

Torii



Teller

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The Marine Corps: a dying breed

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For years the Marine Corps has been known for its grit and tenacity; its hard nosed war ethics surrounded with respect and survivability in war; a warfighting gang based on brotherhood, courage, honor and commitment.

In 1978 I decided to join the Marine Corps to be a part of the world's most elite fighting force known to man. The era when Staff NCO's would take care of each other, and troop welfare was clearly defined. I remember going to the San Onofre Beach Club on Camp Pendelton after work and listened to how the "Old Dogs" such as SgtMaj. Eldridge, SgtMaj. Rose, SgtMaj. Newland, 1stSgt. Black, MSgt. Rock, GySgt. Coleman and GySgt. Giles, received office hours just to be competitive for promotions. Hard-core dogs that exemplified the Marine Corps' values, as well as discipline, esprit de corps and leadership. This was the "Old Corps" where our values actually symbolized what we represented. How is it that the Marine Corps lets its values be compromised, graduating recruits with little or no discipline. We have gotten away from training our junior troops to be NCO's and have imbedded in them that the only answer to mistakes is NJP. Discipline should be a reality rather than a concept. Recruit training is the beginning of every Marine's career, and I believe that drill instructors should be given the latitude to train recruits as they once were. If we do not correct this problem soon, we will continue to receive negative criticism.

Our Cover

The Commandant of the Marine Corps speaks with his Marines during a recent visit here. For more on Gen. Charles C. Krulak's visit, see page 5. (photo by LCpl. Christopher Michalski)

All military branches have their bad apples, but none should be ridiculed like the MC was in an article written by an Air Force captain stationed in Japan.

As Marine leaders, we need to make difficult choices. Some may be placed in an unfavorable position with either subordinates or, on occasion, higher authority. These decisions must be made, and Marines, once again, should be held accountable for their actions. It is time for the Staff NCO's to step up, be heard, and represent the Corps as leaders. Marines, the way the "old dogs" trained us to do, written in "Leading Marines," FMFM-1-0, "The essence of loyalty is the courage to propose the unpopular, coupled with a determination to do no matter how distasteful the ultimate decision. And the essence of leadership is the ability to resist such behavior." A dying breed — some would think so, but the Corps will live in the hearts of a small percentage of Americans that chose to take the challenge. Let us make our Corps strong again in character and readiness. We must continue to change with the nineties, but ensure that nothing less than tradition is inspired.

signed, GySgt. T. M. Johnson
VMFA - 235

All opinions and commentaries are welcome.

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News Briefs

SACC School Seats Open

WASHINGTON - Due to a critical shortage of substance abuse counsellors (MOS 8538), the number of school seats at the Navy Drug & Alcohol Counselor School has been increased to six Marines per class.

According to the Commandant, those Marines who take up the challenge of helping their fellow Marines with substance abuse problems not only meet a critical need within our Corps, but epitomize the meaning of "taking care of our own."

CMC Visits Okinawa

CAMP BUTLER, OKINAWA, Japan - The Commandant met with Gov. Masahide Ota, governor of Okinawa Prefecture Feb. 11 to discuss a variety of topics. These topics included the importance of the Marine presence on Okinawa to satisfy the needs of Japan and the U.S., and the Corps' interest in addressing the concerns of the Okinawan people through the Special Action Committee on Okinawa.

Squadrons Relocate

PEARL HARBOR, Hawaii - The U.S. Navy has decided to relocate three squadrons of P-3C "Orion" aircraft and associated personnel from Naval Air Station Barbers Point, Hawaii, to Marine Corps Base, Kaneohe Bay, Hawaii, by 1999. The move is due to the the Base Realignment and Closure Committee's decision to close NAS Barbers Point.

Marine Corps anti-armor capabilities for the 21st century

Editor's Note: The following article was taken from the December issue of Outreach, published by the Marine Corps' Warfighting Development Integration Division, Quantico, Va.

During the next five years, anti-armor capabilities within the Corps' infantry battalions will change dramatically. Both the organization and the systems to be employed by the Marines will evolve to provide enhanced lethality and survivability.

In the year 2000, the Marine Corps anti-armor capability will have changed due to the introduction of new weapons systems and through the retirement or phased withdrawal of older systems. While the distinction is not made in doctrinal publications, there is a significant difference between an anti-armor weapon and an anti-tank weapon. The fundamental difference is that anti-armor weapons are incapable of killing a tank, thus an awareness of the distinction between anti-armor and anti-tank weapons must be made. Emerging weapon systems such as the "Predator" and "Javelin" are both anti-tank weapons systems.

For the first time since the retirement of the 3.5 inch rocket launcher, the Marine Corps will field a lightweight, anti-tank weapon. The Short Range Assault Weapon or Predator is a lightweight, soft-launched, fire-and-forget weapon. The Predator is lethal against the most modern threat tanks and has a 50 to 80 percent hit probability at 600 meters against a stationary target. There will be 24 Predators in each

of the Marine infantry battalions.

During the next five years, the Dragon will be retired from the Marine Corps inventory and replaced by the Javelin. The Javelin is a lightweight, soft-launched, lock-on-before launch, fire-and-forget, multiple-attack, profile missile lethal to ranges greater than 2000 meters. There will be eight Javelin systems (two man teams) in each infantry battalion. The first infantry battalions will receive the Javelin in the third quarter of fiscal year 99. Final fielding is scheduled to be completed during fiscal year 07.

In the time frame from 2000 to 2005, anti-armor missile shelf life concerns become critical for the Tube-launched, Optically-tracked, Wire-guided Weapon System 2B and in the 2010 time frame for the Shoulder-launched, Multipurpose, Assault Weapon and the AT-4. The Marine Corps does not intend to replace the SMAW's warhead or the AT-4. SMAW will continue in the inventory as a bunker buster. A deficiency may develop with the disappearance of the AT-4 from the inventory. Since the SMAW is not "a round of ammunition," like the AT-4 (or its predecessor the Lightweight, Anti-armor Weapon), the USMC will no longer have a general use anti-armor weapon.

In the year 2005, the Marine Corps anti-armor capabilities will suffer its most significant loss with the shelf life degradation of the TOW 2B. The TOW weapon system replacement is currently being addressed. This loss will effectively terminate the heavy anti-armor capability in the heavy systems arena. ¶

Keeping the air station running

by Sgt. Tim Flack
Torii Teller Staff

From the jets roaring overhead to the automobiles "cruising" down Iwakuni's streets, Station Fuels tackles the responsibility of keeping the air station up and running.

According to MMCS(SW) Walt D. Hayes, leading chief petty officer of Station Fuels, tens of millions of gallons of different fuels flow through the 31-acre facility here each year, roughly 1,250,000 gallons per month.

To put that number in perspective, an Olympic-size swimming pool holds approximately 600,000 gallons of water.

Station Fuels supplies fuel for the entire air station, including the gas station and the boilers that provide heat.

The section's work begins with a planning process for incoming fuels. When a ship docks here, workers are on hand to conduct the off-loading process. Before it is off-loaded, it must be tested to ensure quality and safety.

According to Hayes, the shipment, whether it be JP5 (jet fuel), F76 (diesel fuel), MUM (MOGAS for automobiles) or FJ1 (boiler fuel), must also be tested during the middle and end of the off-loading process. The shipment is also visually inspected for sediment and oil every five minutes, and then piped to the section's fuel tanks.

The next step is to distribute the fuels, and that's where the section's 15-truck tanker fleet comes into play. The Marines, Sailors and Japanese drivers take incoming requests, and distribute the fuel daily.

The Marines who work at Station Fuels are motor transport operators "fapped" from Marine Wing Support Squadron-171. Even though they are already trained vehicle operators, Hayes stated that working with fuel brings a whole other training evolution into play.

"When they get here, they

need to complete a year's worth of Navy qualifications in about two months," said Hayes. "They have to finish training manuals dealing with the storage and testing of fuels, along with fueling de-fueling procedures, firefighting safety, environmental concerns and many other extensive classes." According to Hayes, they also train MWSS-171 Marines who need the qualifications but won't be working at Station Fuels.

"Actually, it's just another way we're trying to help save money," he said. "Instead of spending that money to send roughly 20 Marines a year to Okinawa for the training, we can do it right here."

However, for Station Fuels' workers, this is an evolution, and the spotlight on safety is a constant process. Hayes tasks one of his servicemembers with providing a weekly training class. The personnel choose a topic from the training manuals, research the topic then prepare and present a class.

"I think it's a good way to learn and pass on information, and it keeps everyone who works here knowledgeable in our job," he said. "We're also extremely environmentally conscious, and we conduct safety training in this area."

If all this isn't enough, personnel from Station Fuels wear a second hat in their daily duties.



S. Ishida (left) and T. Hironaka (right) check the filter on a fuel hose during routine maintenance.

also house the only U.S. Navy Cryogenics facility capable of storing, and producing its own nitrogen and oxygen.

The cryogenics personnel work closely with Marine Aviation Logistics Squadron-12's cryogenics shop, providing them the nitrogen and oxygen they use in the Marine aircraft group's aircraft.

According to Hayes, the cryogenics section is saving the air station roughly \$2,500 a month by producing some of the nitrogen and oxygen for MAG-12.

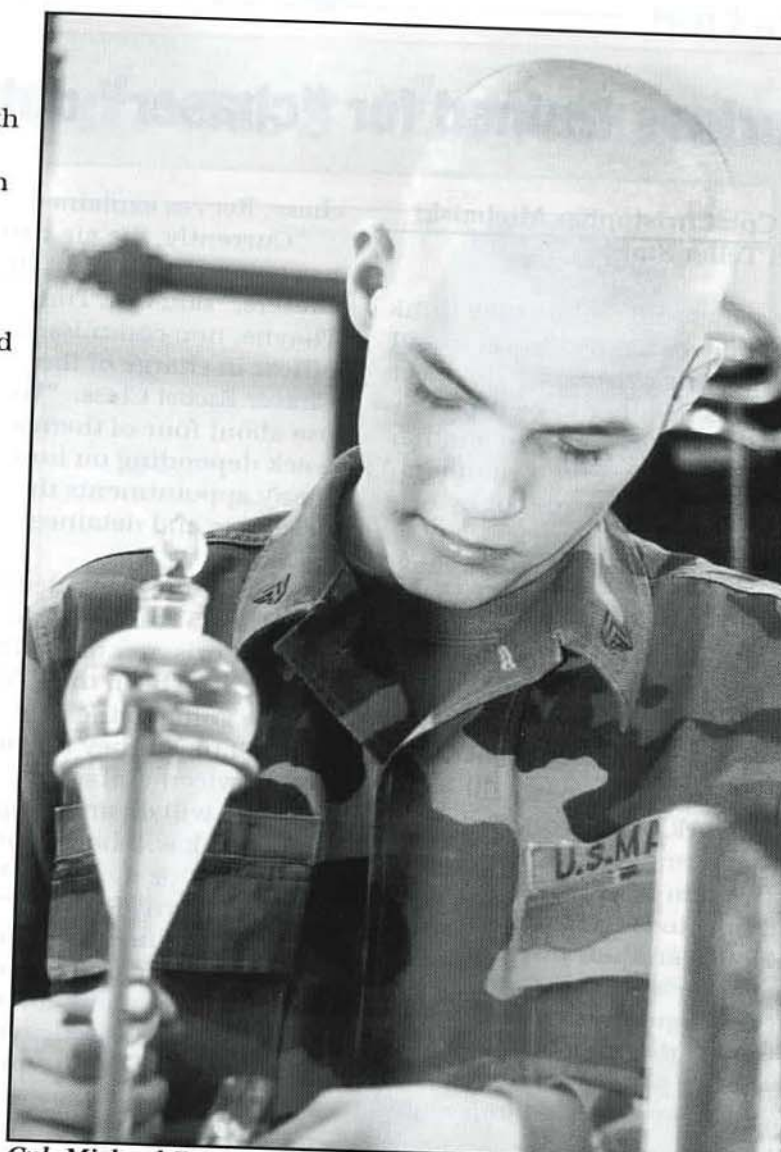
Hayes stated that while the fuels and cryogenics sections are already doing an outstanding job, in September they'll finish a reconstruction project making the facility even better.

"A new automated inventory control system and filter-re-circulation system is also being installed in each of the tanks," said Hayes.

Usually, when fuels are off-loaded into the storage tanks, it takes three days for the sediments to settle before the fuels can be doled out. However, the new system will cut this time down to two hours, thus ensuring everything on Iwakuni keeps "up and running." ■



Shinji Itoh drives a forklift in the cryogenics lab storage lot.



Cpl. Michael R. Stewart, a San Jose, Calif., native, adjusts the equipment needed to check the icing inhibitor compound in a fuel sample.



Meters at Station Fuels keep track of how much fuel is issued.