronic countermeasure flying mission, we provided the fighters with airborne jamming training. That was a good experience for us."

The Checkerboards had a similarly positive experience during Cope North. Maj. Randy Alles, the operations officer for VMFA-312, said he has seldom

seen an exercise go so smoothly. "It was quite exciting working so closely with the Japanese pilots," Alles said. "It was also very interesting to see their operations on their bases. They were very hospitable and extremely professional in every way."

Alles said some of the Japanese pilots took the American aviators out to dinner several times, once even taking them to one of their homes. Both Alles and Hahn commented on the high level of camaraderie between the forces.

Problems were very few and far between, both Marines said. The only thing that could even be considered a problem, they said, was language. That proved quite a temporary problem, Alles said. "Many of the Japanese pilots and controllers spoke far better English than we spoke Japanese. They made it much easier."

The exercise ended March 8, and both squadrons prepared to join the other 1st Marine Aircraft Wing squadrons here in Exercise Team Spirit '91. **By Cpl. Steven E. Savage**

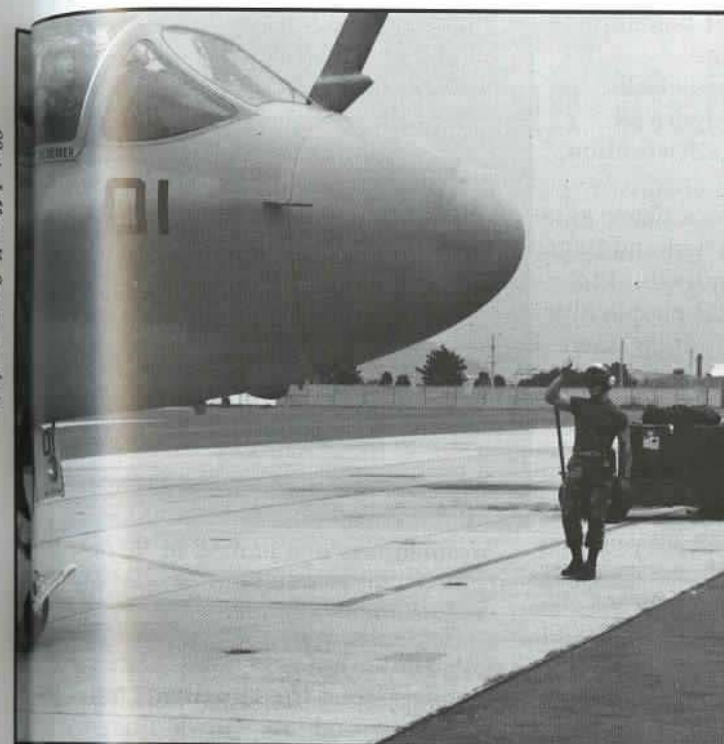
(Top from left to right) LCpl. Kyle Miller, plane captain from Q-2 hooks the tow bar to a Prowler. A thumbs up from his plane captain tells a Q-2 pilot it's time to go. Ensuring the F/A-18 from '312 is ready the plane captain gives it a final look over. Minor repairs are always necessary during any operations. LCpl. Kyle Miller, Q-2 plane captain inspects the wing on a Prowler.



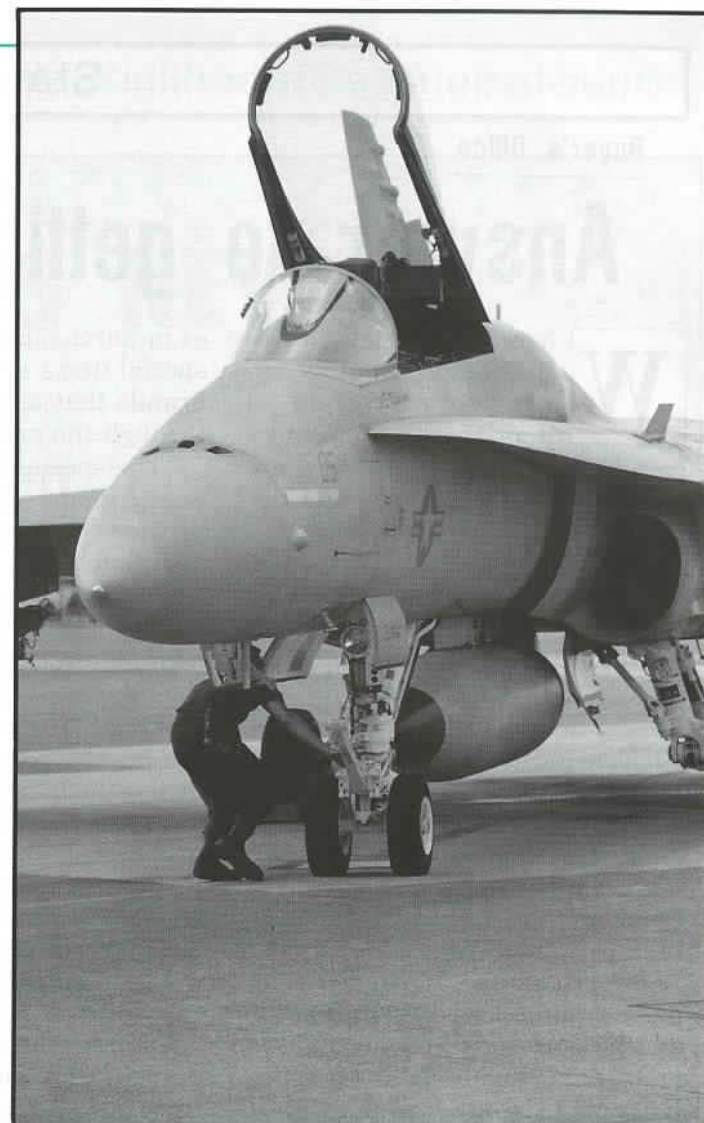
SSgt. Jeffrey K. Sammons-photo



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LCpl. Velda L. McCoy-photo



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"Buckle-up..." It's the law

The "buckle-up" campaign became mandatory in the Marine Corps sometime in 1979. Seatbelts are safety devices which do not stop or prevent traffic accidents. But seatbelts can reduce the severity of injury and can save lives.

"The only difference between driving in Japan and any place else in the world, is that over here we drive on the opposite side of the road," said SSgt. Steve Deskins, of the Provost Marshal's Office, accident investigation section. "The rules are basically all the same."

"The regulations establish a safe and orderly flow of traffic and they're there for the public's protection," continued Deskins. "Voluntary compliance from the public is what we're looking for vice police action. For those who don't voluntarily comply, then we will issue citations."

According to regulations, to be in violation, the vehicle has to be moving. For example, Jim and Lisa are driving through the front gate. The military policeman notes that they aren't wearing seatbelts. They are reminded of the regulation and are asked to "buckle up." If they choose to ignore this, they are in violation of the written order.

What can happen next? The military police are required to cite them, which will require a visit to traffic court. The citation is then sent to the magistrate for judication.

If found guilty, the citation is then forwarded to the individual's command. The command then has several options, one of which is office hours. The result can be as minor as non judicial punishment, or as extreme as a court-martial.

Normally, points are assessed on the driving record. But for habitual offenders, the consequences can be drastic. For instance, driving privileges can be put on suspension indefinitely. This simply means to forget about driving anywhere in Japan and get ready to "hoof" it!

"It is important for all to recognize that it's not just obeying military regulations, station orders and COMNAV Forces of Japan," states Deskins. "It's also obeying Japanese traffic laws."

"To get caught out in town without a seatbelt on can be costly. The cost of a Japanese citation is ¥ 25,000. That's a lot!" comments Deskins. "However, the real consequences, in a traffic accident, without seatbelts on, could result in someone's death."

So to be on the safe side and to avoid all the trouble.... Buckle Up!

By Donna Kenneth



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Deadline for submission of all ads is noon Thursday the week before publication. All ads are subject to editing due to space limitations.

Autos for sale

- '82 Nissan Laurel, JCI till July '91 \$600/obo, will be available March 26. Call SSgt. Devall at 253-2512 dwh or 253-2870 awb.
- '83 Mini Van (5 passengers), JCI till Nov. '92, \$1,500/obo, payment plan possible. Call Sgt. Hancock at 253-3868 dwh or 253-5052 awb.
- '85 Suzuki Alto JCI till Feb. '93, \$1,800; '83 Nissan Laurel Spirit, JCI till Jan. '93, \$1,600. Call Kaz Clawson at 253-4058 dwh or 253-4839 awb.
- '81 Skyline GTEX, JCI till Dec. '91, \$1,500. Call Cpl. Snidecor at 253-5292/

4219 dwh.

- '84 Mazda Capell, 2 yrs JCI in April, \$3,000. Call O.G. Montgomery at 253-3148 dwh or 38-0375 awb.
- '80 Toyota sprinter, automatic, JCI till April '92, \$700. Call Mr. Hutchinson at 253-4903 anytime.
- '80 Toyota Town Ace Van, JCI till Jan. '92, \$1,500. Call SKCS Mallari at 253-6793 dwh or 253-5136 awb.

Other items for sale

- Two A/C's, 18,000 BTU, \$125; 8,000 BTU, \$75; dining room set, table w/ four chairs and hutch, \$600. Call Lesley Ecker at 253-5541 dwh or 253-3727 awb.
- Mamiya 35mm camera, 35-105mm zoom lens, 50mm lens, 2X doubler, power winder, thyristor auto flash w/filters, \$200. Call Dave Sellman at 253-4501 dwh or 38-2247 awb.

- Blue Columbia free style 20-inch. bicycle, \$35. Call Craig Kostelny at 253-3788 anytime.

- Air conditioner, \$50; lawn mower, \$30; washer and dryer, \$50 each. Call SKCS Mallari at 253-6793 dwh or 253-5136 awb.

- Dining room table w/4 chairs, knotty pine bunk bed, dish cabinets (Japanese), organ, duffer golf clubs, pictures, lamps wardrobes (Japanese), Kimono cabinet. Call O.G. Montgomery at 253-3148 dwh or 38-0375 awb.

- Two air conditioners (Whirlpool): 12,000 BTU, 12,500 BTU, \$100 each; coffee table & two end tables, \$65; five drawer desk, \$25; lawn edger, \$6; girls bike w/training wheels, \$10; B/W T.V. \$60; three drawer bookshelf, \$25. Call Mr. Hutchinson at 253-4903 anytime.

"From the moment Operation Desert Storm commenced on Jan. 16 until the time the guns fell silent at midnight, this nation has watched its sons and daughters with pride; watched over them with prayer. As Commander-in-Chief, I can report to you our Armed Forces fought with honor and valor. As president, I can report to the nation, aggression is defeated. The war is over."

— President George Bush before Congress March 6 —

POW's/MIA's released by Iraq

Navy LT Jeffrey Zaun was smiling broadly as he entered a Red Cross van headed for Amman, Jordan, March 4 -- a stark contrast from his first television appearance more than six weeks ago, looking dazed and bruised.

"We feel it's over," said Zaun's father, Calvin, after seeing his son among the first group of freed POW's in Baghdad. "The party's going on right now."

Neighbors along Zaun's hometown subdivision in Cherry Hill, N.J., were awakened by cheers and the clanging of a bell shortly after Zaun's family learned from a military liaison officer that their son was among the first 10 allied personnel freed since Desert Storm hostilities ceased Feb. 28. Also among those released were LT Lawrence Randolph Slade and LT Robert Wetzel, who was piloting the A-6 "Intruder" attack jet in which Zaun was the navigator-bombardier. Zaun and Wetzel's plane went down during the first day of Operation Desert Storm.

The three Navy officers and fellow former prisoners -- Army Specialists David Locket, Melissa A. Healy, and Air Force Maj. Thomas E. Griffith, Jr. -- were driven to Amman, Jordan, and then flown to Bahrain for medical evaluation aboard the hospital ship USNS Mercy. Air Force Col. (Dr.) Wynn Mabry, a flight surgeon who accompanied the first group from Jordan, said the six Americans seemed in "excellent condition" and appeared to have been treated well by their captors. Officials would not speculate further on their condition.

The second group of former POW's arrived aboard USNS Mercy March 6 for medical evalua-

tion after an exchange with 300 Iraqi prisoners arranged by the International Committee of the Red Cross. The group of 15 Americans included: Marine Corps -- LtCol. Clifford M. Acree, Maj. Joseph J. Small III, Cpl. Michael C. Berryman, Capt. Russell A. C. Sanborn and CWO Guy L. Hunter Jr.; Army -- Maj. Rhonda L. Cornum, SPC Troy A. Dunlap and SSgt. Daniel J. Stamaris, Jr.; Air Force -- Col. David W. Eberly, LtCol. Jeffrey D. Fox, Maj. Jeffrey S. Tice, Capt. Harry M. Roberts, Capt. Richard D. Storr, Capt. William F. Andrews and 1stLt. Robert J. Sweet.

The 15 American servicemembers were greeted aboard the Mercy by VAdm. Stanley R. Arthur, Commander, U.S. Naval Forces Central Command, and Gen. Lorenzo Giordo, Vice Chief of Staff, Italian Air Force.

"They look good, don't they?," Arthur said to a group of Naval aviators after seeing the former prisoners. "Now we're going to get you guys home."

"We consider ourselves fortunate to be here to offer our services," said Navy Capt. Paul Barry, Commanding Officer of USNS Mercy's medical treatment facility, one of the largest trauma centers in the world staffed by nearly 1,200 medical and support personnel. "We're delighted to treat them and give them their first taste of home."

The former POW's returned to the U.S. together after full medical evaluations were completed. Ten other U.S. personnel, including five Navy officers, are still listed as missing.

Navy News Service
Washington, D. C.