

THE BLACK KNIGHTS GO TO WAR



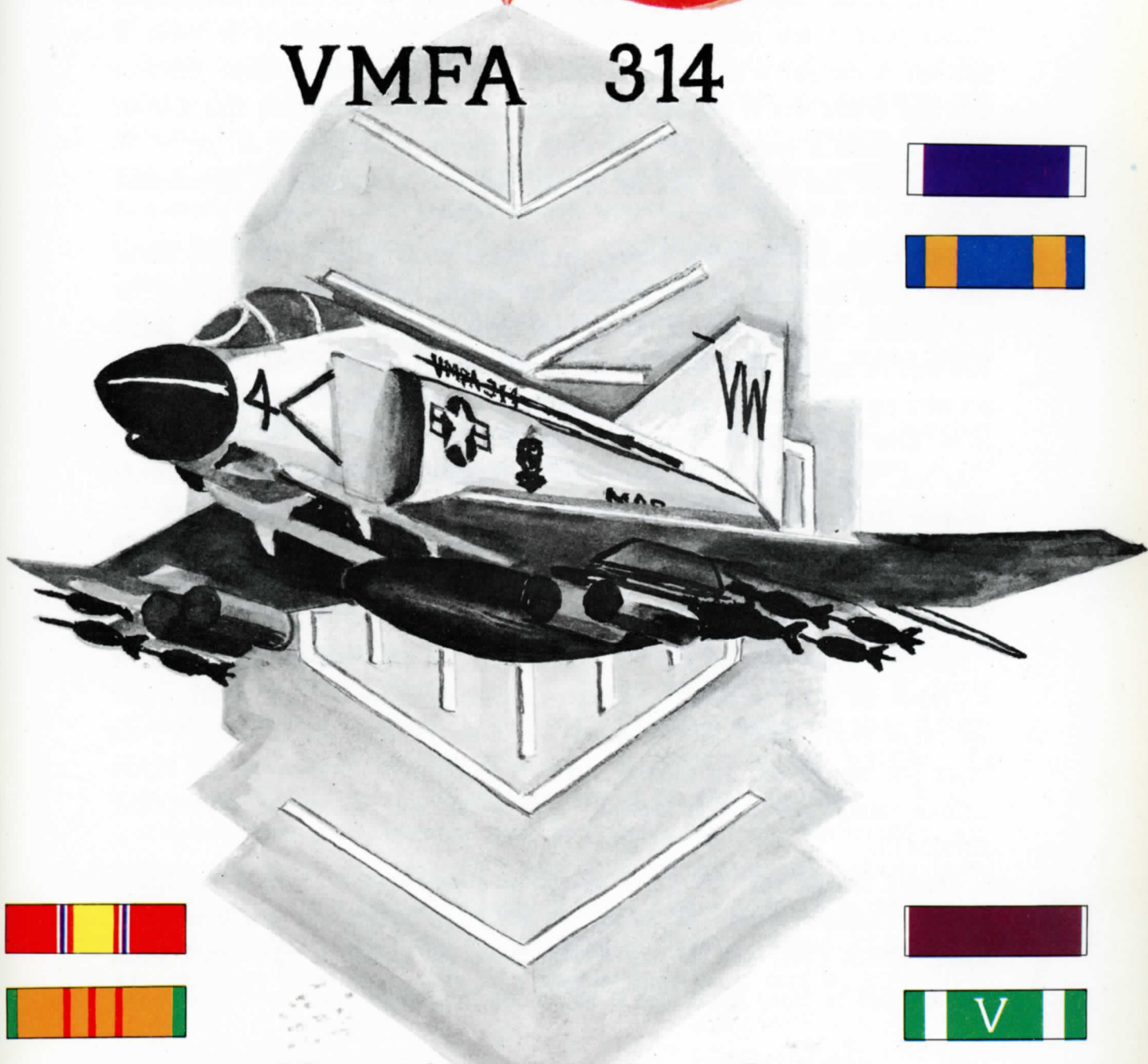
GYSGT C. W. GLASPY







VMFA 314



VIET NAM 1966

Commissioned on 1 October 1943 in Cherry Point North Carolina, VMF-314 was assigned the F4U Corsair, and began training immediately for combat in the Pacific. Deploying to Midway Island in June 1944, the squadron continued training until it moved to Be Shima in April 1945 to take part in the invasion of Okinawa. During the ensuing campaign, VMF-314 pilots were credited with 14 kills, and the squadron was awarded the Presidential Unit Citation. At the conclusion of hostilities, VMF-314 moved to Kyushu, remaining there as part of the occupation force until early 1946 when the squadron returned to Cherry Point and decommissioned in April.

VMF-314 was recommissioned in February 1952 at Miami Florida as part of the Third Marine Aircraft Wing, and became the first squadron in the wing to transition to a jet aircraft... the F9F Panther. Deploying twice in the next three years; once to Roosevelt Roads Puerto Rico where the squadron established a still standing record for jet aircraft operations of 2406 hours in a thirty day period, and again to Atsugi Japan for an eighteen month tour, VMF-314 returned to the Third Marine Aircraft Wing at E1 Toro California.

In 1956, VMF-314 took second place in both the Wing Gunnery Meet and the Naval Air Weapons Meet, and then in 1957 the squadron took top honors in both of these events. In the same year, the squadron received the brand new F4D Skyray, was redesignated VMF (AW)-314, and became officially the BLACK KNIGHT Squadron. VMF (AW)-314 won the Commandant's Aviation Efficiency trophy for 1957.

1958 found VMF (AW)-314 once again deployed to the Far East, this time flying in support of Quemoy and Matsu operations, scrambling 152 times in the defense of these islands. After a year in the States, VMF (AW)-314 mounted out to the Far East with the venerable Fords for the last time, for when the squadron returned in October of 1961, it became the first Marine outfit to transition into the F4B Phantom, taking on the designator Marine Fighter/Attack Squadron-314.

Equipped with the F4B, VMFA-314 embarked on a whole series of firsts in both Marine and Naval Aviation. Between 1961 and late 1964, VMFA-314 deployed eight times, including three separate Aircraft Carrier tours, an aerial refueling mission that spanned the entire Pacific Ocean from E1 Toro to Atsugi Japan, tours in Taiwan and the Philippines, and more routine deploy-

ments for training in the United States. The squadron set an F4B record of 1314 flight hours in a thirty day period, took part in eleven Research, Development and Evaluation Projects, and set new standards in Air to Air weaponry.

As the squadron reorganized at El Toro in late 1964, it became apparent that the burgeoning conflict in Viet Nam and the determination of the United States to fulfill it's commitments there would soon have an unprecedented effect on all of the Marine Corps. An atmosphere of urgency began to surround the activities of the squadron as the numbers of Marines committed to Viet Nam steadily increased. Drastic changes in personnel along with requirements to aid in the support of units deploying overseas ahead of schedule failed to deter VMFA-314 from its goal of attaining combat readiness in the shortest possible time. Deployments to the Naval Missile Center at Naval Air Station, Point Mugu, California for Sparrow and Sidewinder qualification of aircrews and to Marine Corps Air Station, Yuma, Arizona for conventional weapons delivery training were accomplished with outstanding results.

It is characteristic of Marines that they function best when conditions are worst and the pressure to produce increases. VMFA-314 was no exception to this rule and as the summer of 1965 passed, the squadron met each commitment and requirement imposed upon it with growing skill and confidence.

At the end of August, 1965, VMFA-314 was again enroute to the Far East, this time aboard USS VALLEY FORGE. A novel experience for a Phantom squadron since VALLEY FORGE is a helicopter carrier; VMFA-314 nevertheless took it in stride. After debarking at Marine Corps Air Station, Iwakuni, Japan, the squadron immediately set to work to eliminate the remaining deficiencies in readiness. A deployment to Okinawa encompassing all phases of combat training was rapidly planned and efficiently executed. By the end of the year, VMFA-314 was ready to take its place in meeting the challenge offered by the Viet Nam conflict.

The mere recounting of achievements makes for interesting copy but it fails to tell the most important story of all...that which made a group of men and machines into an effective fighting unit. This is not to be found in one picture or even a group of words. It is that which lies behind half a thousand faces—many of which, because of personnel rotations, are not recorded here—that makes the difference...that added altogether makes up the story of.....

MAJ. CHARLES A. SEWELL



COMMANDING OFFICER



CHARLES A. SEWELL was born in Fort Worth, Texas on 10 July 1930. After graduating from High School in Marietta, Oklahoma in 1948, he joined the Navy and entered preflight a year later, graduating with his wings and Commission as a Second Lieutenant in the Marine Corps in December 1950. After a rapid transition syllabus in the F9F-2 at Cherry Point, Lt SEWELL reported to VMF-311 in Korea where in six months of flying, he earned the Distinguished Flying Cross, four Air Medals and the Purple Heart, the result of having been shot down and wounded on a combat mission. Lt SEWELL was assigned to FAC duty where he was again wounded, this time to be shipped home to convalesce.

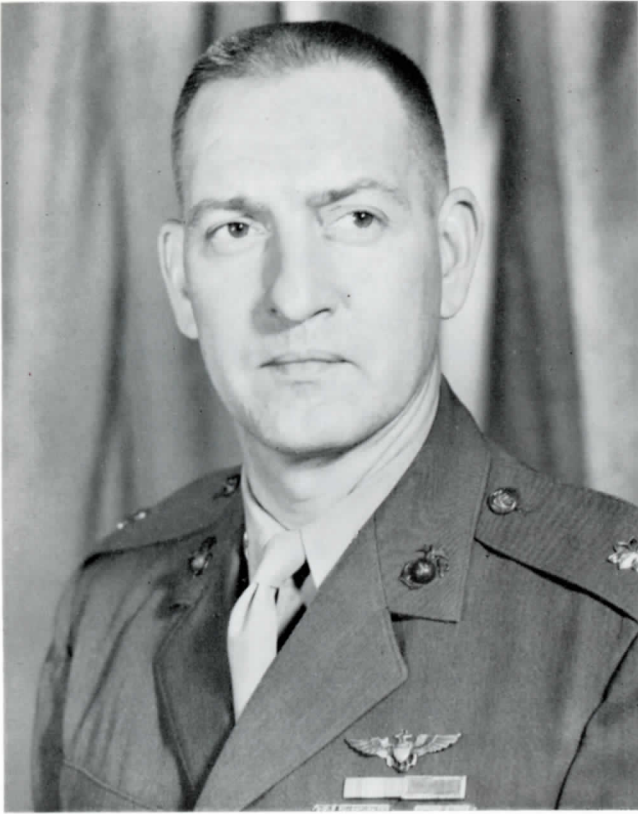
After three years at Cherry Point instructing in Jet Fighter Tactics—a period highlighted by his marriage to his wife Bonnie—Capt SEWELL received orders to exchange pilot duty with the Royal Air Force. As a member of the No. 74 Fighter Squadron, he became the first Marine to hold a Flight Commander's billet, was a member of the squadron demonstration team, and set three gunnery records. He also found time to check out in practically every aircraft in the RAF inventory.

Returning in May of 1957, Capt SEWELL spent the next two years in the Operations Section of Air FMF Lant before rotating to the Far East with MASS-2 as the Operations Officer.

After completing the Amphibious Warfare Course in June 1961, Major SEWELL went to Test Pilot Training at Patuxent River and was assigned to the Flight Test Division where he participated in projects on F-4, F-8, A-4, A-5, RA-5 and A-6 aircraft. Again he managed to find the time to fly some fourteen other aircraft in his "spare" time. Major SEWELL was selected as a member of the Society of Experimental Test Pilots.



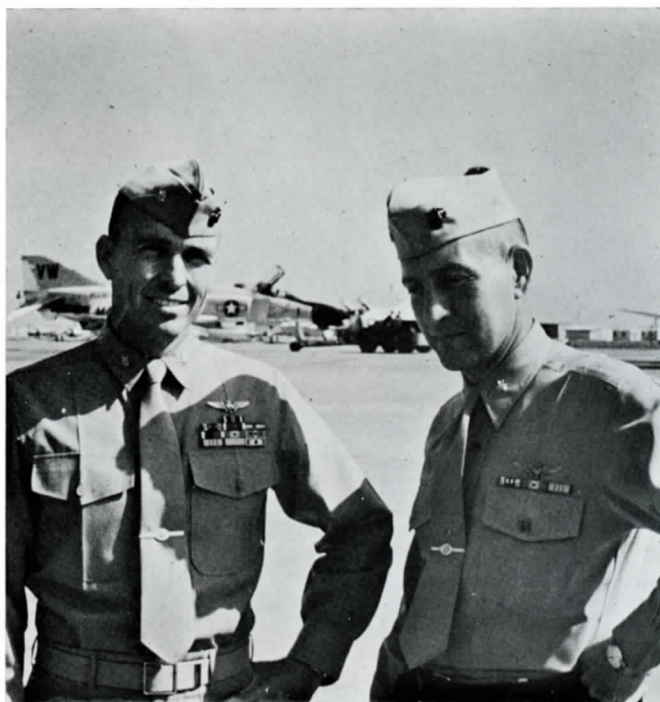
On 1 June of 1964 Major SEWELL became the Executive Officer of VMFA-115 remaining with that squadron until taking Command of VMFA-314 in December 1965. Major Sewell was selected for promotion to lieutenant colonel during 1965.



MAJ. CLARENCE M. BAKER

EXECUTIVE OFFICER





Clarence M. BAKER was born in Kansas City, Missouri on 27 July 1930. He graduated from Paseo High School in Kansas City in 1947, and enlisted in the United States Marine Corps Reserve while he attended Kansas City Junior college, from which he graduated in 1950. Called to active duty in August 1950, Pvt BAKER underwent boot training at MCRD San Diego, became a machine gunner at Camp Pendleton and was removed from an overseas draft with orders to U. S. Naval Academy and College Preparatory School at Bainbridge, Maryland. From there he went on to the University of Missouri, graduating and receiving his BS degree and his commission as a Second Lieutenant in the United States Marine Corps in June, 1953.

Completing Basic School in January, 1954, Lt BAKER was ordered to Camp Lejeune where he served as a machine gun platoon commander and MP platoon commander. From there he went to flight training in April 1955 and was designated a Naval Aviator in June 1956 whereupon he joined VMA-211 at Edenton, N. C. Initially flying AD's, he transitioned to the first A4D-2's in the Naval Service in September 1957. He remained with VMA-211 until completion of a Far East tour in February 1960.

After instructing in fighter and instrument courses at El Toro for two years, Capt BAKER was ordered to Test Pilot Training at Patuxent River, and completing the course in October 1962 was assigned initially to the Aeromechanical Branch, and then to the Fighter Branch Service Test Division. His many projects included evaluations of pressure suits, engine tests and extensive engine/armament compatibility tests of the F4B. He was elected a Member of the Society of Experimental Test Pilots in September 1964.

In March 1965 Major BAKER was assigned to H & MS-15, first as Executive Officer and then as Commanding Officer. In July 1965 he became Executive Officer of VMFA-314.



FIRST SERGEANT
JOHN N. JURINSKI

First Sergeant Jurinski entered the Armed Forces in September 1947. He underwent Recruit Training at Parris Island, South Carolina and was then assigned as an Amphibian Tractor Crewman with the 2nd Amphibian Tractor Company at Camp Lejeune, North Carolina.

At the start of the Korean War, he joined the newly formed First Marine Division at Camp Pendleton, California and landed with assault waves at Inchon on 15 September 1950. As a member of Baker Company, First Amphibian Tractor Battalion, he later took part in the capture of Kimpo Airfield, the capture of Seoul, the Wonsan Landing, the Chosin Reservoir Campaign and the Hungnam evacuation. His first tour of duty in Korea ended with the completion of Operation Killer during the Spring of 1951.

Following Korea the First Sergeant served as gunnery sergeant of Marine Barracks at the Naval Submarine Base at New London, Connecticut. After attending Basic School at Marine Corps Schools, Quantico, Virginia, he served as a Platoon Commander with the 2nd Amphibian Tractor Battalion at Camp Lejeune until his return to Korea in 1953. There he served as a Platoon Commander with the First Amphibian Tractor Battalion and later as Executive Officer of Baker Company and Commanding Officer of Headquarters and Service Company.

Following three years as the Commander of the Marine Detachment, Puget Sound Naval Ammunition Depot in Bremerton, Washington, he requested reversion to his permanent rank of Master Sergeant. He was then assigned as Operations Chief of the 3rd Amphibian Tractor Battalion at Camp Pendleton, California.

After his promotion to First Sergeant in 1960 and upon completion of Recruiters' School at Parris Island, he was assigned as Sergeant Major of the Marine Corps Recruiting Station at Minneapolis, Minnesota. He subsequently served as First Sergeant of Alfa Company, 3rd Engineer Battalion and later as Sergeant Major of that battalion.

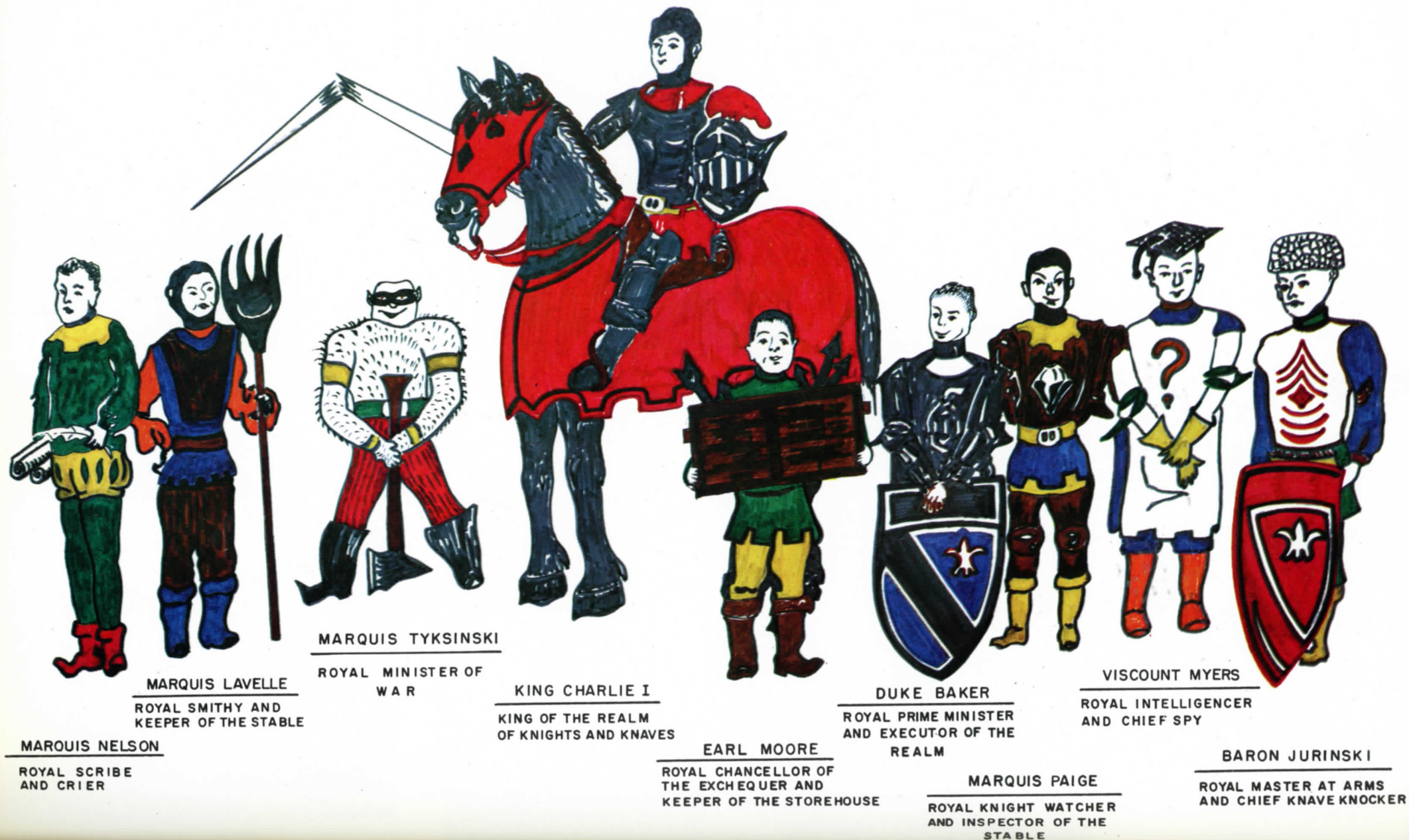
Following his return to the United States, he was assigned as First Sergeant of the newly formed VMFA-314 at MCAS El Toro in October of 1964.

The First Sergeant is married to the former Valerie Burke of Bremerton Washington and they have three daughters.



PEOPLE

The Retainers Of The Black Knights



MARQUIS NELSON

ROYAL SCRIBE
AND CRIER

MARQUIS LAVELLE

ROYAL SMITHY AND
KEEPER OF THE STABLE

MARQUIS TYKSINSKI

ROYAL MINISTER OF
WAR

KING CHARLIE I

KING OF THE REALM
OF KNIGHTS AND KNAVES

EARL MOORE

ROYAL CHANCELLOR OF
THE EXCHEQUER AND
KEEPER OF THE STOREHOUSE

DUKE BAKER

ROYAL PRIME MINISTER
AND EXECUTOR OF THE
REALM

MARQUIS PAIGE

ROYAL KNIGHT WATCHER
AND INSPECTOR OF THE
STABLE

VISCOUNT MYERS

ROYAL INTELLIGENCER
AND CHIEF SPY

BARON JURINSKI

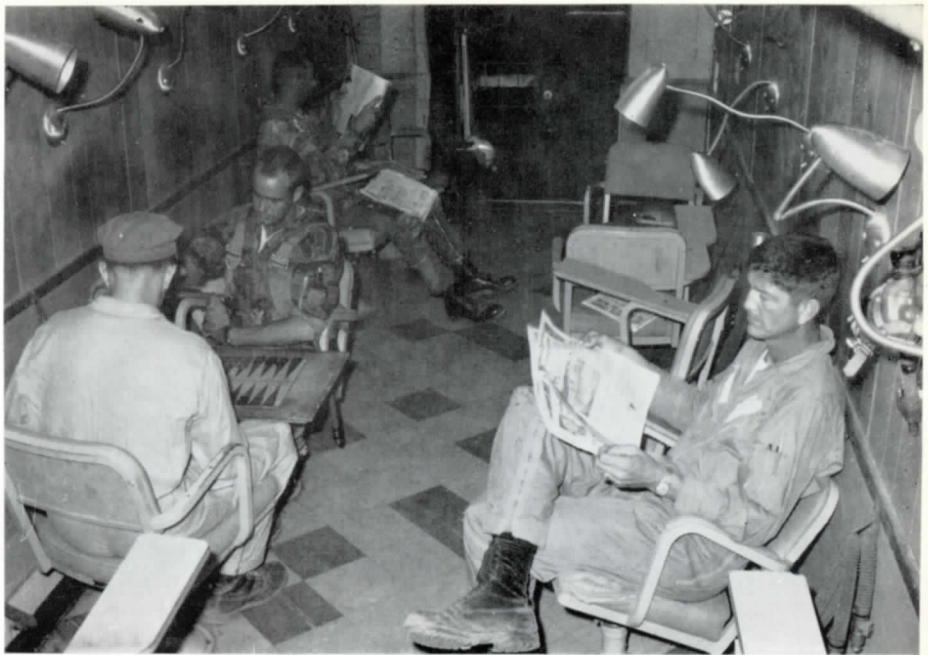
ROYAL MASTER AT ARMS
AND CHIEF KNAVE KNOCKER

THE OFFICERS

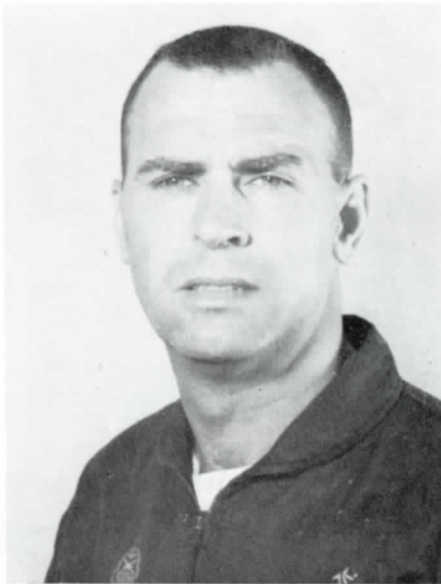




MAJ J. B. LAVELLE



MAJ. T. W. NELSON



MAJ E. C. PAIGE, Jr



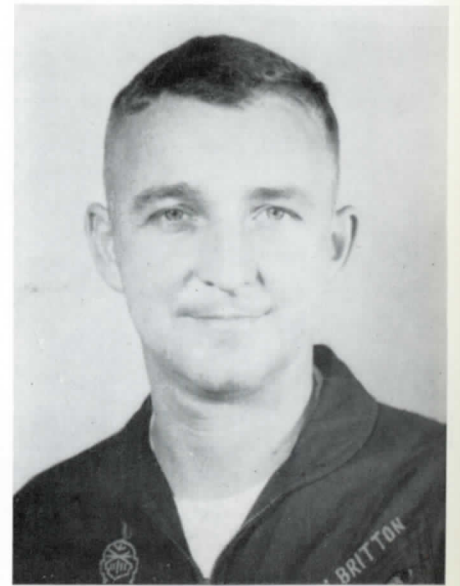
MAJ R. R. SHEAHAN



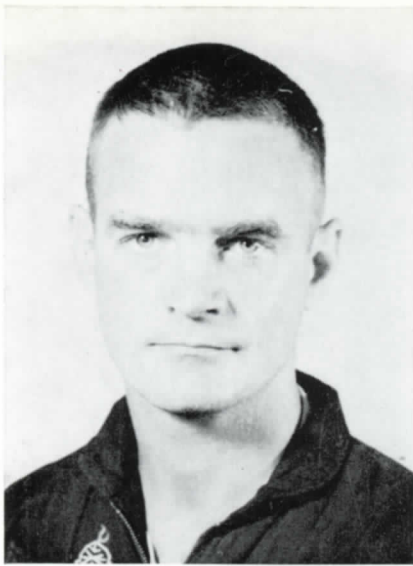
MAJ W. A. TYKSINSKI



CAPT A. G. BARTEL



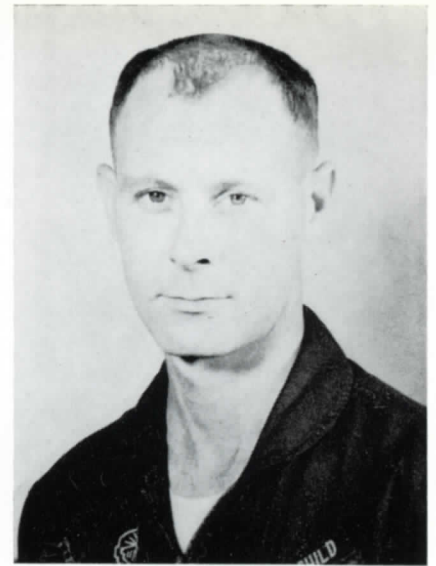
CAPT O. W. BRITTON



CAPT J. C. BRYNJULFSON



CAPT L. M. DUKE



CAPT C. R. FAIRCHILD



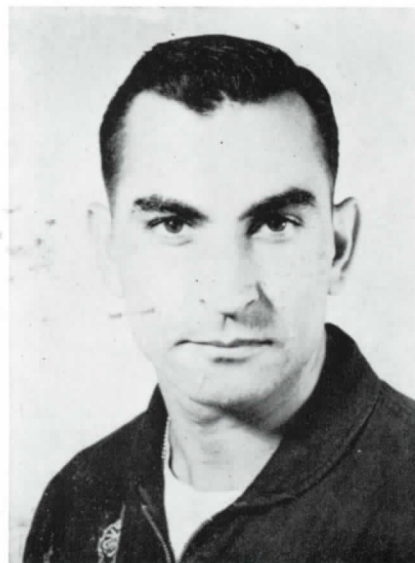
CAPT D. E. MOORE



"What order Sir"



CAPT D. W. MYERS



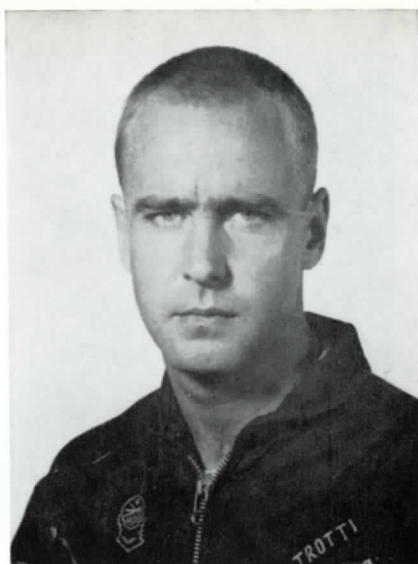
CAPT R. L. PAPPAS



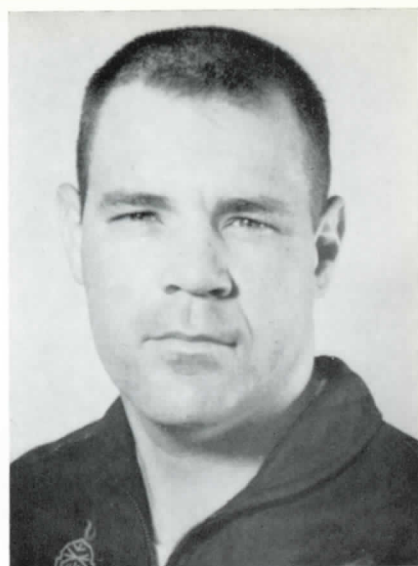
DOC M. SAUNDERS



CAPT H. F. STROMAN



CAPT J. H. TROTTI



CAPT J. T. TYLER



CAPT D. WESTBROOK



CAPT L. A. WHIPPLE



LT J. T. BRATON



MAJ. SEWELL and COL
ANGLIN (MAG 11 C.O.)



CAPT DAVE LEVINE



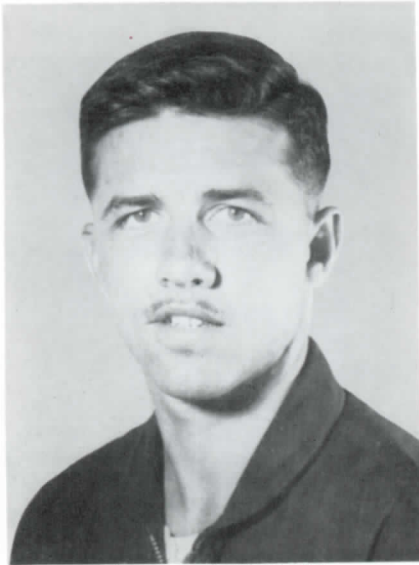
LT J. R. COLEMAN



LT J. J. FUCIK



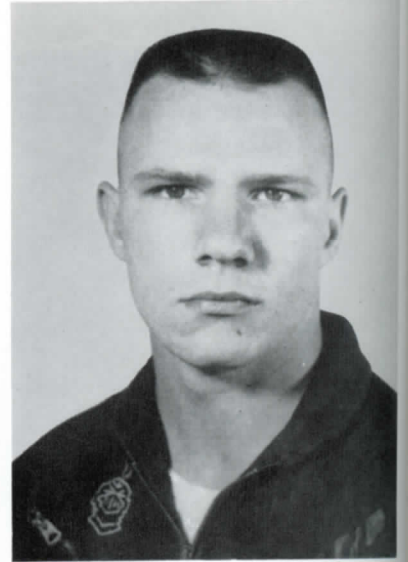
LT B. B. HICKOX



LT J. J. HUGHES



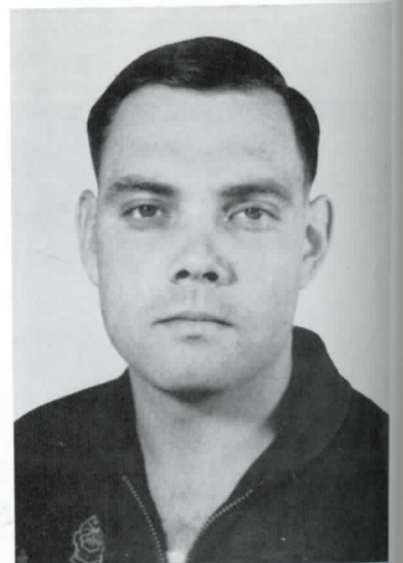
LT. D. K. IGOU



LT T. D. KEENAN



LT T. J. KLUG



LT M. E. LORIG





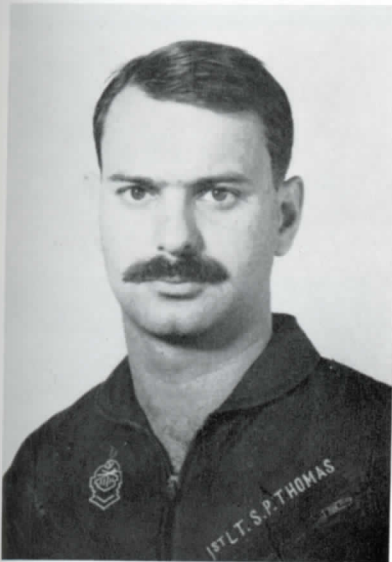
LT G. L. MCCLURE



LT R. L. NEWCOMB



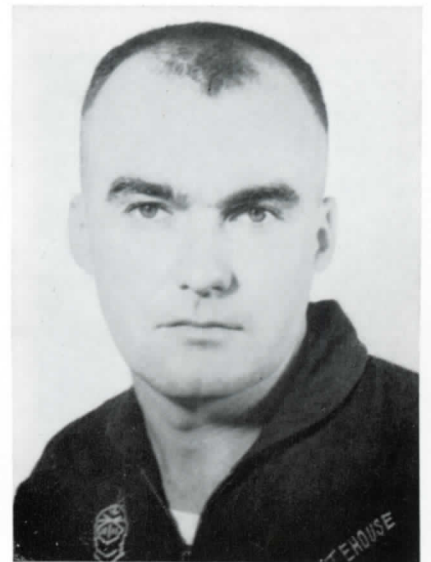
LT S. B. SOLOMON



LT S. P. THOMAS



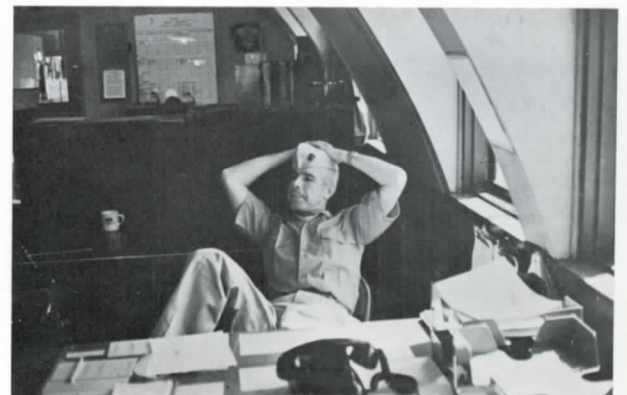
LT K. VAN ESSELSTYN



LT R. A. WHITEHOUSE



LT D. J. WILSON





LT C. F. WOOD



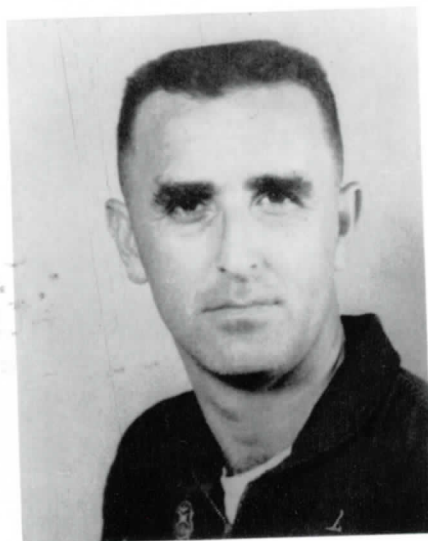
LT L. ALLEN



LT V. M. BERDINE



LT J. J. CASTONGUAY



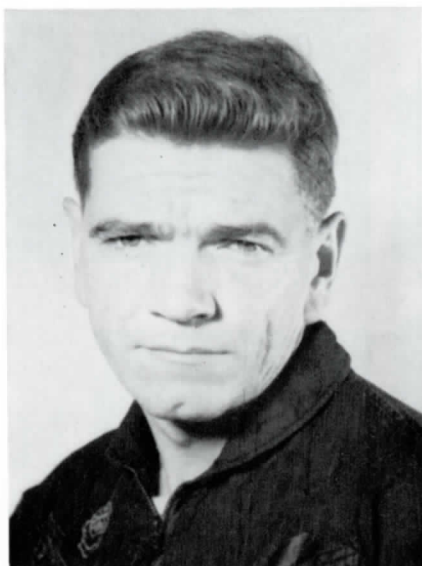
LT B. R. ELLIS



LT E. S. HOLMBERG



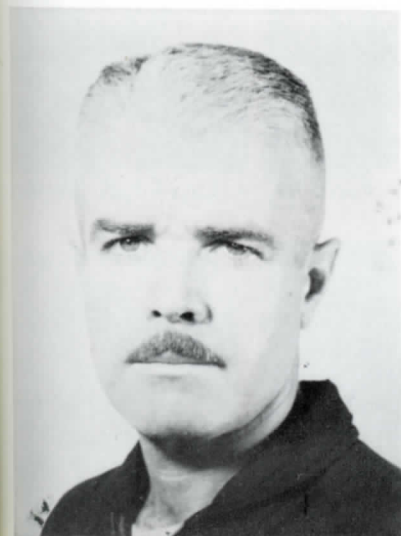
LT J. E. LAKE



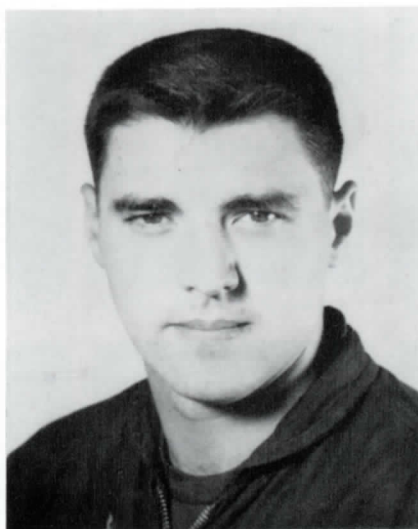
LT T. P. KELLY



LT H. E. KERR



LT P. J. MURRAY



LT R. L. ROBINSON



LT J. E. WARD

ADMIN.



SSGT T. J. Feely



SSGT V.V. Mommaerts



SSGT L. C. Richards



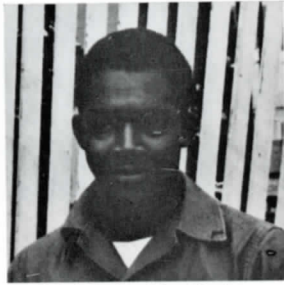
SGT B. E. Boltze



LCPL J. C. Barker



LCPL P.C. VanWoerden



PFC P. H. Paige

INTELLIGENCE



SSGT C. Badami

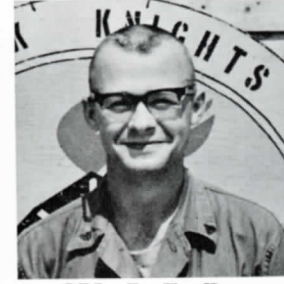


LCPL R. E. Thomas

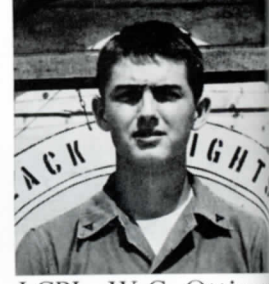
OPERATIONS



SSGT G. L. Ray

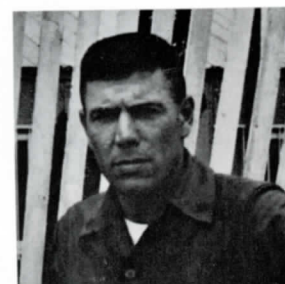


CPL R. E. Day



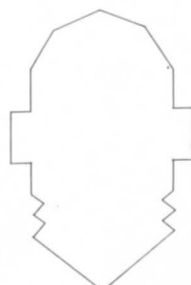
LCPL W.G. Ottinger

EMBARKATION



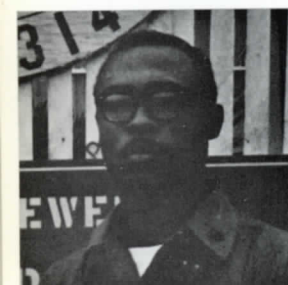
SGT H. H. Jorschumb

BUILDINGS AND GROUNDS

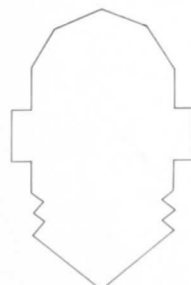


SGT J. D. Higgins

MARINE CORPS PROPERTY



SGT A. L. Cooper

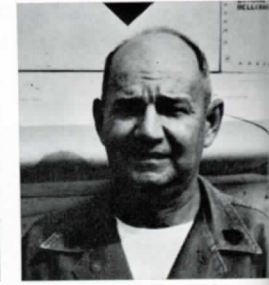


SGT M. O. Harrelson

MAINTENANCE CHIEF

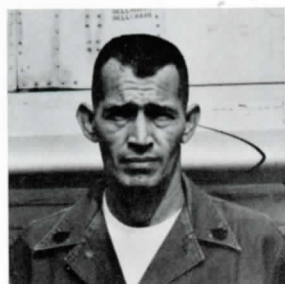


MSGT A. F. Pankow

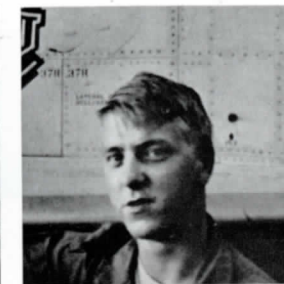


GYSGT F.R. Wittmeyer

MAINTENANCE ADMIN.



SSGT H. J. Zaremski



LCPL W.M. McDonald



CPL R.D. Richardson

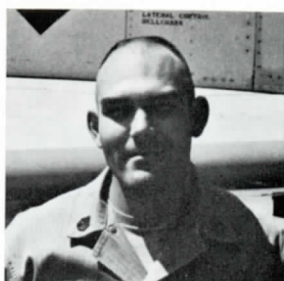
MAINTENANCE CONTROL



GYSGT M.L. Moynahan



SSGT C.J. Belgarde



SSGT R.R. Smith

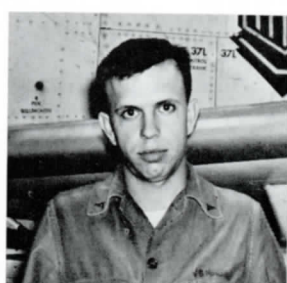
QUALITY CONTROL



SSGT E.J. Miknaites

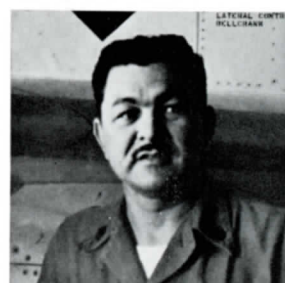


SGT L.F. Maine



LCPL J.S. Howard

CHECK CREW



SSGT P.F. Comacho



SSGT D.G. Adams

HYDRAULIC SHOP



SSGT D.R. Hudson



SSGT A.R. Knight



SGT S.D. Alvarez



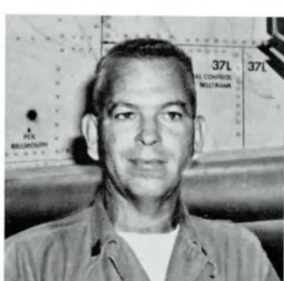
SGT A.E. Carmack



SGT R.E. Hacker



SGT R.A. Ludwig



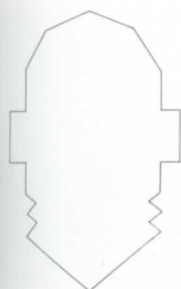
SGT D.R. Lusk



SGT L. Roach



SGT G.E. Walker



SGT R.A. Williams



CPL D.C. Cornish



CPL W.C. Costie



CPL R.J. Olbinski



CPL G.W. Ryan



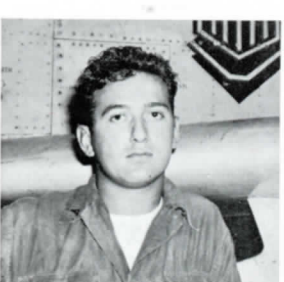
CPL J.M. Smith



CPL J.W. Whitehurst



LCPL T.W. Amerman



LCPL E.R. Draper



LCPL S.J. Jasek



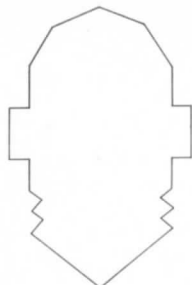
LCPL D.M. Pellegrini



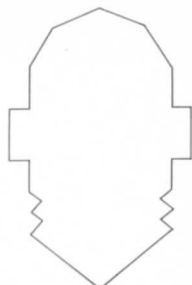
LCPL M. D. Ragel



LCPL R. A. Silva



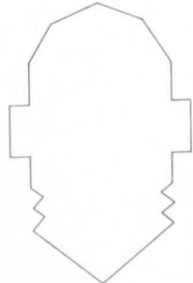
LCPL D.A. Vangheem



LCPL R. R. Ward



PFC M. J. Crivello



PFC C. E. Miller



PFC W. F. Morrow



PFC V. N. Pisco



PFC J. D. Stough

METAL SHOP



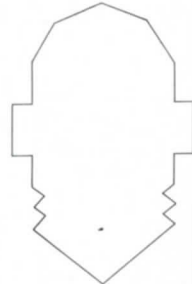
GYSGT J. B. Lane



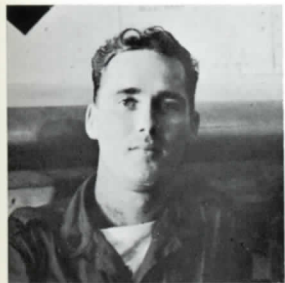
SSGT D. H. Marshall



SSGT L. C. Rogers



SGT R. A. Imel



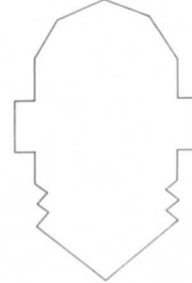
SGT P. R. Kendrick



SGT E. Lee, Jr.



CPL D.H. Brimacomb



CPL R.D. Greenwood



CPL G. A. Master



CPL C. L. Rutledge



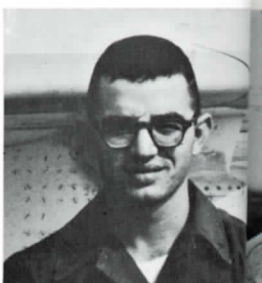
CPL G. M. Shalton



CPL S. E. Woods



LCPL S. M. Bolinger



LCPL H. G. Burr



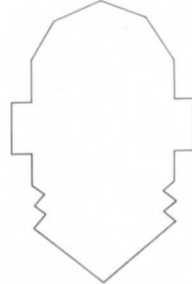
LCPL C. F. Campbell



LCPL L. C. Campbell



LCPL R. E. Droste



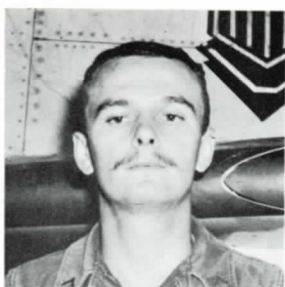
LCPL R.R. McGilligan



LCPL R. A. MoFC



PFC M. A. Delaney



PFC F. N. Malcomb

FLIGHT LINE



SSGT J. K. Burke



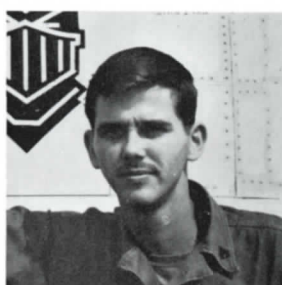
SGT B. C. Cobbs



SGT J. J. Kimmel



CPL W. L. Armstrong



CPL J. L. Forstner



CPL M. L. Gutsell



CPL D. C. Mayer



CPL R. J. Peltier



CPL M. A. Rhodes



CPL T. A. Stiles



CPL N. K. Wall



CPL C. P. Warden



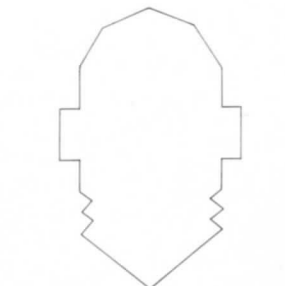
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LCPL F. A. Moore



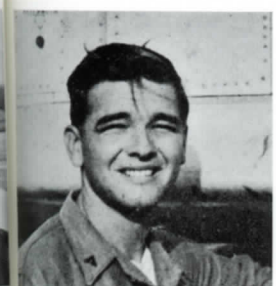
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LCPL F.D.R. Shaw



LCPL P. M. Tuttle



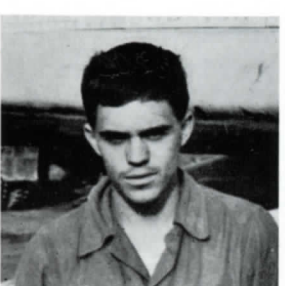
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PFC G. M. Bendele



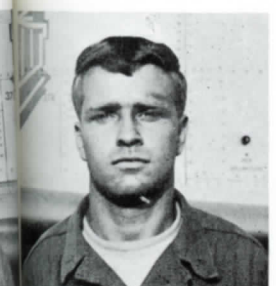
PFC C. H. Christian



PFC F. D. Constanza



PFC P. E. Gauthier



PFC M. E. Gilmore



PFC J. R. Lahr



PFC K. L. Reed



PFC G. V. Rose



PFC S. K. Wanbaugh

POWER PLANTS



SSGT R. L. Christiansen



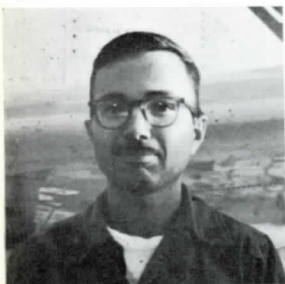
SGT J. T. Cavazos



SGT B. R. Deaton



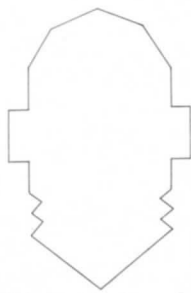
SGT H. Hoskins



SGT V. M. Janes



SGT H. D. Pingel



SGT G. E. Southall



SGT L. A. Turner



CPL D. C. Banta



CPL R. Raday



CPL C. E. Stacy



LCPL J. M. Donovan



LCPL H. H. Stachowske



LCPL G. S. Whitis



LCPL D. P. Wilson



PFC W. Hale



PFC C. R. Headrick



PFC A. San Antonio



PVT M.L. Pennington

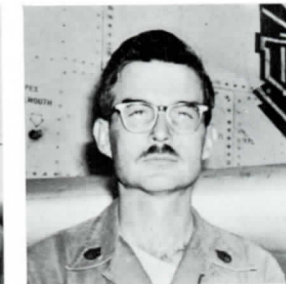
ORDNANCE



GYSGT D. E. Parks



SSGT O. C. Ballance



SSGT D. E. Garrett



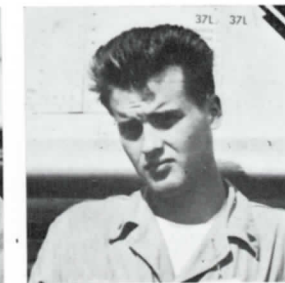
SGT J. W. Dean



SGT M. D. Dylski



SGT R. Wilkerson



CPL F. R. Friday



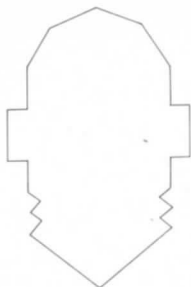
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CPL J. F. Rafferty



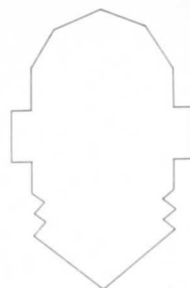
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LCPL K. P. Ferris



LCPL P. H. Garcia



LCPL R. Loniak



LCPL D. A. Michael



LCPL J. A. Santosusso



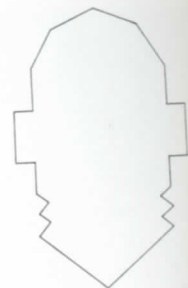
LCPL G. W. White



PFC W. R. Leavell



PFC R. J. Petruzzelli



PFC R. M. Roche



PFC D. A. Svertz

**SAFETY
EQUIPMENT**



SSGT W. D. Drum



SGT R. O. Butner



SGT D. J. Garland



SGT J. D. Higgins



SGT D. S. Lehr



SGT R. W. Sickels



CPL L. L. Chase



LCPL G. R. Ebbert



LCPL C. T. Roper



PFC J. M. Canter



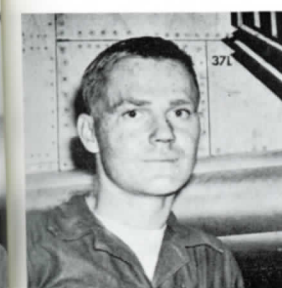
PFC A. J. Lepchier



PFC R. A. Lutner



PFC D. Mortensen



PFC R. O. Schleich

**FLIGHT
EQUIPMENT**



SSGT R. Williams



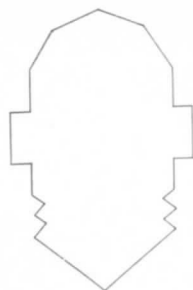
SGT G. W. Roat



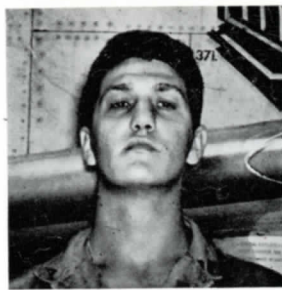
SGT E. J. Walker



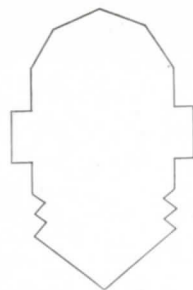
CPL R. H. Abell



LCPL D. A. Davis



LCPL M. P. Flynn



LCPL C. Jones



LCPL D. G. Kulzer

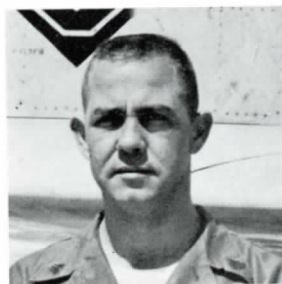


LCPL R. L. Taylor



PFC D. M. Ure

GROUND SUPPORT



SGT R. G. Maine



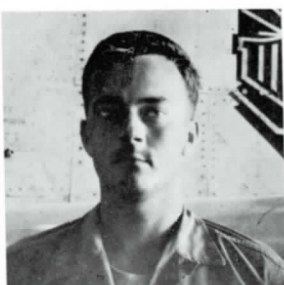
SGT W. N. Richard



LCPL E. J. Beck



LCPL E.C. Wimberly



PFC R. V. Nelson

AVIONICS OFFICE



MSGT F. Shoup



LCPL A. R. Cotrell

RADAR



GYSGT C. W. Glaspy



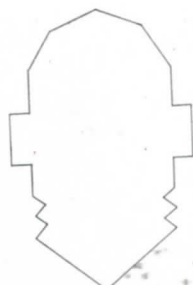
GYSGT A. C. Weston



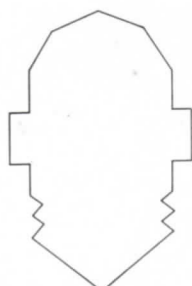
SSGT L. R. Kohlschmid



SGT W. G. Fuller



SGT J. C. Kerber



CPL W. L. Alexander



CPL E. A. Andre



CPL H. A. Loechner



CPL J. P. McGrane



CPL A. J. O'Flaherty



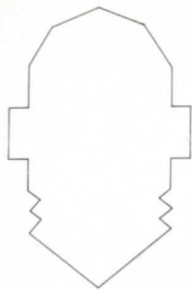
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CPL R. E. Shaver



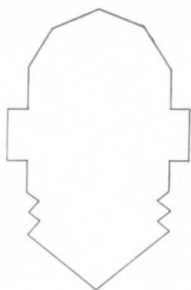
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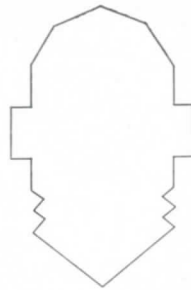
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LCPL R. P. Babush



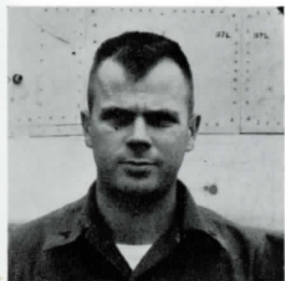
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LCPL D. G. Brandon



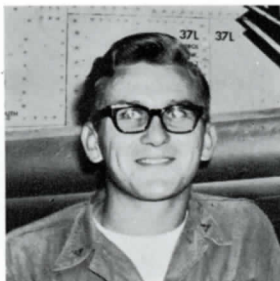
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LCPL T. E. Farmer



LCPL M. J. Gates



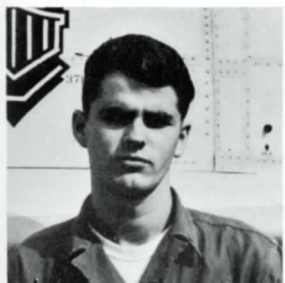
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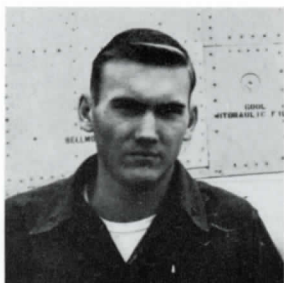
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LCPL E. Lawlor



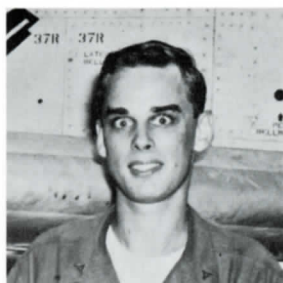
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LCPL S. R. McCabe



LCPL M. Orr



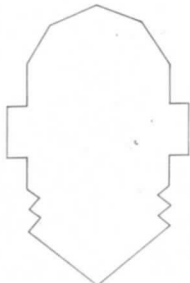
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LCPL B. R. Schrecengost



LCPL G. M. Spriggs



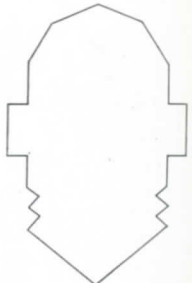
LCPL R. L. Temple



LCPL J. K. Watson



PFC R. R. Hamilton



PFC T. C. Prough



PFC A. L. Shaw



PFC G. K. Svaty

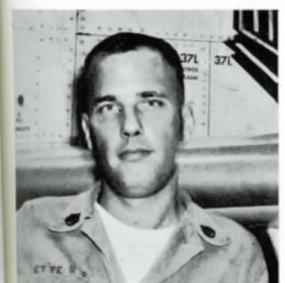
ELECTRIC
SHOP



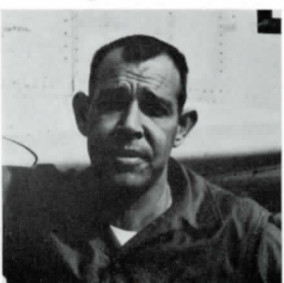
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SSGT L. J. Coomer



SSGT R. J. Ette



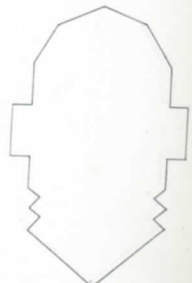
SSGT R. J. Fanes



SSGT J. A. Kane



SSGT V. McKenney



SSGT R. D. Tisher



SGT J. D. Deese



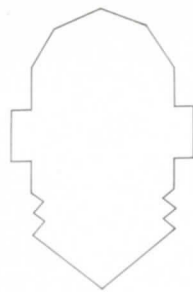
SGT M. R. Fitzgerald



SGT K. J. Hickey



SGT P. E. Hudson



SGT E. J. Lenz



SGT J. R. McNulty



CPL A. C. Billich



CPL J. E. Hill



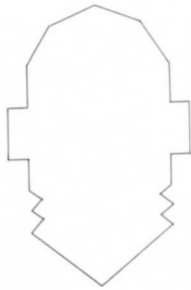
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CPL J. R. Turner



LCPL C. F. Burgess



LCPL B. L. Cokel



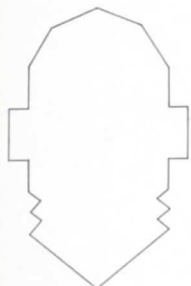
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LCPL T. J. Hesselman



LCPL G. Lombardo



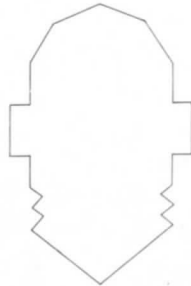
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LCPL L. A. Norman



LCPL G. B. Smith



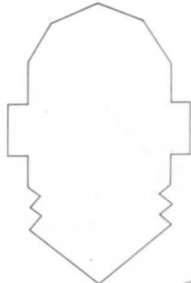
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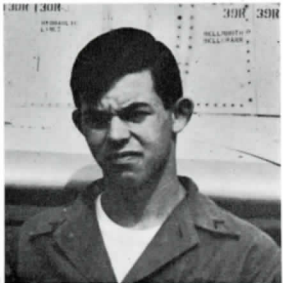
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PFC A. J. Krawczyk

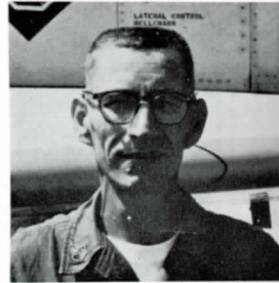


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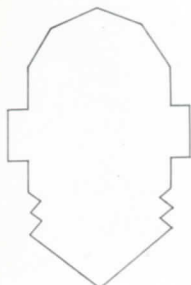


PFC J. R. Newton

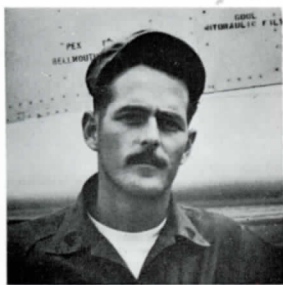
COM-NAV



SSGT J. Cholak



SGT B. W. Doherty



SGT R. A. Lozada



SGT L. B. Meagher



SGT J. C. Turner



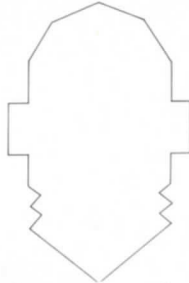
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CPL J. P. Powers



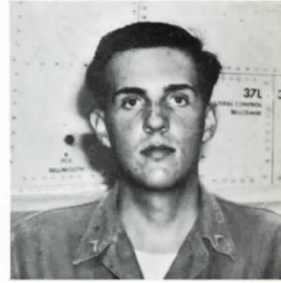
CPL J. F. Wilson



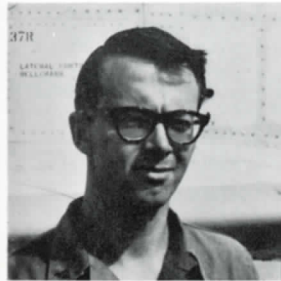
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LCPL R. L. Coffman



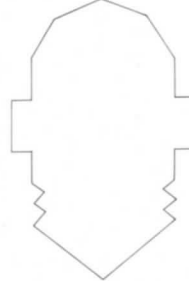
LCPL H. W. Kunkle



LCPL J. P. Nightengale



LCPL D. E. Soles



LCPL G. V. Webb

MATERIAL



GYSGT R. P. Stathan



SGT R. D. Collison



SGT J. C. Delauter



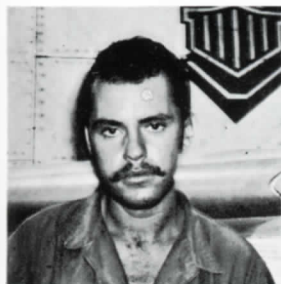
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LCPL J. E. Sorenson

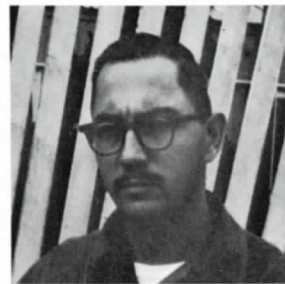


PFC W. R. Hatfield

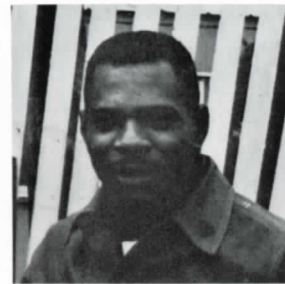


PFC C. Keith

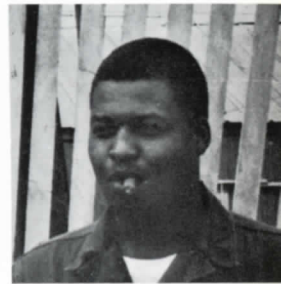
MOTOR TRANSPORT



GYSGT D. R. Mott



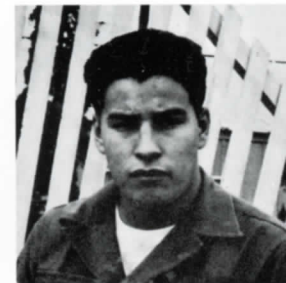
SSGT L. B. Williams



SGT H. E. Herron



SGT G. B. Weaver



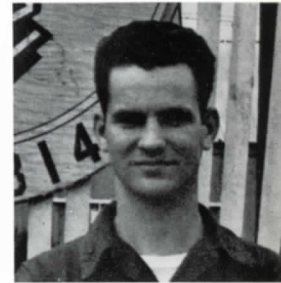
LCPL W. J. Corbine



LCPL R. C. Parker



PFC G. L. Doty



PFC V. D. Dove



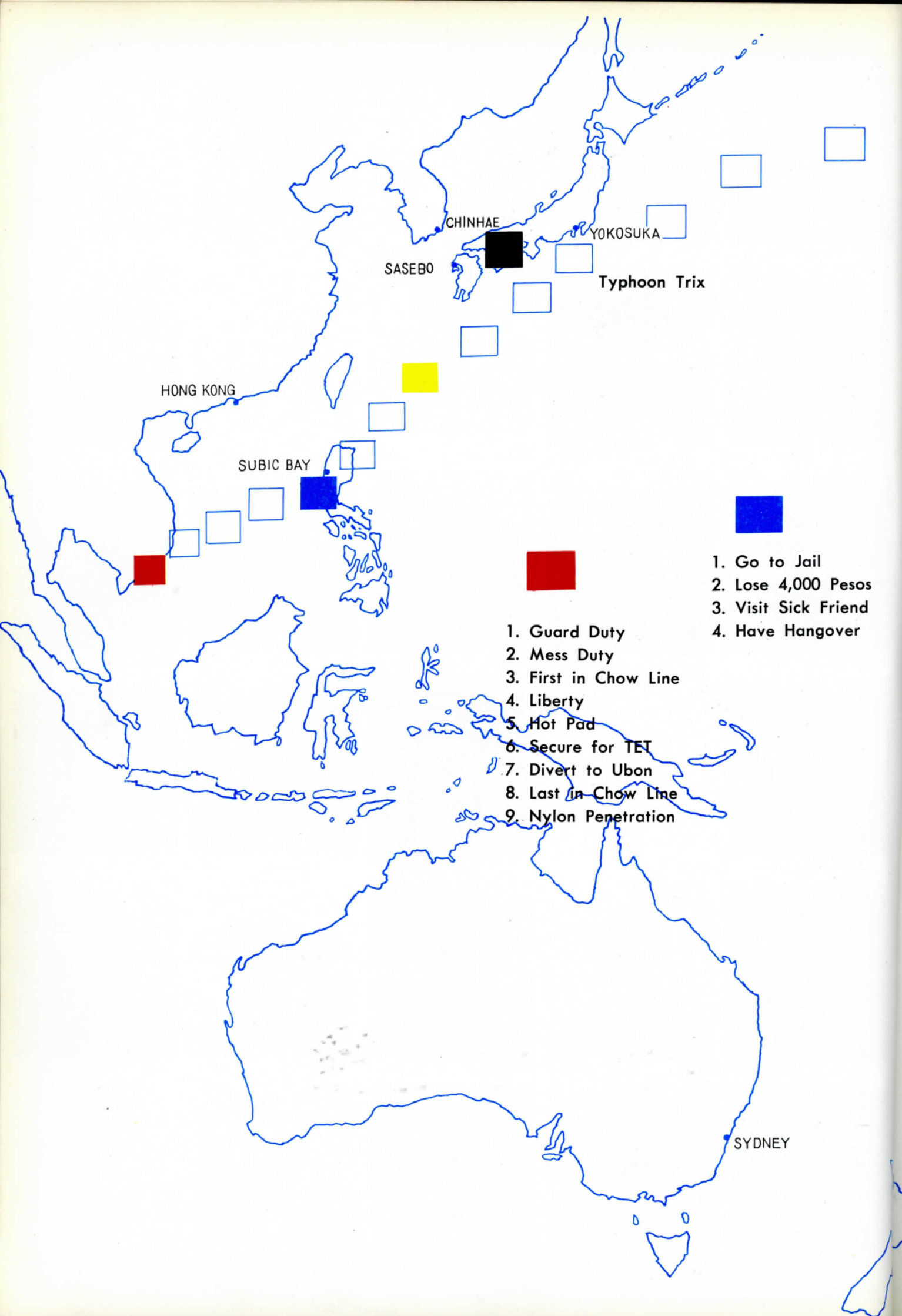
PFC W. H. St Laurent



PFC D. P. Sullivan



PVT R. W. Herr



CHINHAE

YOKOSUKA

SASEBO

Typhoon Trix

HONG KONG

SUBIC BAY

- 1. Go to Jail
- 2. Lose 4,000 Pesos
- 3. Visit Sick Friend
- 4. Have Hangover

- 1. Guard Duty
- 2. Mess Duty
- 3. First in Chow Line
- 4. Liberty
- 5. Hot Pad
- 6. Secure for TET
- 7. Divert to Ubon
- 8. Last in Chow Line
- 9. Nylon Penetration

SYDNEY

International

Date Line

Watch



Mail Bouy Watch



Start



MIDWAY

PEARL HARBOR



1. Night Off
2. Pay Call
3. Go to Jail
4. National League
5. Letter from Home

1. Mess Duty
2. Guard Duty
3. Typhoon Drill
4. 86 hour Pass
5. Nylon Penetration
6. Visit Moresst Shack
7. Broken Lance
8. Letter from Home
9. Free Drink

'Some of our piLoTs will Remember'—



"Did I hear somebody say an LPH?"



"But it was parked here this morning, Gunny!"



"Ooops, sorry lady but this isn't the Coronado ferry!"



Are you kidding?

VMFA-314 Departed San Diego on 1 September 1965 embarked aboard the USS VALLEY FORGE (Happy Valley). Although the liberty left something to be desired, no one fell overboard, and all hands arrived safely in Japan.

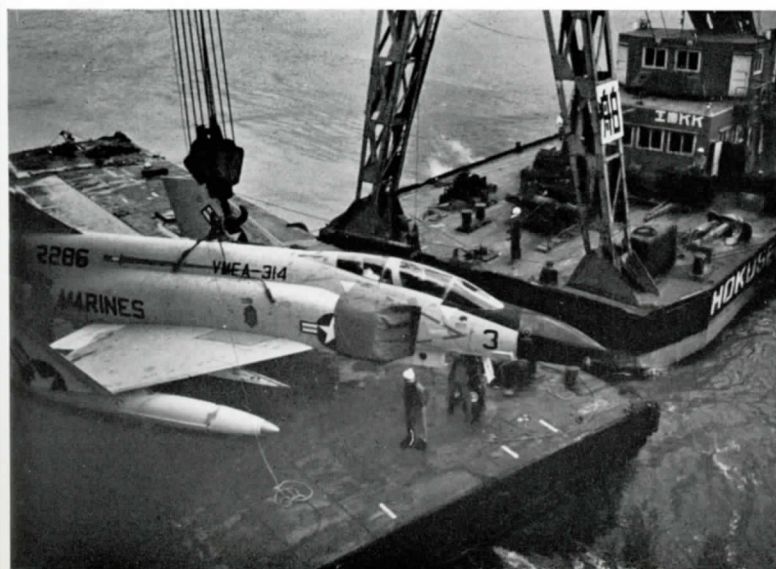
The process of removing the F-4's from the ship, complete with an 1890 Bay City Crane, Typhoon Trix, wind, rain, night, panic, and confusion, just has to be the sick joke of the century.



You Weren't!!!



Sardines?

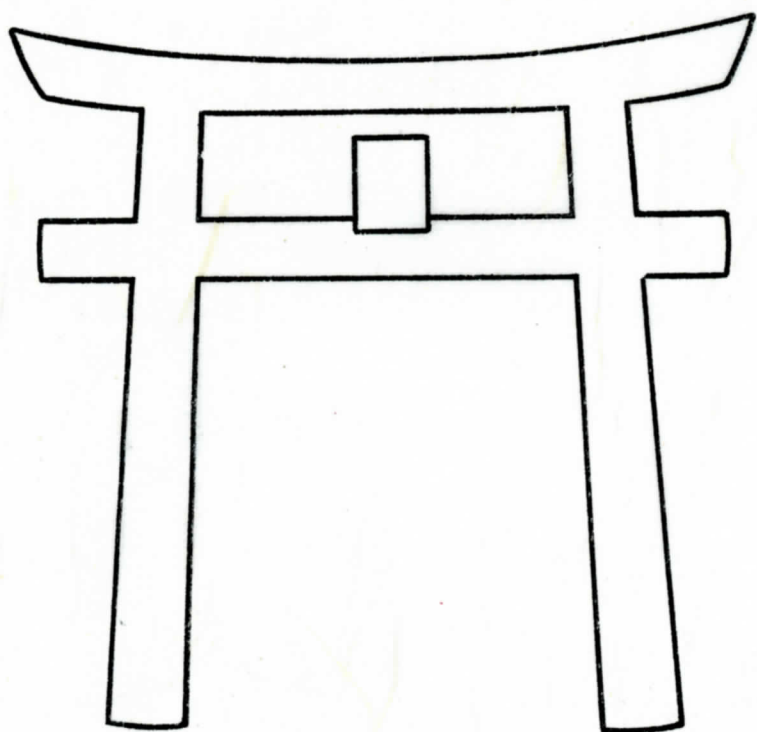


Lavelle's lament



Adios to the land of the Big PX





PLACES



Point of no return



Station Admin Building



Iwakuni Financial District



The good old Sakura



Just like downtown, NE?

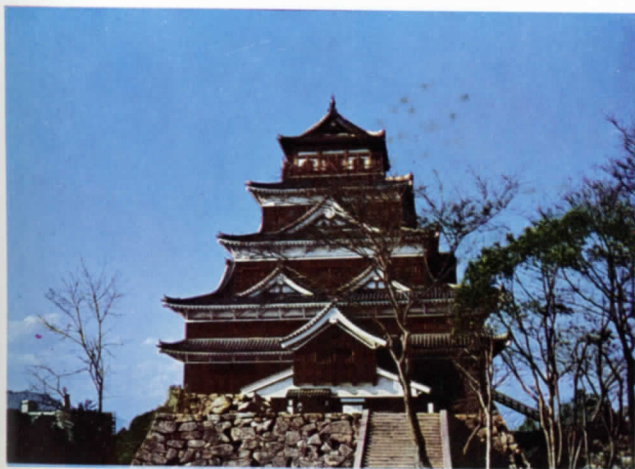


While the scenes depicted on these pages represent the character and color of the lands visited by the Black Knights on their way to the Republic of Viet Nam,





*each of us remembers other
scenes of toil, frustration
and fatigue as the squadron
fought against time in it's
preparations for combat.*





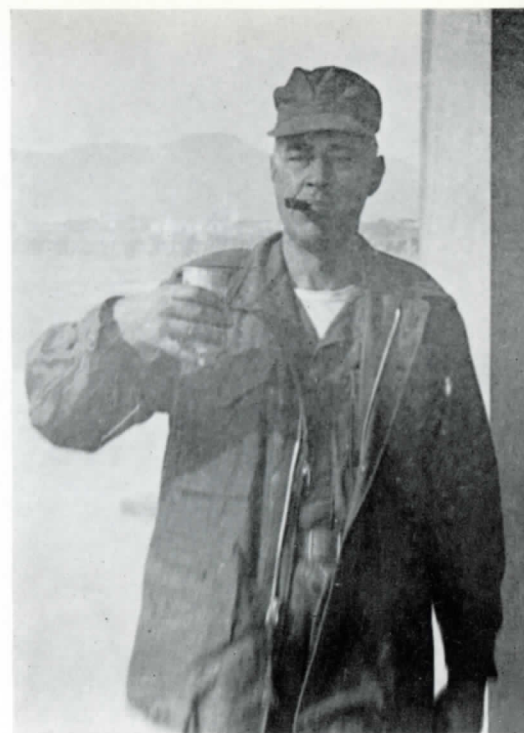
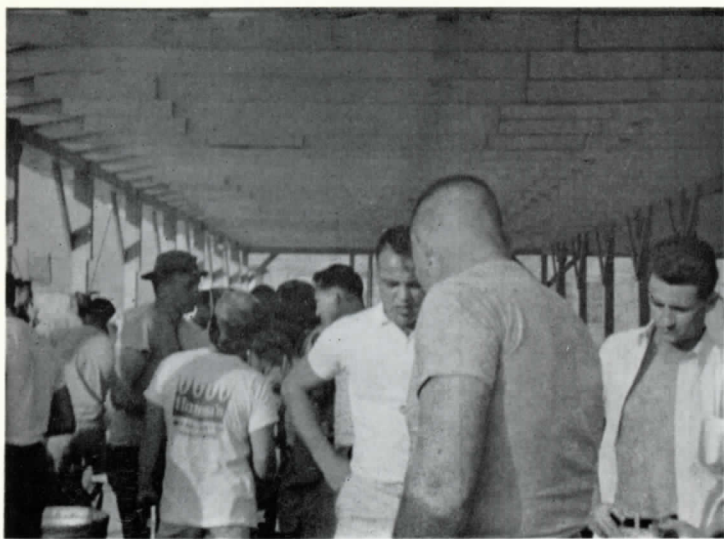
For many, the sights and sounds were unfamiliar; for some, they evoked memories of happier tours; for a few, memories of earlier battles.

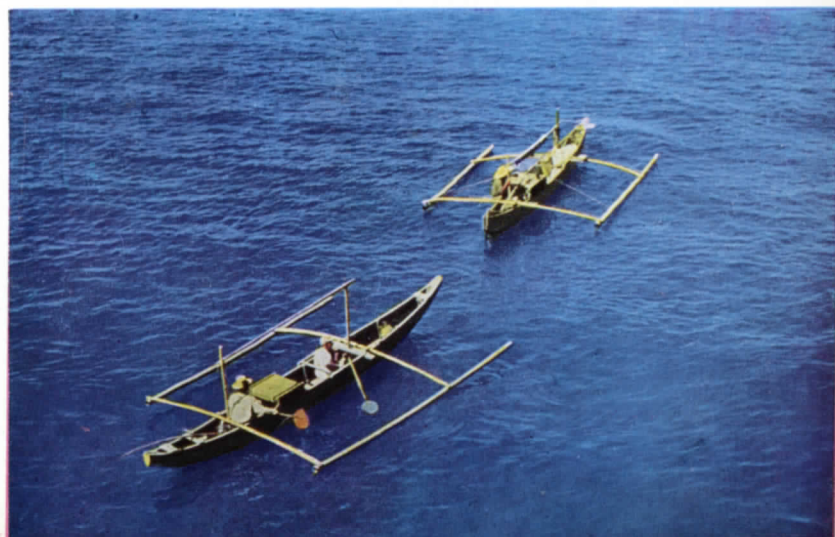




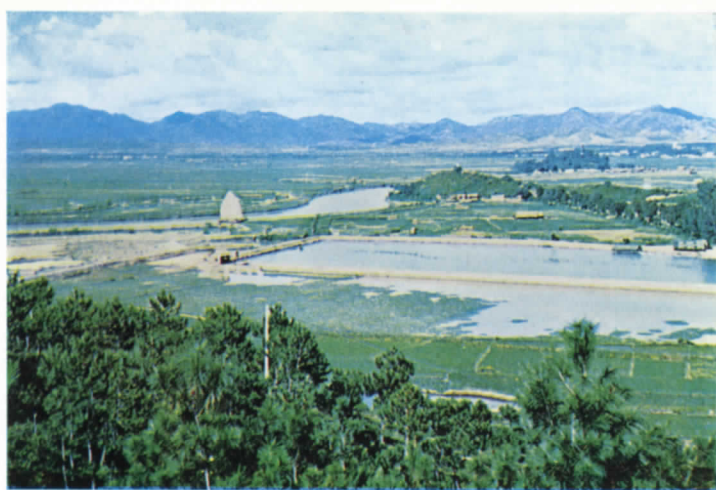
*For all, they were a prelude
to another engagement in the
fight against the enemies of
freedom and they will not be
soon forgotten.*







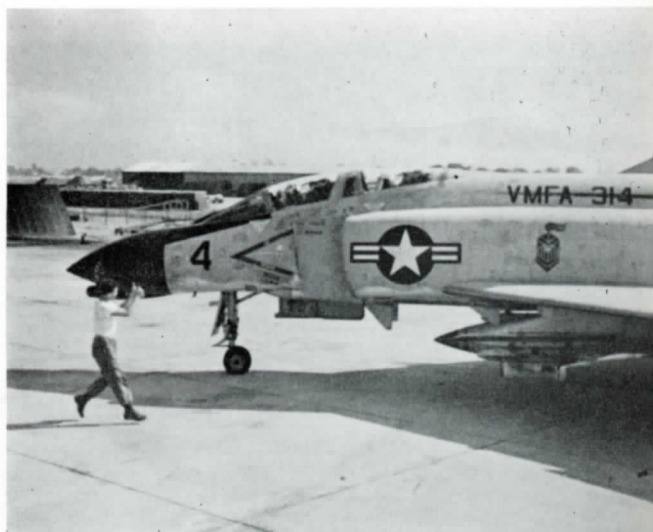
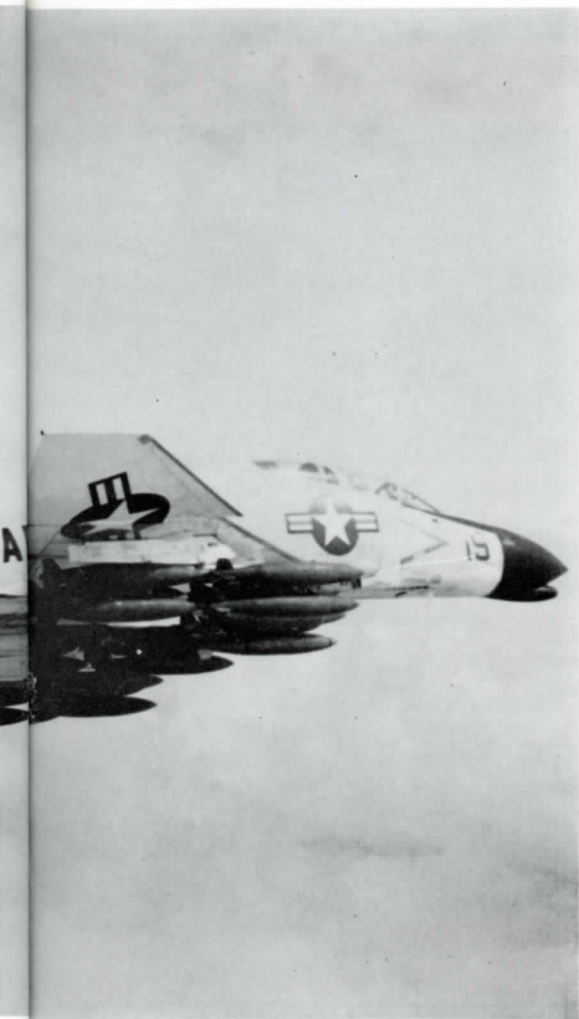
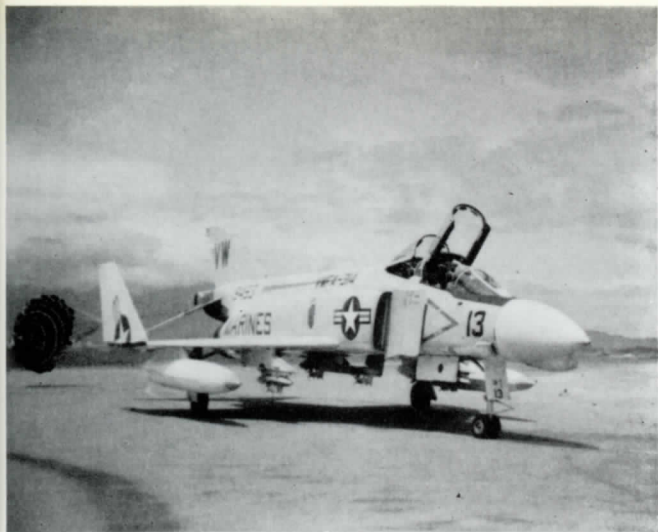




BANGKOK THAILAND









MOST COMBAT HOURS IN ONE DAY...
F-4B, MAG-11



MOST COMBAT SORTIES IN ONE DAY... F-4B,
MAG-11



THE BLACK KNIGHTS'

CONG QUEST



MOST COMBAT HOURS IN ONE MONTH...
F-4B, MAG-11



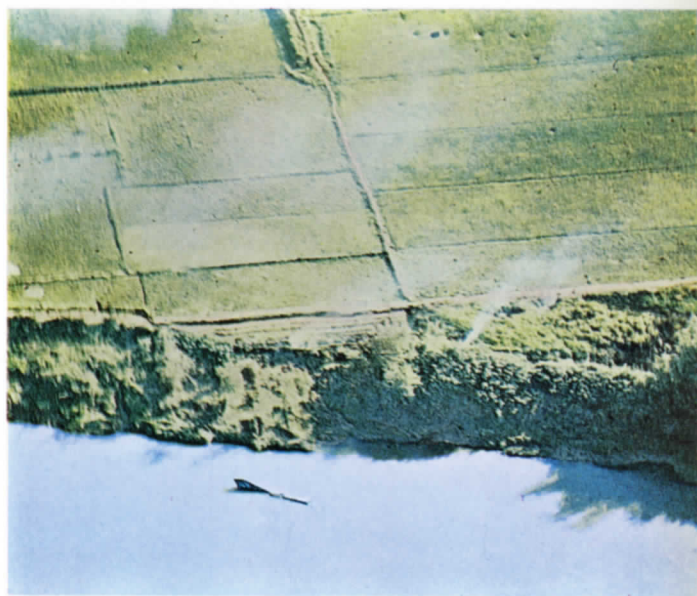
MOST COMBAT SORTIES IN ONE MONTH...
F-4B, MAG-11



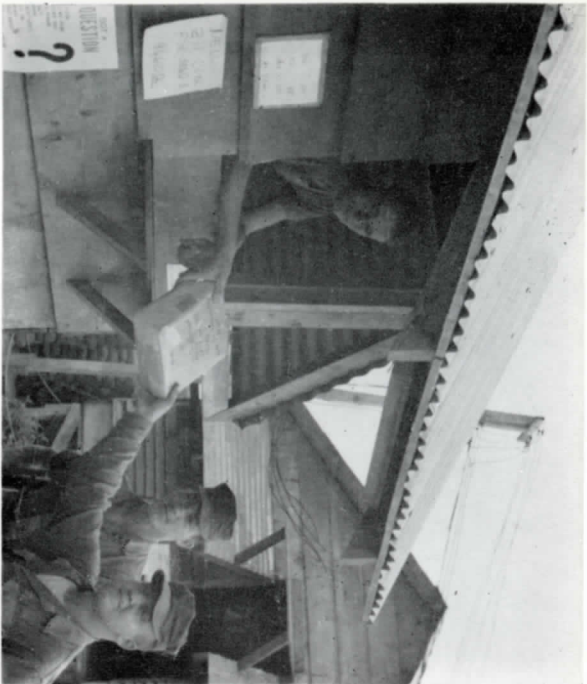
MOST COMBAT HOURS IN THREE MONTH
TOUR . . . F-4B, MAG-11

MOST COMBAT SORTIES IN THREE MONTH
TOUR . . . F-4B, MAG-11





MOST COMBAT HOURS AND SORTIES FOR
THIRTY DAY PERIOD BY ANY F-4B SQUADRON.



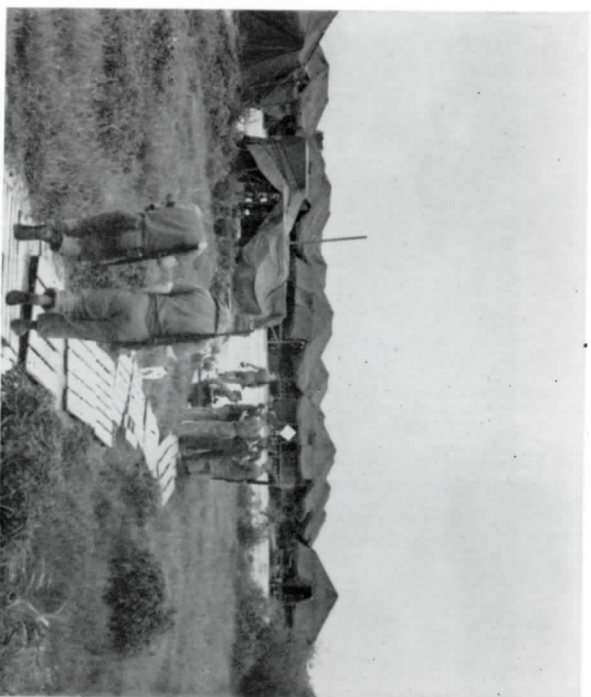
Only six weeks old



Picnic



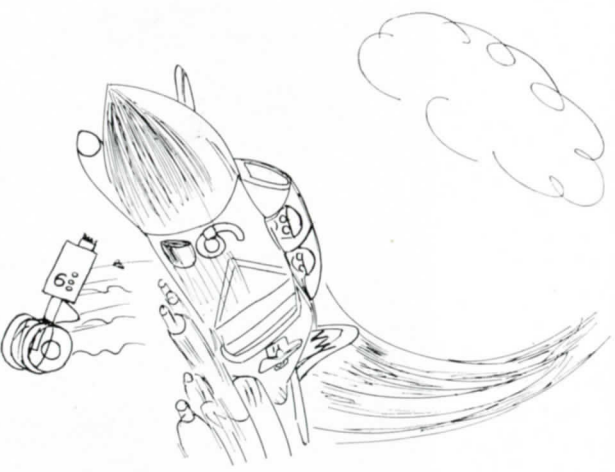
Seven days bread and water



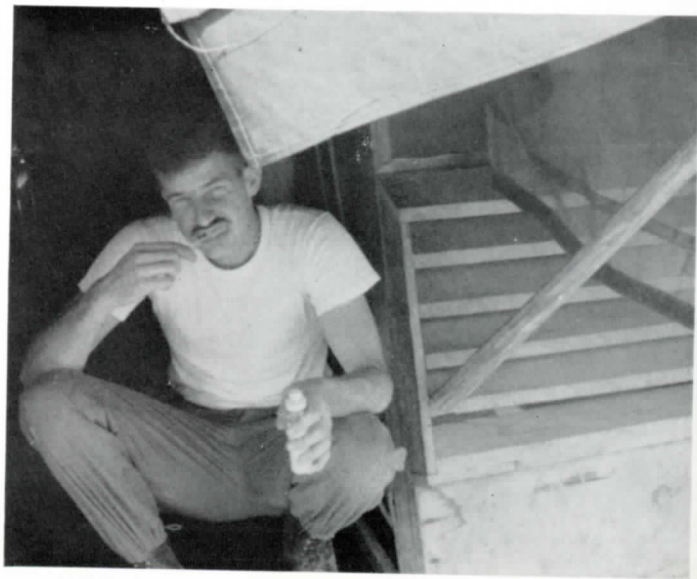
Great to go home in the evening

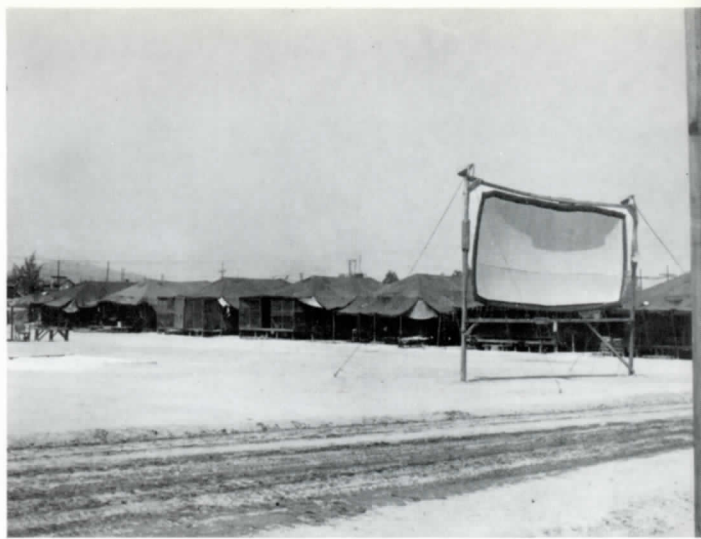


Your turn tonight



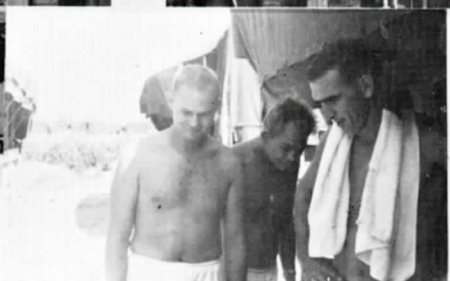
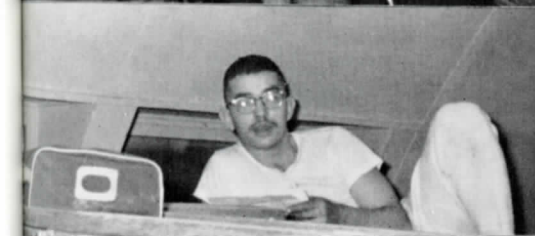
*You Rushed THE WRONG
Button Sir !*





BE IT EVER SO HUMBLE,
THERE'S NO PLACE LIKE
...HOME







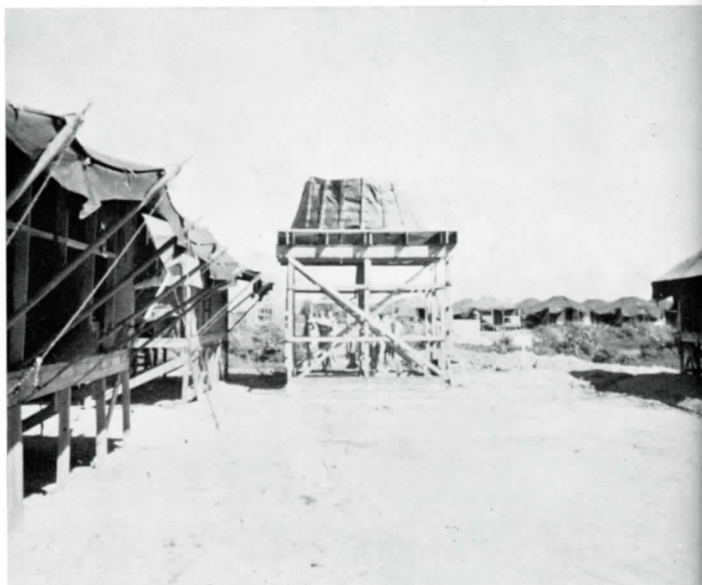
Really well built.



Mark it with a bouy.



Lovely Da Nang garden apartments



Rinse after the next rain shower.



Moo



I pulled the pin . . . what next?

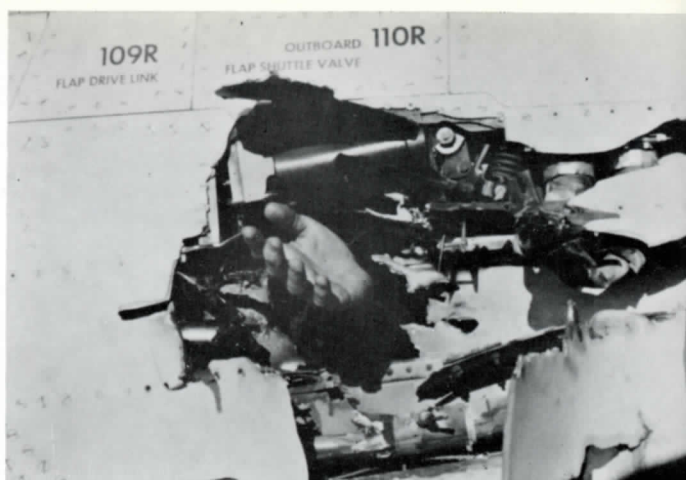


Scenes from the Riviera, RVN that is





If you really want to know . . .



That'll be twenty cents please



How's the ark coming?



Cong cattle



Now, when I was your age . . .



Low downpayment to Marines



He swallowed Doc's radio



Times Square after dark



Ground Officers will not fly



Your RIO took off without you



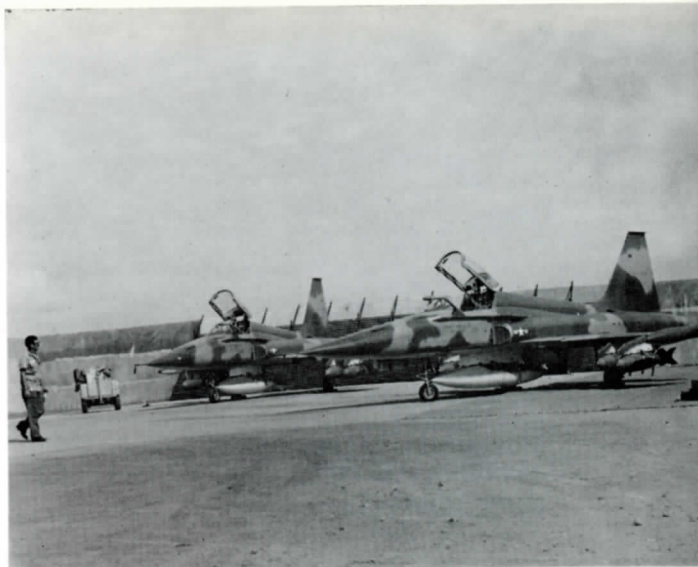
State of the art—support equipment



We've been cancelled



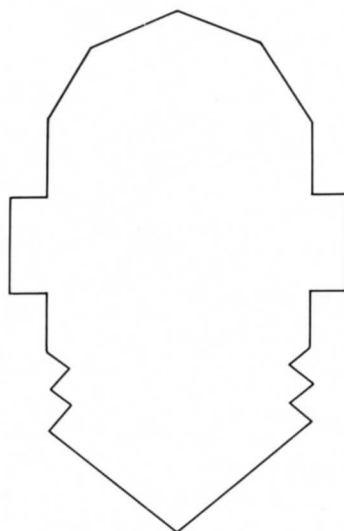
F-4C Phantom (Brand X)



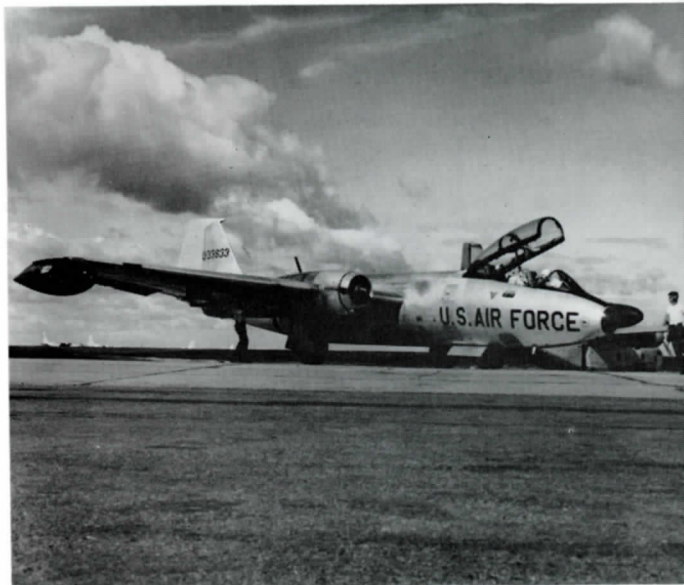
F-5 Freedom Fighter (skoshie tiger)



HU-16 Albatross



HH-43F Huskie

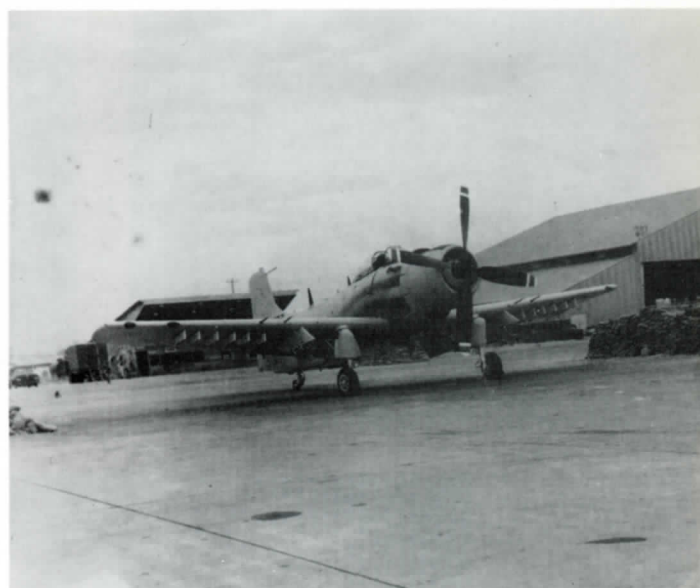


B-57 Canberra

EVENTS



CH-3C Helicopter



A-1 Skyraider



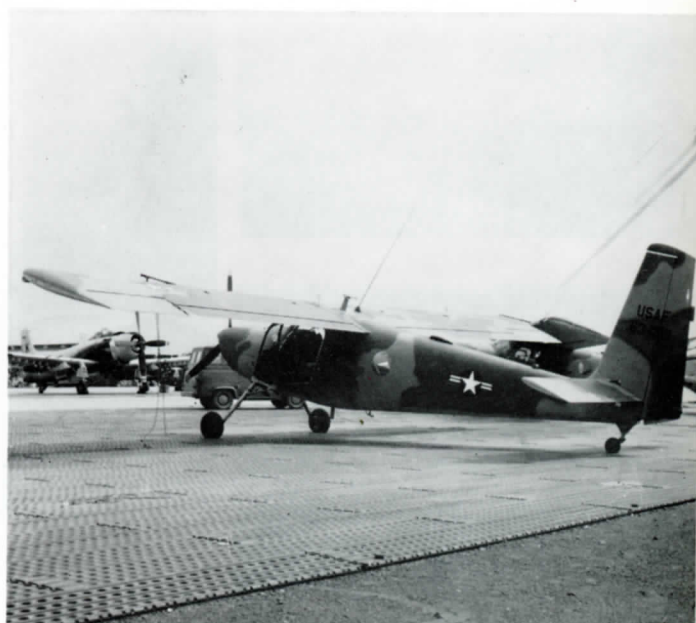
C-47 Skytrain (Puff type)



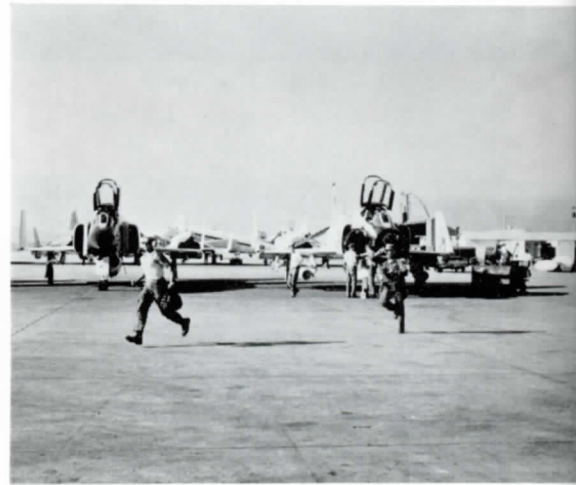
C-123 Provider

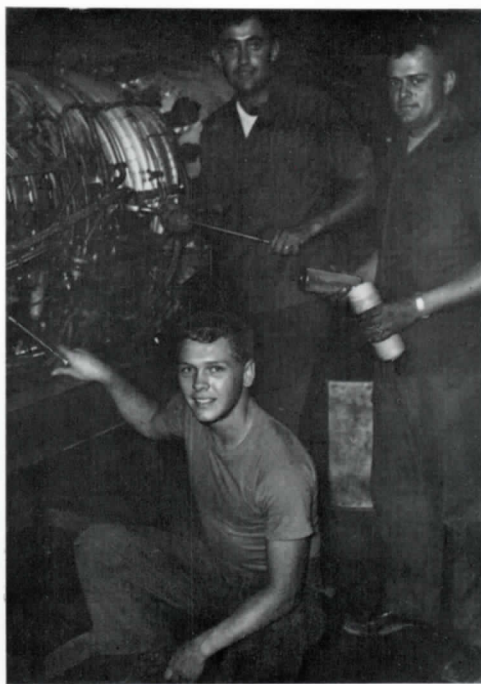


C-130 Hercules



U-10 Courier







You wouldn't send a kid up in a crate like this?



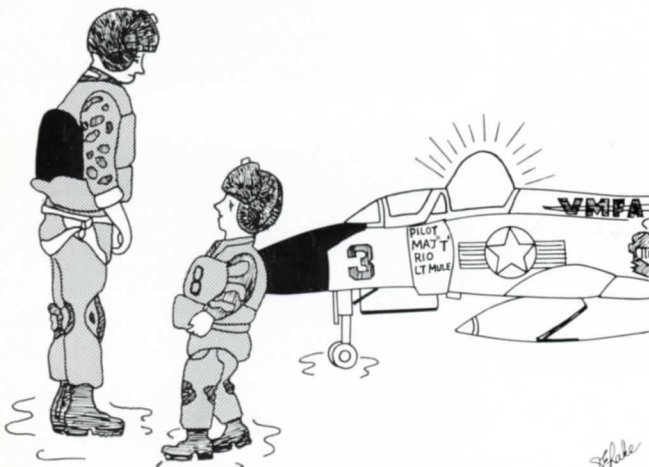
... and the new model has radar control



Mule and the wee people



McNamara's band



WE'VE BEEN CANKED. SEEM'S OUR AIRCRAFT'S DOWN!



Santa's helpers



"We're here to see the chaplain!"



Would you believe . . . ?



It's just a little leak



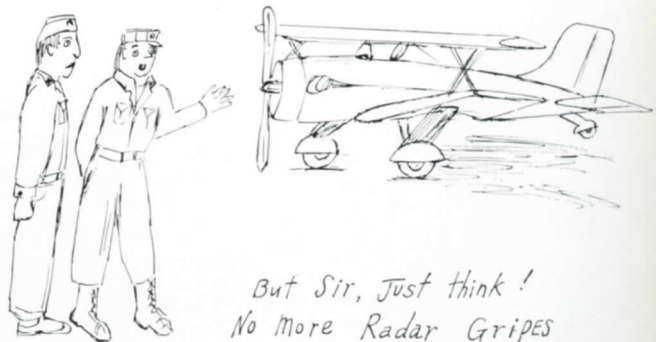
Stark terror



The mill pattern is clockwise



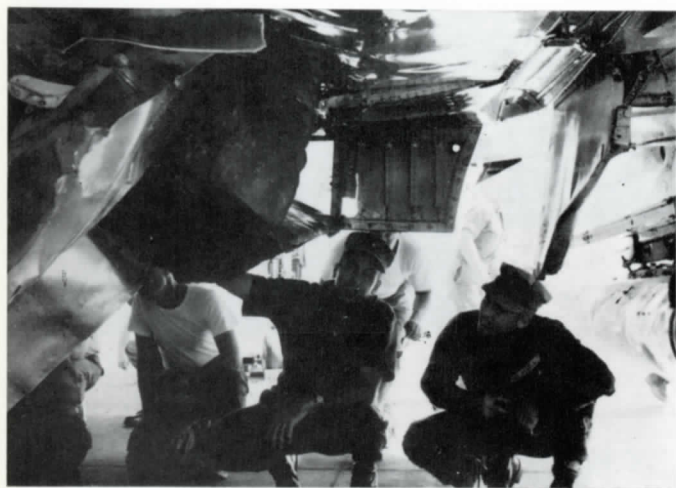
So we snapped up to 40 thou . . .



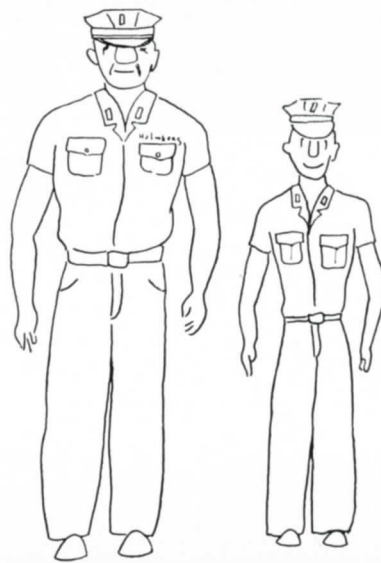
*But Sir, Just think !
No More Radar Gripes*



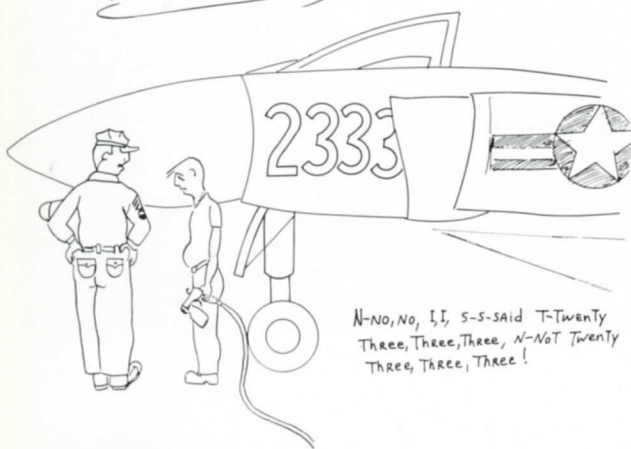
I DON'T THINK THAT'S WHAT HE MEANT WHEN HE SAID "DROP CHECK THE AIRCRAFT!" DOMBROWSKI!!



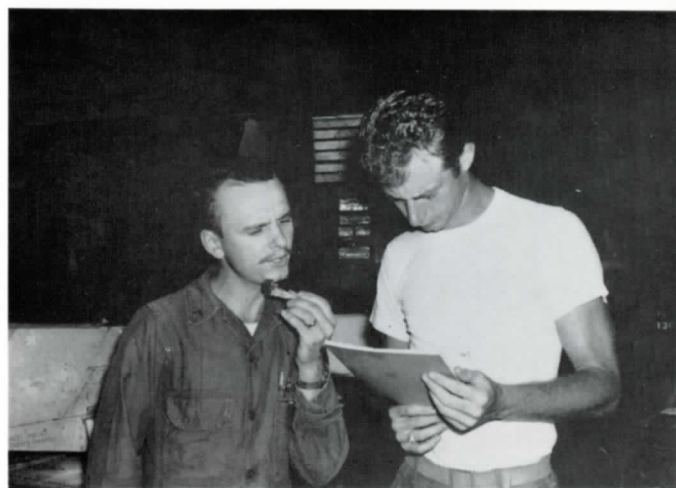
Just button it up and get it loaded



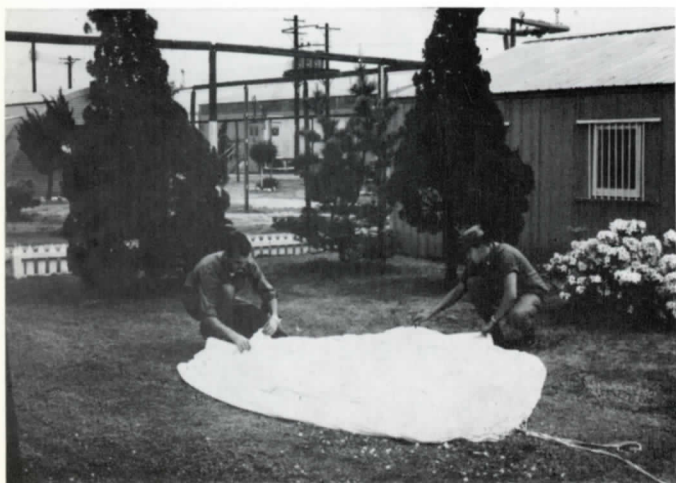
REMINISCING



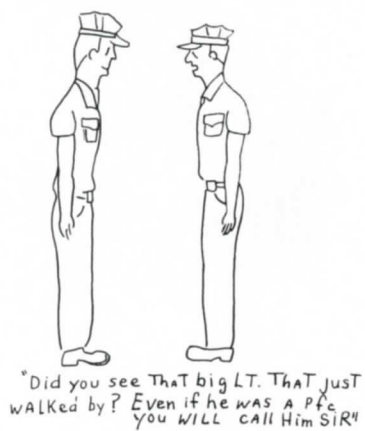
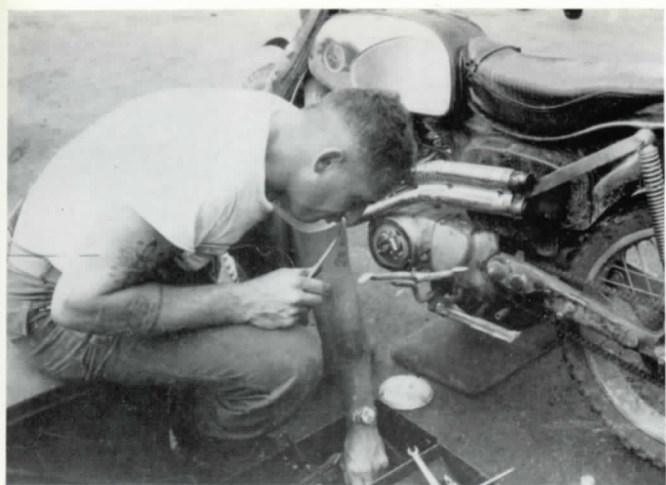
N-No, No, I, I, S-S-said T-Twenty Three, Three, Three, N-NoT Twenty Three, Three, Three!



Why yes, Mr. Hines, it does taste like 7808



...strap 'A' over strap 'D' to buckle 'C' ...no strap 'E' to....



Funny place to hold muster—



"Dear Congressman Grunch:..."



Never use force



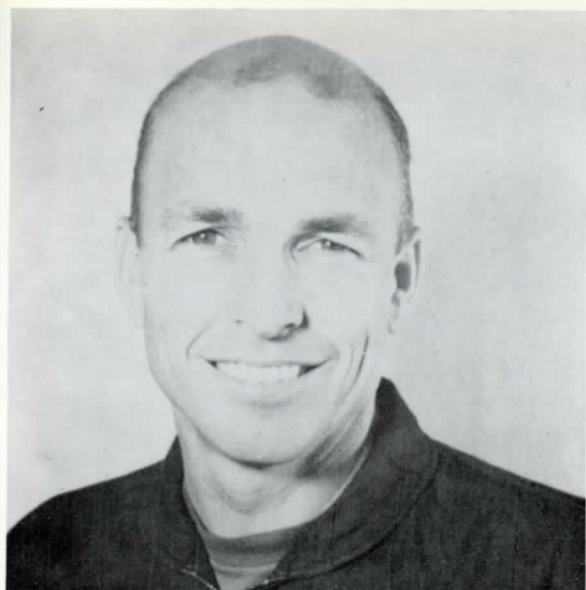
Of course the farmer was a little bent



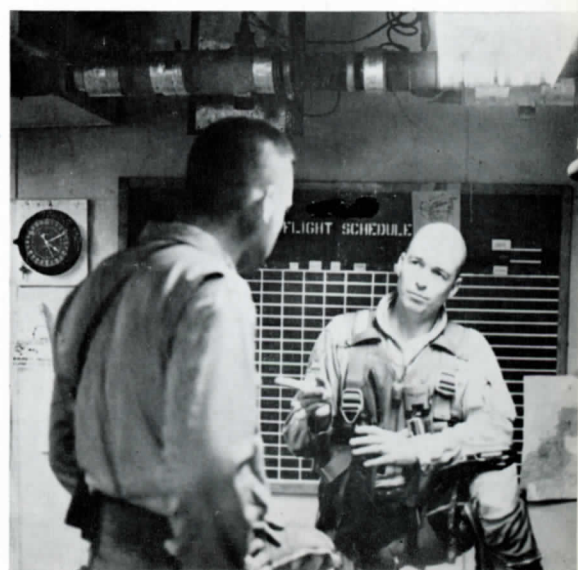
Flys as bad as it looks.



I'll never forget good old what's her name



OF CORSE THE ORIGINAL
"BLACK KNIGHT" WAS BALD!!







LT J. R. PIERCE



WO. D. D. REDMOND

Having sustained injuries resulting from forced ejections over unfriendly territory, Lt. Pierce and Warrant Officer Redmond were sent home to convalesce. We wish them both a speedy and complete recovery.

MISSING IN ACTION

VIET NAM

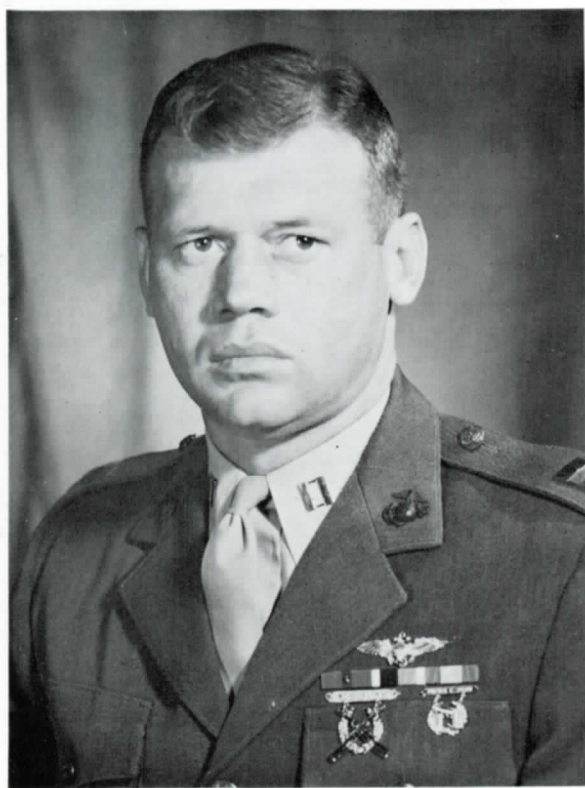
JANUARY 1966



CAPT A. PITT



LT L. N. HELBER



CAPT D. A. SPRICK



LT D. G. BOOZE

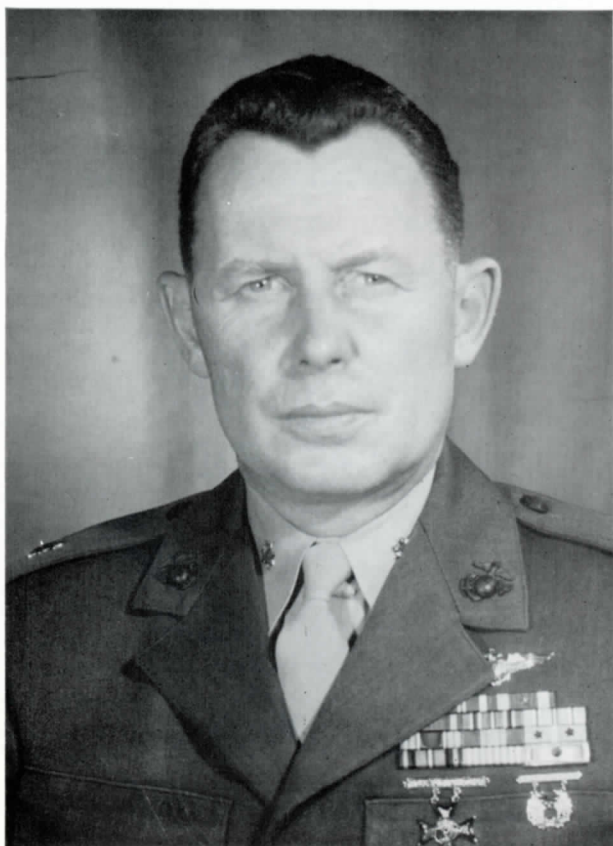
During the past 5 months we have lived and worked together as an effective and efficient combat squadron. In deploying to Vietnam it was 314's first combat assignment in over 20 years, and it was indeed an honor for me to lead you—an honor so great that it is difficult for me to find words to satisfactorily describe it. The effectiveness of this squadron under combat conditions is vividly portrayed by the records we set:

1. The most combat sorties in a 24 hour period in MAG-11
2. The most F-4B combat sorties in one month in MAG-11
3. The most F-4B hours in one month in MAG-11
4. The most F-4B combat sorties in one tour in MAG-11
5. The most F-4B sorties in one month by any F-4 squadron anywhere

It was not easy to set these records as all of you know. It required a sincere devotion to duty, extremely long hours of hard work, missing numerous meals, cooperation of the highest magnitude, and the will and spirit to excell. When I think of VMFA-314, two words immediately come to mind—Loyalty and Devotion. A more loyal group of people I have never known. Your devotion to duty speaks for itself in the records I have just enumerated.

I express my sincere appreciation and gratitude for your truly outstanding performance, your devotion to duty and your loyalty during my tenure as Commanding Officer. There will always be a special spot reserved in my heart for the officers and men of VMFA-314. I have never hated to leave an organization more than I hate to leave this one. For those of us who are career Marines this is not good-by but only so long for a while, a temporary parting of the ways. And for those who are not career Marines, the world is not so large that we will not meet again. Just remember that my door is always open to you.

C. A. SEWELL



LTCOL. MARVIN R. RUSSELL

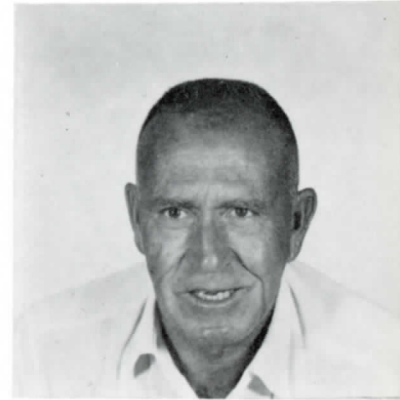
This account would not be complete without paying special tribute to Lieutenant Colonel Russell. Joining the squadron as Commanding Officer in July of 1965, he brought with him from his previous assignment as project officer for the Sparrow missile at the Naval Missile Center, Naval Air Station, Point Mugu, the skill and knowledge we sorely needed in the busy days ahead. Although it became necessary for him to relinquish command prior to deployment of the squadron to the Republic of Viet Nam, he has continued to bring to his present assignment the same unswerving devotion and unsurpassed knowledge that gave us the confidence in our abilities so essential to the subsequent success of VMFA-314.



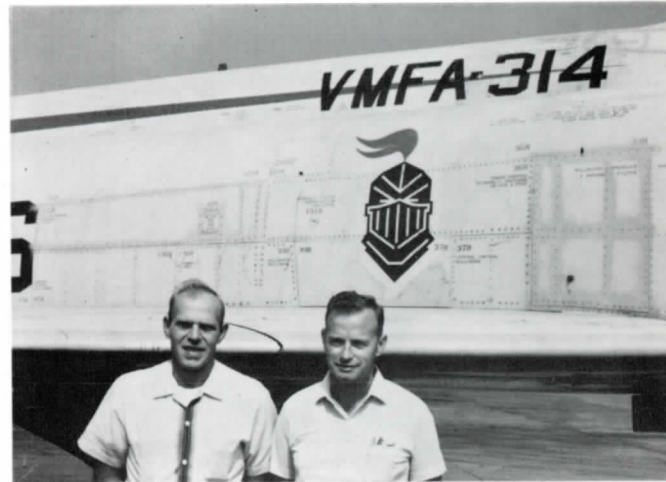
Mr. William Baber, MAC



Mr. Edward Schmidt, MAC



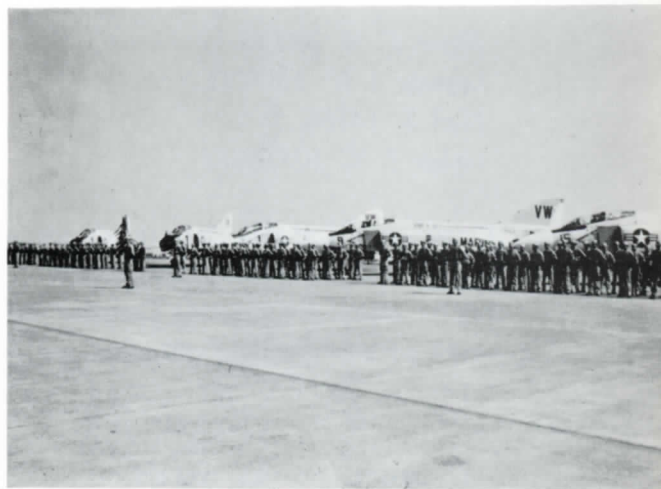
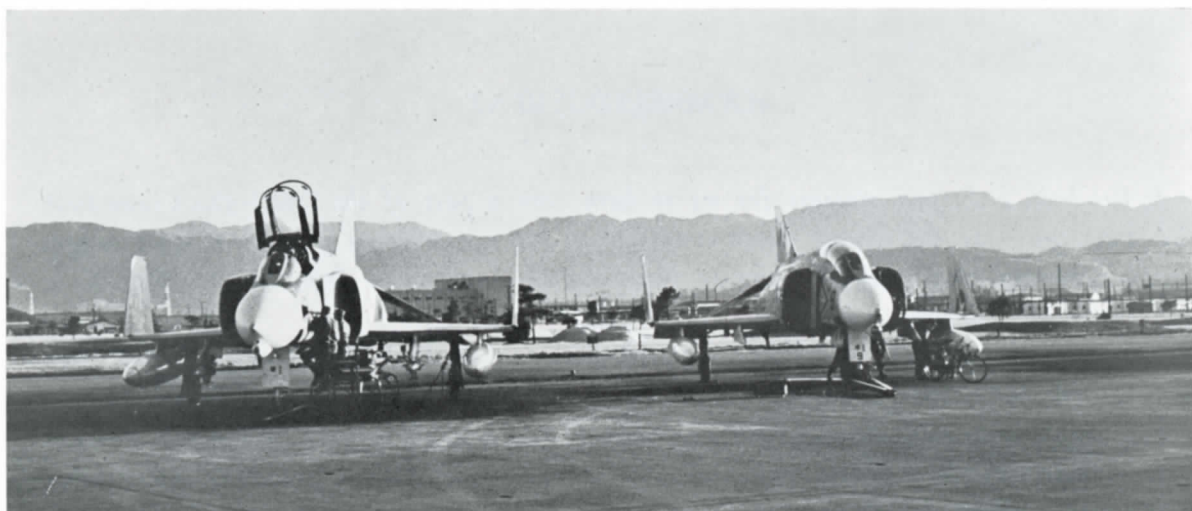
Mr. George Haruff, G. E.



CHANGE OF COMMAND



LTCOL D. E. BJORKLUND



TO BE CONTINUED . . .

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<i>Assistant Editor</i>	<i>Captain J. H. TROTTI</i>
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	<i>LCpl S. JASEK</i>

ACKNOWLEDGEMENT

It has been a distinct pleasure for me to have been a part of the VMFA-314 Cruise Book for 1965-66. As the closing words state this is but a continuing part of a much longer story—a distinguished story that can be found on the battlefields from World War II in 1943 to South Vietnam in 1966.

This book is not meant to be an exact and precise chronology of events that have taken place during our current tour, but rather it is a compilation of high lights with an emphasis on the people who made the successful completion of VMFA-314's mission in Vietnam possible. With reference to the "Black Knights Go to War", I would like to gratefully acknowledge the literary guidance and constructive assistance offered by the following friends of this Cruise Book.

*Major C. M. BAKER
Captain J. H. TROTTI
LCpl S. JASEK
1stSgt J. N. JURINSKI*

A very special thanks goes to all the various contributors of photos and cartoons that have helped to make this book possible.

And to Daito Art Printing Company and Mr. M. SEIKE, our thanks for a very professional approach to our numerous questions and problems.

*Captain A. G. BARTEL
Editor—1965-66
"The Black Knights Go to War"*

DAITO ART PRINTING CO., LTD.

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HAIPHONG

GULF OF TONKIN

VINH

DMZ

HUE PHU BAI

DA NANG

NORTH VIETNAM

PLATEAU DU TRAN NINH

VIETNAMES

CHU LAI



QUANG NGAI

QUI NHON

NINH HOA

NHA TRANG

CAM RANH

PHAN THIET

SOUTH CHINA SEA

VUNG TAU

AN THOI

GULF OF SIAM



MARINE FIGHTER ATTACK SQUADRON 314 1965-'66