

Fairchild R4Q-1 Packet, 124330, of VMR-252 cruising with unmodified tails near the squadron's home base, MCAS Cherry Point, NC, in 1950.
(Marine Corps Courtesy of Clay Jansson)





The 'People Beaters': Fairchild's

R4Q/C-119F PACKET

In Navy and Marine Corps Service

by Nicholas M. Williams

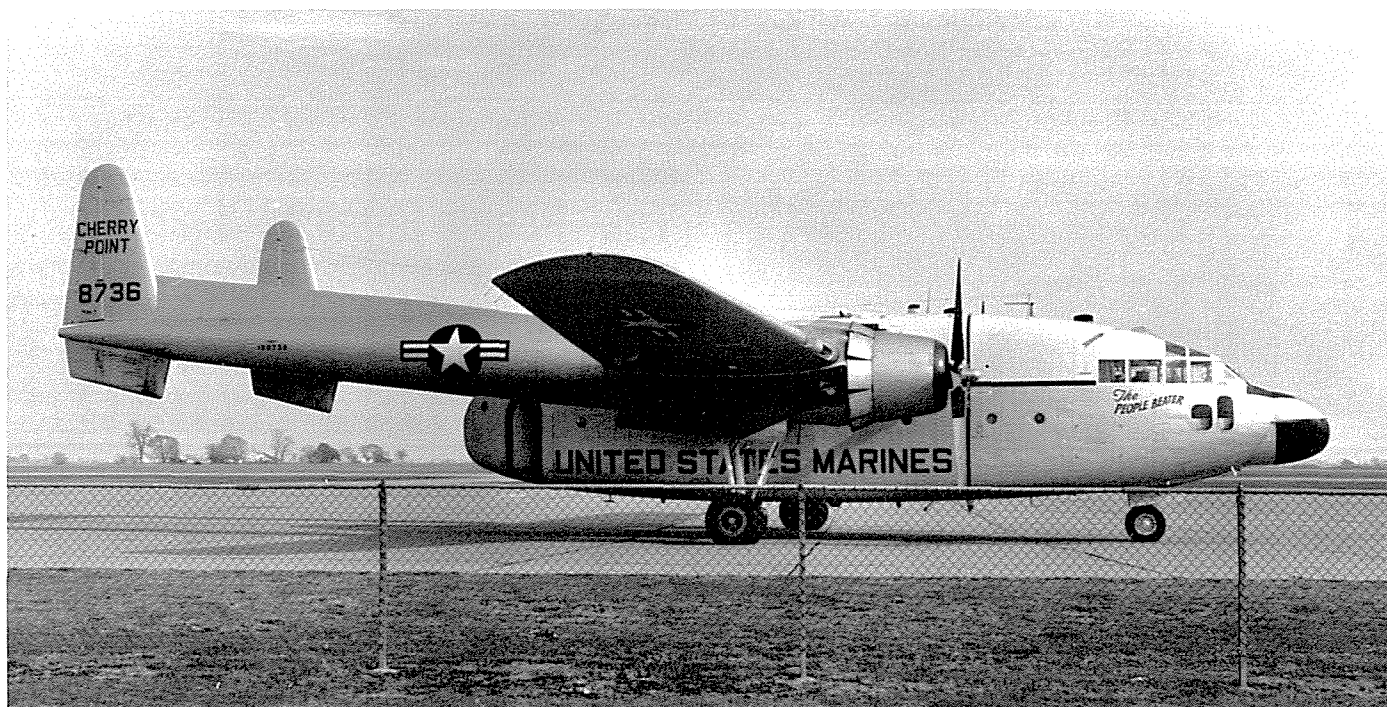
THE PHOTOGRAPH HAD ALWAYS INTRIGUED ME, SINCE I first had spotted it years ago in a treasured book on Marine Corps aviation. In it, the Fairchild R4Q-1 sat proudly on the ramp, gleaming in the sun behind a low chainlink fence, looking clean and pampered and nothing like an airplane nicknamed "The Flying Boxcar." And painted on its nose in flowing letters was the name the proud crew had christened their powerful mount . . . "The People Beater"!

Though puzzling then, over the years I have learned to appreciate the reasons for this name. Words like ugly . . . noisy . . . drafty . . . temperamental . . . have been used by former crewmen and passengers to describe the experience of flying aboard the "Flying Boxcar." Between December 1949 and May 1953, 97 of these large, twin-engined transports were built by the Fairchild Aircraft Division, Hagerstown, Maryland, and accepted into the Navy inventory. Despite their shortcomings, the R4Q/C-119F *Packets* provided over 20 years of valuable service.

Fairchild's *Packet* design originated in 1941 as the Model F-78, a large, Pratt & Whitney R-2800-powered airplane featuring a twin boom-mounted tailplane and a deep, uninterrupted cargo hold. Approved by the Army Air Corps in 1942, the airplane was designated as the C-82 *Packet*. While arriving too late to see service during World War II, over 200 *Packets* eventually were constructed before production ended in 1948.

An improved version of the *Packet* was first built for the Air Force in 1947 as the XC-82B. After various additional modifications had been made, the redesignated C-119 *Packet*, or "Flying Boxcar," emerged with a wider fuselage, relocated flight deck, increased wingspan and gross weight, and new mammoth Pratt & Whitney R-4360 engines.

By 1949 the first production model of the *Packet*, the C-119B, was being built for the U.S. Air Force. Featuring R-4360-20 engines and a gross weight of 74,000 pounds, the *Packet* caught the attention of Navy Department planners looking for a tactical assault transport for its Marine Corps



units. Arrangements were made to divert a portion of Air Force contract W 33-038 ac 19200 to the Navy and, under service order 4-179-3000, eight "off-the-shelf" C-119Bs were accepted by the Navy between December 1949 and February 1950, designated as R4Q-1 *Packets*, Navy Bureau Numbers 124324-124331 (FAD s/n 7001-7008).¹ This contract had originally called for 10 Air Force C-119Bs to be diverted, but due to budgetary cutbacks the last two aircraft, 124332-124333, were canceled and never accepted by the Navy.

As delivered, the R4Q-1s in this first batch had an empty weight of 37,700 pounds, gross weight of 71,800 pounds, and accommodations for a crew of five: pilot, copilot, navigator, radio operator, and crew chief. The airplanes could carry from 42 to 64 troops, or 35 litters with four attendants. The *Packet's* cargo compartment, measuring 36' 11" long, 9' 10" wide, and 8' high, could haul up to 30,000 pounds of cargo, airborne supplies, or mechanized equipment. Large rear clamshell doors opened to the maximum cargo compartment dimensions, enabling rapid, unobstructed loading or unloading of cargo.

It should be pointed out that, contrary to other published accounts, these first eight R4Q-1s were originally delivered as standard Air Force C-119Bs, and were equipped with non-water injected R-4360-20 *Wasp Major* engines. While these powerplants had provisions for water injection equipment, this was not installed, and the -20s provided only 3,250 take-off or "military" horsepower.² The uprated -20WA engines, giving a full 3,500 hp, were retrofitted after the aircraft had already entered service. Also retrofitted at a later date were lengthened dorsal and ventral fins, which provided much-needed additional directional stability, while the outer portions of the horizontal stabilizer were removed.

Twenty-one months after these first eight R4Q-1s had been accepted, a second diversion of 31 Air Force C-119Cs was made to the Navy under contract W 33-038 ac 19200. These aircraft, R4Q-1s BuNos 126574-126582 (FAD s/n 10543-

10551) and 128723-128744 (FAD s/n 10552-10573),³ had the tail modifications previously mentioned as well as the uprated R-4360-20WA engines. This model of the *Wasp Major* was fitted with a two-speed supercharger and, together with the water/water-alcohol injection provisions, gave the C-119C marked improvements in takeoff, cruise, top speed, and altitude performance.

Of the first batch of eight R4Q-1s, six went to equip Marine Transport Squadron 252, VMR-252, based at MCAS Cherry Point, North Carolina, while two were sent to the Naval Air Test Center, Patuxent River, Maryland, for flight testing. The first airplane of the second batch of R4Q-1s, 126574, was flown briefly by NATC Pax River pilots before joining its siblings in VMR-252 at Cherry Point, while 15 aircraft were assigned to reequip a newly activated West Coast Marine Transport Squadron, VMR-253, based at MCAS El Toro, California.

The C-119 *Packet* was used extensively during the Korean War by both Air Force and, to a lesser extent, Marine Corps units. A small number of R4Q-1s from VMR-252 were operating in Korea as early as the fall of 1950, participating in the relief of Marine ground troops during the "Chosin Break-out" in December. However, the airplane's Korean War service record, especially for the Air Force, was checkered, at best. By June 1952, an abysmal in-commission rate for Air Force *Packets* had resulted from slow deliveries of spare parts from manufacturers, landing gear weaknesses, and propeller failures in flight which caused the loss of at least one C-119 with all on board in March 1953.⁴ The Air Force C-119s were banned from carrying passengers after this accident and, while the C-119s in-commission problems eventually were rectified with the arrival of newer models, the Air Force *Packets* were considered unworthy for medical air evacuation due to their noisy and drafty cargo compartments.⁵

Due in part to the C-119's poor service record during the Korean War, Fairchild unveiled the C-119F in 1952, powered

"The People Beater," R4Q-1 128736, was flown by the Station Operation and Engineer Squadron, MCAS Cherry Point, during 1958-1959. The *Packet*, shown at Decatur in November 1958, was used by the 2nd MAW to provide navigational training. (Ralph Brown Courtesy of Milo Peltzer)

R4Q-1 124330 parked at MCAS Cherry Point with its clamshell doors open. The *Packet* has been fitted with the extended dorsal tail fins, but has not yet received the ventral tail extensions.

(Marine Corps Courtesy of Clay Jansson)

The first R4Q-1 *Packet*, 124324, in June 1950 while being evaluated at the Naval Air Test Center, NAS Patuxent River, MD. (Courtesy of Steve Ginter)

VMR-253 was the second Marine Corps squadron to receive the *Packet*, beginning in December 1951. R4Q-1 128736 is shown during takeoff from the squadron's home base at MCAS El Toro, CA, in 1952. (Clay Jansson)

by two Wright R-3350-36W Turbo Compound engines. The Wright engine, using its exhaust-driven superchargers, was able to deliver 3,500 hp on 23 percent less cubic capacity, giving a much lower specific fuel consumption rate and increasing the *Packet's* range by 20 percent.⁶

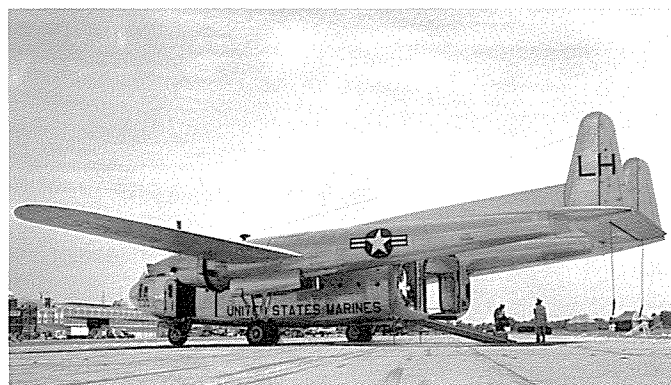
Once again the Navy, under Air Force contract AF 33(038)-18499, accepted 58 R4Q-2 *Packets*, BuNos 131662-131689 (FAD s/n 10829-10856) and 131690-131719 (FAD s/n 10875-10904) between February and May 1953.⁷ The Navy R4Q-2 (redesignated as C-119F in 1962) was powered by two Wright R-3350-85 engines, and had the same dimensions as the R4Q-1, but with the more powerful engines its gross weight had been increased to 77,000 pounds.

The Marine Corps began receiving the R4Q-2 in March 1953, the first 15 aircraft going to VMR-153 at MCAS Cherry Point, another 15 *Packets* going to VMR-252, also at Cherry Point, and 15 to VMR-353 at MCAS Miami. The remaining 13 aircraft were assigned to several Headquarters and Maintenance squadrons.

Suddenly outdated, most of the Marine Corps R4Q-1s were sent to Headquarters and Maintenance squadrons, Station Operation and Engineer squadrons, Marine Training Groups, and NATC Pax River for testing assignments. However, from 1953 to 1959 a number of these aircraft rejoined VMR-253 at Itami and Iwakuni, Japan, for routine transport duty throughout the Far East. The R4Q-1s continued to fly with the Marine Corps until mid-1959, when all remaining aircraft were ferried to the Navy's aircraft storage facility at Litchfield Park, Arizona. On May 13, 1960, the surviving 33 dash-one *Packets* at Litchfield Park were stricken from the Navy inventory, and soon were reduced to scrap.⁸

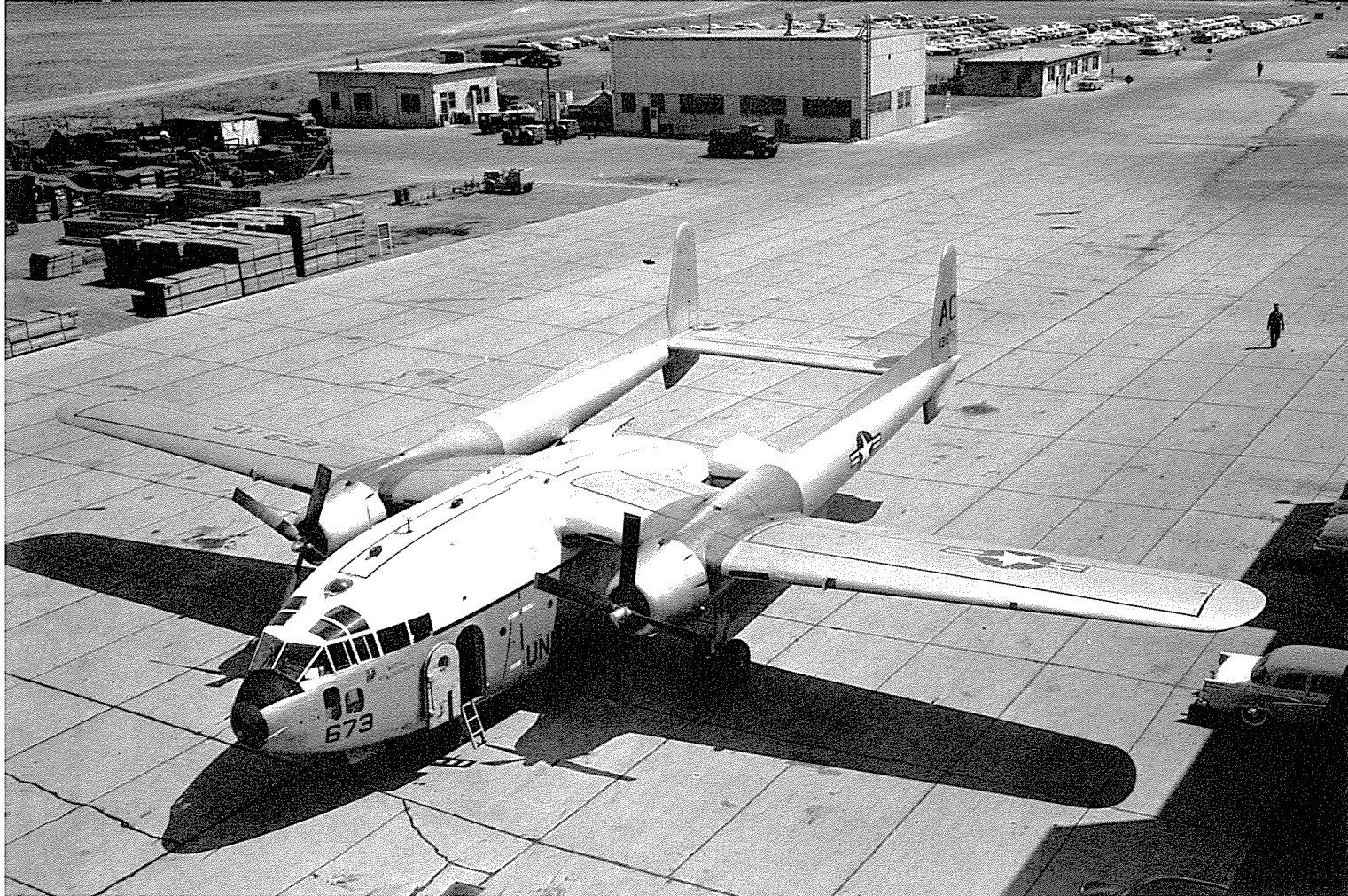
Meanwhile, the 58 newly introduced R4Q-2s were providing yeoman service. They eventually flew with Marine Corps transport squadrons and one Navy Fleet Tactical Support Squadron, VR-24, through the early 1960s. One further external modification was "fleet installed" to these R4Q-2s after they had been introduced. Starting in approximately 1954 each aircraft was equipped with a search radar, housed in a large, bulbous nose radome, with the converted aircraft sometimes being referred to as R4Q-2Qs.

By 1961, however, technology had surpassed the *Packet* design and it began to be replaced within Marine transport squadrons by the versatile Lockheed GV-1 (C-130) *Hercules*.



As most of the R4Q-2s had accumulated only some 5,000 total flight hours in eight years of service, they were far from being decrepit. Thusly, as they were relinquished in favor of the *Hercules*, nearly two-dozen of the dash-two *Packets* were transferred to three Marine Air Reserve Training Detachments, MARTD, beginning in December 1961. VMR-234, attached to the MARTD at NAS Twin Cities, Minnesota, and VMR-222, located at MARTD NAS Grosse Ile, Michigan, were the first reserve units to receive the R4Q-2, redesignated C-119F in 1962. The following year VMR-216, MARTD, NAS Seattle, began flying the C-119F.

The Marine Corps reserve *Packets* continued to provide valuable training, as well as logistic and humanitarian flights, until they were phased out during the early 1970s. Though never well liked by either their crews or passengers, the Fairchild R4Q *Packets* nevertheless gave Marine Corps and Navy squadrons over 20 years of reliable, if temperamental, service. **Naval Air Test Center**—The recipient of the first R4Q-1 *Packets* to be accepted by the Navy was, quite naturally, the



Naval Air Test Center at NAS Patuxent River, Maryland. As the Navy's main aeronautical testing facility, NATC Pax River had (as it does today) the responsibility for determining each new aircraft's suitability with the fleet, including aircraft destined for Marine Corps squadrons.

R4Q-1 124324 and 124326 arrived at the NATC in February 1950 and test center crews began a six-month-long flight test program to determine, or verify, the *Packet's* capabilities. Each airplane had "NATC" stenciled in large black letters on the outer portion of both tails and on the top right and lower left wings, while the last three numerals of each bureau number were painted in very large numbers on the aft fuselage, and in smaller numbers on each side of the nose. As these aircraft were being evaluated by the NATC Flight Test Division, "FT" was painted on each side of the nose below the pilot/copilot windows.

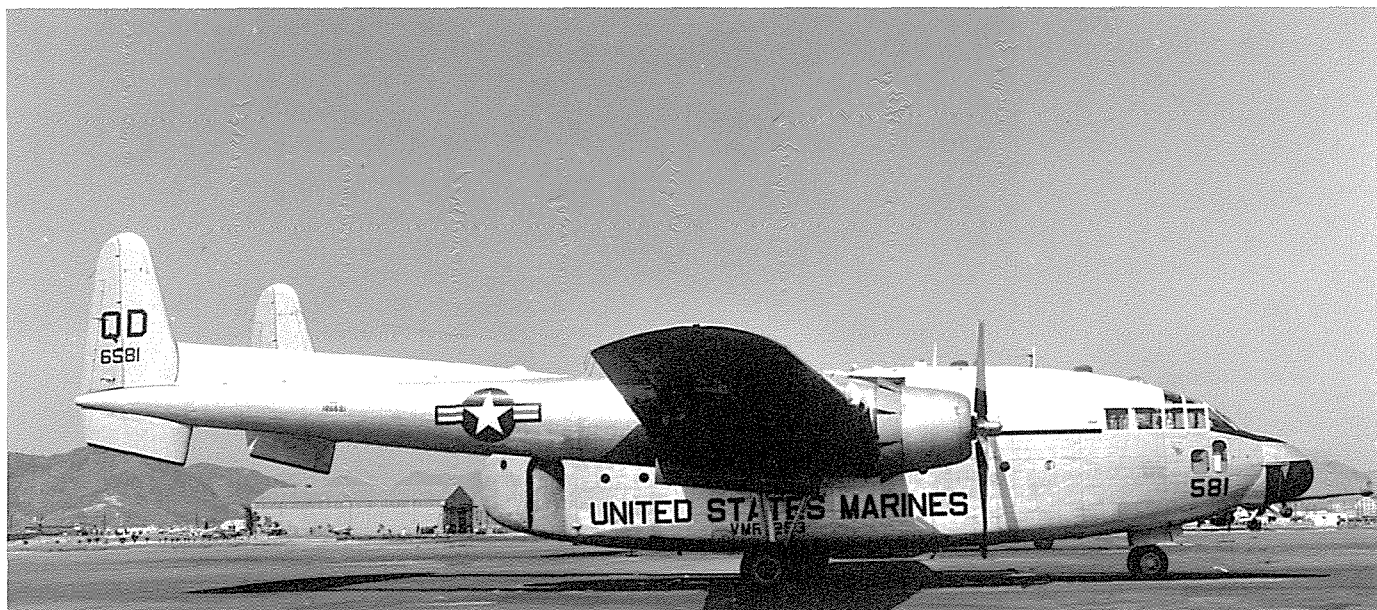
These R4Q-1 *Packets* remained with the NATC until July/August 1950, when they were transferred to VMR-252 at MCAS Cherry Point, North Carolina. Five later series *Packet*, R4Q-1s 126574, 126582 and 128735, and R4Q-2s 131665 and 131700, were assigned to the NATC beginning in December 1951 for their own brief test assignments, the last of which ended in April 1957.

VMR-252—The honor of receiving the Marine Corps' first R4Q-1s went to the men of Marine Transport Squadron 252, MCAS Cherry Point, North Carolina. Commanded by Col. Henry C. Lane, VMR-252 was one of the oldest continually operating squadrons in the Marine Corps.

The unit was first established on June 1, 1928, as Head-

quarters Detachment 7M at San Diego, California. After being redesignated Utility Squadron 7M (VJ-7M) as part of the West Coast Expeditionary Force, San Diego, on March 1, 1929, and Marine Utility Squadron 2 (VMJ-2), Aircraft Two, Fleet Marine Force, San Diego, on July 1, 1937, unit personnel were ordered to Hawaii in January 1941. They arrived at MCAS Ewa in February and the unit began functioning as a transport squadron despite its utility designation. On July 1, 1941, the squadron was redesignated once more when it became Marine Utility Squadron 252, Marine Air Group 21 (MAG-21). VMJ-252 crewmen were operating a mixed bag of 10 aircraft including the JRS-1, JO-2, J2F-4, SB2U-3, SBD-1, and R3D-2 when the December 7th Japanese attack on the Hawaiian Islands destroyed all of their aircraft except one R3D.⁹

VMJ-252 quickly reequipped with the R4D-1 and J2F-5 and its flight crews began transporting personnel and materiel across the Pacific. During the war the squadron relocated to the Gilbert Islands in preparation for the Marianas invasion. On July 19, 1944, the unit was redesignated VMR-252 to signify its transition from a utility squadron to a transport squadron. The last year of the war VMR-252 crews participated in the Iwo Jima and Okinawa campaigns, hauling supplies and war materiel to the combat zone and transporting wounded Marines to American bases in the Pacific. By 1946, the squadron was based on Guam as part of MAG-21, but soon they were ordered back to MCAS Cherry Point, where their permanent home was established as part of MAG-21, 2nd Marine Air Wing (2nd MAW).



MCAS Cherry Point's VMR-153 flew the *Packet* for only seven years. R4Q-2 131673 is shown at MCAS El Toro in October 1956 bearing the squadron's "AC" tail code.
(Clay Jansson)

VMR-253 changed their tail code to "QD" in 1958. R4Q-1 126581 is shown in March 1959 at MCAS El Toro, just two months before the airplane was flown to NAF Litchfield Park, AZ, for storage.
(Clay Jansson Courtesy of Milo Peltzer)

VMR-252 *Packets* could be seen throughout Europe during the 1950s. R4Q-2 131680 is shown in England in 1958 with the squadron's new "BH" tail code.
(Courtesy of Steve Ginter)

VMR-252 received their first R4Q-1s in March 1950, when six of the *Packets* were flown in between the 1st and the 14th. Reassigned to MAG-11 at Cherry Point, the squadron began a program of crew familiarization training before settling in with their normal operations of providing air logistical support to aviation and ground units, including supply and resupply by parachute.¹⁰

By September 1950, VMR-252 was flying eight *Packets*. These aircraft carried only the squadron's "LH" tail identification letters. A second group of 15 of the later series R4Q-1 *Packets* were received by the squadron from March to June 1952, and their original complement of early model R4Q-1s soon were relinquished. When the new R4Q-2s became available, 15 were accepted by VMR-252 beginning in April 1953 and the squadron was reassigned to MAG-35. Within two months, the reequipping was complete, and all of the squadron's R4Q-1s were sent to other units.

VMR-252 operated 15 R4Q-2s throughout the decade, based at Cherry Point but flying throughout the continental U.S., the Caribbean, and to various points throughout Europe and Africa. Beginning in August 1956, squadron crews maintained a small one- or two-plane detachment at NAS Port Lyautey, Kenitra, Morocco. In July 1958, this detachment's *Packets* furnished logistical support to Marine ground forces during the crisis in Lebanon. After an earthquake in Agadir, Morocco, in March 1960, squadron flight crews and their R4Q-2s conducted rescue operations, hauling

personnel and equipment into Agadir, and evacuating the injured on the return runs. Between March 1-4, nearly 50 flight hours were flown in support of this relief effort. The last two R4Q-2s in this detachment were flown back to Cherry Point in October 1960.¹¹

At some time after VMR-252 crews began flying the R4Q-2, the squadron painted its *Packets* with a black bordered yellow wing design across each airplane's nose, with black bordered yellow bands applied high upon the outer portion of each tail. The unit retained these markings after their assigned tail code had been changed to "BH" late in 1957. By the early 1960s, VMR-252's *Packets* had adopted a common (for the era) aircraft conspicuity paint scheme, with a da-glo forward fuselage, outer wing panels, and tail surfaces.

The squadron's inevitable conversion to the Lockheed GV-1 (KC-130F) began in March 1961, as the last 14 R4Q-2s began to be transferred elsewhere. Squadron flight crews flew the last three VMR-252 *Packets* from Cherry Point on September 15, while the squadron was redesignated VMGR-22 on February 1, 1962, to reflect their new air refueling capability.¹²

VMR-253—Marine Transport Squadron 253 became the second recipient of the R4Q-1 when, in December 1951, the unit accepted the first *Packet* delivered to a West Coast squadron. They operated the *Packet* over the next 10 years, both within the U.S. and throughout the Far East.

VMR-253 was first organized as Marine Utility Squadron 253, VMJ-253, on March 11, 1942, at the Ewa Marine base, Territory of Hawaii. As a unit of MAG-25, VMJ-253 became



the nucleus of South Pacific Combat Air Transport, or SCAT, organized to provide a transpacific aerial supply line with other Marine and Army transport squadrons. The flight echelon of VMJ-253 left Ewa for New Caledonia in August 1942, and began transport operations throughout the South Pacific. A squadron R4D became the first combat transport to land at Henderson Field, Guadalcanal, in September 1942. Over the following month VMJ-253 crews and their R4Ds, operating without benefit of ground support personnel or equipment, airlifted desperately needed gasoline, ammunition, bombs, and medical supplies to the besieged troops on the island.¹³

Throughout the war, VMJ-253 R4D crews continued to supply front-line troops as Allied forces island-hopped across the Pacific. August 1944 found the outfit based at Apamama, and by October 10 the squadron, which had been redesignated VMR-253 on July 30, 1944, was attached to MAG-21 on the island of Guam. By war's end VMR-253 transports were supplying Iwo Jima and Okinawa, where a squadron aircraft was destroyed on Yontan Field by a last-ditch Japanese attack the night of May 24, 1945. As a component of the 1st Marine Division, VMJ-253 personnel were awarded the Presidential Unit Citation for their contributions during the Guadalcanal-Tulagi Campaign of August 7–December 9, 1942. Also, as a SCAT unit, the squadron was presented with the Navy Unit Commendation for the South Pacific Campaign from December 11, 1942, through July 15, 1944.¹⁴

VMR-253 remained headquartered on Guam until the fall of 1946 when they were transferred to MAG-25, MCAS El Toro. By mid-November the squadron had received their first R5D *Skymasters* and embarked upon a new era of providing transpacific flights for the Naval Air Transport Service to Ewa and Guam via NAS Moffett Field, California. Unfortunately, the era was short-lived as VMR-253's mission was transferred

to other Navy air transport squadrons and the unit was disestablished on May 31, 1947.

Four years later, the Korean Conflict caused a new demand for air transport squadrons and a new VMR-253 was established at MCAS El Toro on June 15, 1951. By the end of the month the squadron had received the first six of their 15 authorized Curtiss R5C *Commandos*, with the remaining aircraft arriving by year's end.

The unit also received their first R4Q-1 in mid-December and almost immediately put the airplane's unique capabilities to good use. On January 17, 1952, a squadron crew flew the unit's only *Packet* to the mountains south of Lake Tahoe, California, where a large group of Marines had become snow-bound. Five parapacks of medical supplies, each weighing 300 pounds, were automatically salvoed to the Marine troops stranded in a valley too narrow for the airplane to turn, doing in one pass what would have been manually impossible to accomplish with the R5C.¹⁵

VMR-253's remaining 14 R4Q-1s were flown in by mid-February 1952, and the squadron began conducting training flights as well as airlifting troops and equipment, including reserve personnel from their home stations to nearby Camp Pendleton and back. In the fall of 1952, VMR-253 *Packets* transported nearly 150 tons of lumber and building materials to a training camp being constructed in Nevada.

The squadron soon was called upon to assist in the airlift of personnel and supplies into the Korean War zone. By mid-1953, VMR-253 flight crews were operating out of MCAFs Itami and Iwakuni, Japan, flying regularly into Korean airbases. Following the ceasefire, squadron *Packets* continued to supply Marine troops for some time from bases in Japan.

VMR-253 flew the R4Q-1 exclusively through the 1950s, and by early 1955 had moved their headquarters to MCAF Iwakuni. Their *Packets* carried the unit's "AD" tail code

R4Q-2 131696 of VMR-352 with the fully modified tails and radar nose. This *Packet* is shown in December 1960 while on a mission during "Operation TR-Santa." (Navy 1052226 by Sgt. J.E. Nichols)

R4Q-2 131719 is shown at MCAS El Toro, CA, in June 1957 with VMR-252's black-bordered yellow wings on the nose and tail bands. (Clay Jansson Courtesy of MSgt. W.F. Gemeinhardt)

R4Q-1 128734 of VMR-253 as aircraft engines and equipment are unloaded at a Korean airbase in 1953. The squadron supplied troops in Korea from their home base at MCAF Iwakuni, Japan. (MSgt. W.F. Gemeinhardt)



until 1958, when the squadron's identification letters were changed to "QD." As far as is known, no other squadron markings were applied to VMR-253's *Packets* during the years they operated the type.

May 1959 saw VMR-253 begin a quick transition to the R4Q-2. By midyear the changeover was complete and the squadron was operating with 10 *Packets* and 10 R5D *Sky-masters* out of MCAF Iwakuni as part of the First Marine Air Wing. Using the *Packets'* fleet-installed search radar, VMR-253 crews made round-the-clock logistic flights throughout Japan, Okinawa, the Philippines, and Southeast Asia. At the time, VMR-253's mission was to: 1) support the Seventh Fleet in the Far East; 2) transport all mail, baggage, and personnel into and out of the First Marine Air Wing; and 3) be prepared to airlift units of the Third Marine Division in Okinawa to any "hot spots" that may arise.¹⁶

Dennis A. Cavagnaro flew the R4Q-2 with VMR-253 in 1961, and has vivid memories of becoming a *Packet* driver:

"A group of U.S. Marine Corps officers, going through flight training at Pensacola in 1960 were diverted from jet training and sent to NAAS New Iberia, Louisiana, for advanced flight training in the Navy's S2F antisubmarine plane. The idea was to make us multi-engine prop pilots to fill the gaps when the WWII pilots flying the R4Qs would take their 20-year retirements in 1962 and 1963.

"After earning our Navy Wings of Gold in late 1960, we were transferred to VMR-253 at MCAS Cherry Point to transition to the R4Q-2.

"The two R4Q squadrons at MCAS Cherry Point (VMR-353 and VMR-252) got virtually all their heavily loaded aircraft airborne one day in May 1961 to support the 'Bay of Pigs' landing in Cuba. My R4Q was loaded with a field ambulance. We were two-thirds of the way down the Atlantic when we received orders over the radio to 'return to home plate by order of CINCLANT.'

"Not long after the 'Bay of Pigs,' I was transferred overseas to the R4Q squadron, VMR-253, at MCAF Iwakuni, Japan (about 20 miles west of Hiroshima). Here the flying was great as we'd fly daily to NAS Atsugi (near Tokyo), Kadena AB, Osan AB, Taipei, Cubi Point RP, Hong Kong, Bangkok, and all around Thailand.

"At Udorn, Thailand, one of our R-3350 engines lost a starter. Half the runway (the right half below the center crown) was submerged in water as the U.S. had built it in a river bottom. As we raced down the 'dry' side of the runway on our good engine, we were able to start the other under compression, all the while entertaining the Thais who were spear fishing on the other side of the runway. (We were in

Udorn to resupply Marines and Air America who were there to prevent a threatened invasion from Laos across the Mekong.)

"The R4Q was a mechanic's nightmare but this created some great opportunities for its crews. It would break down on cross-country flights in Hong Kong, Bangkok, Australia, but never on Okinawa. At towns with substandard accommodations, the R4Q often served as the 'Fairchild Hotel,' at full per diem. If the cargo compartment was too hot, we'd lower the flaps and rig hammocks under the wings from the flap hinge points.

"I venture to say that few who were ever associated with the R4Q-2/C-119 will ever mourn its loss."¹⁷

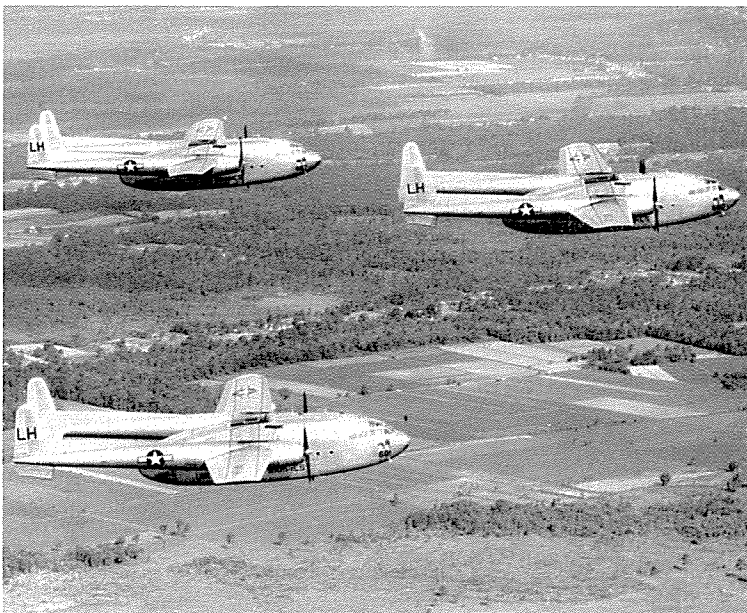
Similar sentiments were expressed about the *Packets* when the airplanes began to be phased out of VMR-253 in the fall of 1961. As the Iwakuni base newspaper noted in November 1961:

"Wing personnel had few kind words for the 'Q'. It was noisy, bumpy, and uncomfortable. The 'Q' was 'air conditioned' in winter and 'steam heated' in summer. It looked weird and ungainly on the ground, and only slightly better in the air.

"Mechanics who worked on the 'Q' had more gripes than crotchety old ladies.

"From a pilot's point of view, however, the 'Q' left nothing to be desired. She was comfortable (important with a 2,000-mile cruising range), and her two Pratt and Whitney (sic) engines, producing 3,500 horsepower each, could lift tremendous loads off relatively short runways and attain a cruising speed of over 180 knots."¹⁸

As good as the R4Q-2's statistics seemed, 1st MAF personnel were anxious to get their hands on the new Lockheed GV-1. On a normal run from Iwakuni to Kadena, Okinawa, Atsugi, Japan, and back, for example, the *Packet* took about



R4Q-2s 131680/681/687 of VMR-252 in formation over North Carolina in 1953, shortly after the squadron received the dash-2 *Packets*. (Marine Corps Courtesy of MSgt. W.F. Gemeinhardt)

A VMR-353 R4Q-2, 131716, lies bent and broken at the squadron's home base, MCAS Miami. Prop control problems during a local training flight caused the airplane to slide into a canal in September 1956. (Marine Corps)

11 flight hours, while the *Hercules* flew the same route in 6½ hours.¹⁹ The first R4Q-2s began leaving VMR-253 early in December 1961, and by mid-March 1962 the squadron had converted to the GV-1.

VMR-153—Marine Transport Squadron 153 traces its lineage back to March 1, 1942, when Marine Utility Squadron 153, VMJ-153, was established and organized at San Diego, California. For the next year squadron crews flew their six R4D-1s as part of MAG-15. The unit moved to New Caledonia as a component of SCAT in March 1943, flying the Tontouta-Espiritu-Guadalcanal supply route.

By August 1943, VMJ-153 personnel were attached to MAG-25, flying 12 R4Ds into Munda and the Solomons and Russell Islands. By November, squadron transports were operating out of Bougainville, where the unit suffered its first operational loss on December 27, 1943, when an R4D disappeared with 23 on board.

On June 3, 1944, the unit was redesignated as a Marine Transport Squadron, VMR-153. By then, the squadron was flying into the Admiralties and within 1,100 miles of Guadalcanal on combat support missions as well as carrying personnel on leave and returning with food for the group.

Despite two additional losses to the squadron—the first on October 6, 1944, when an R4D crashed on Vella Lavella killing all on board and the second in May 1945 with no casualties—VMR-153 continued to extend their range of operations as the Palaus and the Philippines were included in the squadron's operational sphere. A VMR-153 R4D became the first SCAT transport to land on Okinawa on June 7, 1945. As a result of their operations with SCAT from December 1942 to July 1944, VMR-153 was awarded the Navy's Meritorious Unit Commendation at war's end.²⁰

By January 1946, the men of VMR-153 had moved to Tsingtao, China, as part of MAG-25, First Marine Aircraft Wing.²¹ The squadron supported the Marine contingent sent to China to provide security for U.S. citizens as the Communist and Nationalist forces prepared to battle each other.

By 1952, VMR-153 had been reorganized at MCAS Cherry Point, North Carolina, and in June of that year began to

receive their first six R4Q-1s of the 124000 series. These aircraft remained with the squadron only until April 1953, as VMR-153 had begun accepting new R4Q-2s from the factory in mid-March. By the end of the month the squadron had their full complement of 15 R4Q-2s, and they began painting the unit's "AC" tail code on their *Packets*.

In November 1956, VMR-153 formed a small detachment at NAS Port Lyautey, Kenetra, Morocco. Working alongside a similar detachment of crews and *Packets* from VMR-252, VMR-153 R4Q-2s 131665 and 131710 and their flight crews remained at NAS Port Lyautey for less than two months before returning to Cherry Point. However, as with their sister squadron's aircraft, VMR-153 *Packets* could be spotted throughout Western Europe, England, the Mediterranean, as well as North Africa. By 1958 the squadron's R4Q-2s were sporting colorful markings: a black bordered red wing design painted across the nose, and a black bordered red tail band, both similar to the yellow designs on VMR-252's *Packets*, and with the unit's new "BC" code painted on their tails.

By January 1959, VMR-153 was operating 20 R4Q-2 *Packets*. Four months later, however, the squadron had only 12 aircraft and, on July 1, 1959, VMR-153 was disestablished and their *Packets* were transferred elsewhere.

VMR-353—Of all the operators of the R4Q/C-119F, Marine Transport Squadron 353 became the last "regular" (non-reserve) squadron to fly the *Packet*. Between May 1953 and March 1963, when the unit ended their association with the airplane, VMR-353 pilots could claim having flown—at one time or another—nearly all of the R4Q-2s built.

VMR-353 was established on March 15, 1943, at MCAB Kearney Mesa, San Diego, California, to meet the increased demand for air transports in the Pacific theater during World War II. Equipped with the Curtiss R5C *Commando*, the unit moved into the South Pacific after a short training period and began supplying allied troops as they progressed from island to island. A squadron R5C became the first aircraft to land on the island of Tarawa, carrying radio equipment and communications personnel. In December 1943, VMR-353 transports hauled over 2,200 passengers and tons of freight and mail from Funafuti to Tarawa, with squadron pilots averaging 75 hours' flying time each during the month. Toward war's end, VMR-353 was evacuating wounded from Iwo Jima, and, on April 19, 1945, the squadron began making evacuation flights from Okinawa. VMR-353 had achieved some notoriety during the war due to the presence of one squadron member, actor and Marine 1st Lt. Tyrone Power, but in July 1945 recognition in the form of a well-earned commendation was received by the unit for the excellent air transport service they had provided during the assault phase of the Okinawa campaign.²²

By January 1946, VMR-353 was attached to MAG-21 on Guam. Postwar cutbacks, however, resulted in the squadron's disestablishment on February 15, 1946. Due to the outbreak of hostilities in Korea four years later, the sudden need for air transports resulted in a new VMR-353 being established at Master Field, Florida, in 1952. Squadron personnel moved to MCAS Miami (Opa Locka), Florida, in the spring of 1953, at which time they received their first R4Q-2s. By the end of May the unit had their full complement of 15 *Packets*. In July 1955, VMR-353 was designated as a training squadron for the "Flying Boxcar" and assumed the title of "Pilot's College."²³

One former member of VMR-353 is longtime AAHSer Fritz Gemeinhardt, who recalls the Marine *Packets* with a touch of fondness:

"In 1952, as a flight equipment rigger, I made a free-fall jump along with my class from the R4Q at Quantico, Virginia. We were quite impressed with the roominess of the 'Q,' as she was known in the Corps. It was the perfect paratrooper aircraft, the best I had ever jumped from. Although we used an open side door back aft, a large group could easily be deployed via the removed 'clamshell' doors, as this was often done by the Army airborne units in mass jumps. We were also impressed that the R4Q's short takeoff and landing run was even better than that of the R4D/C-47's. At Quantico, this was an important feature.

"Later on in Korea I found the 'Qs' in wide use. Many of us based there made liberty or transfer runs to Japan, plus much of our mail and bulky cargo was carried in the 'Q.' They did very well with the various landing field and weather conditions in Korea.

"In 1954 I joined VMR-353 at Opa Locka. We had a full squadron of the radar-equipped R4Q-2Q. Each of the 12

aircraft required a full complement of personal flight equipment. This meant parachutes, life vests, life rafts, and all material that overwater airlift capabilities called for. This also meant occasional liberty runs to Guantanamo Bay, Cuba, and various other points on the compass. Daily flights by VMR-353 aircraft meant fresh produce, milk, PX supplies, perishables and mail for the sailors and Marine personnel at 'Gitmo.'

"Generally it was a smooth flight at 10 to 12 thousand feet between the columns of tropical rain squalls. Weather radar was nice to have along! We got used to the flapping wings and the 'bouncing booms,' but the shutdown and feathering of engines and props took more getting used to. This was often due to leaky prop governors, and I suppose that I made only two or three landings with both engines running normally."²⁴

As with all *Packet* operators, humanitarian flights made up an important—if unexpected—part of VMR-353's operations. In October 1955, the squadron was called upon to transport food and supplies to the flood-stricken city of Tampico, Mexico. Operating out of Corpus Christi, Texas, and Monterrey, Mexico, the unit's R4Q-2s flew food to Tampico and made parachute and free-fall aerial drops of supplies to isolated groups of people.

Since they had first acquired the R4Q-2, VMR-353's only distinguishing markings applied to their *Packets* was the unit's "MZ" tail code. This was changed to "DZ" in 1957, although no particular squadron markings were used after this date beyond the standard da-glo forward fuselage, wings and tail conspicuity markings.

In 1958, VMR-353 moved their headquarters from Opa Locka to MCAS Cherry Point, North Carolina, as part of the



2nd MAW. However, the move was temporarily interrupted by the crisis in Lebanon, as squadron *Packet* crews were ordered to fly troops and supplies to Lebanon via Argentina, the Azores, and NAS Port Lyautey. While operating in the Mideast, VMR-353's flight crews flew on a 24-hour-a-day schedule with squadron R4Qs actually spending more time in the air than on the ground. When the flight crews finally returned to the U.S., it was to the squadron's new hangars at Cherry Point.

From 1957 to February 1962, VMR-353 crews logged 50,000 accident-free flight hours during transport operations throughout the United States, the Caribbean, Africa, and Europe. As a result, the squadron was presented with the Fleet Marine Force Atlantic, Annual Aviation Safety Award in 1962.²⁵

The worsening relations with Fidel Castro's Cuba in 1962 resulted in another call for VMR-353's services. From October 21 to 31, squadron *Packets* participated in the mass evacuation of dependents from NAS Guantanamo Bay, with R4Q-2 131712 carrying out the last load on the 31st.

For a short time in the early 1960s, as other Marine transport squadrons were converting to the Lockheed GV-1, VMR-353 became the largest R4Q operator in the Marine Corps with 30 aircraft. But by March 1, 1963, the unit had only 11 *Packets* and, on March 29, VMR-353 was disestablished and their R4Q-2s were flown to the Marine Air Reserve squadrons at Minneapolis, Seattle and Grosse Ile.²⁶

VMR-352—Marine Transport Squadron 352 is somewhat unique among Marine operators of the R4Q. They not only flew the airplane for the shortest time, exactly two years, but seem to have acquired only a handful of the *Packets* to supplement their larger fleet of R5D *Skymasters*.

Marine Utility Squadron 352 was established on April 1, 1943, at MCAS Cherry Point, North Carolina. Flying two R4D-5s, VMJ-352 began serving as the transport/utility unit of MAG-35. By the end of August 1943, the squadron had six R4D-5s and one R4D-6 to conduct training and transport operations.

As originally conceived, it was planned that the entire air group would eventually operate as a unit overseas. However, in April 1944 the group's Headquarters and Service Squadrons were ordered to the West Coast to form a training organization for other combat transport units. The operational squadrons of MAG-35, including VMJ-352, were left at Cherry Point to complete their training in preparation for overseas duty.

Along with an accelerated training program, the men of VMJ-352 assisted in two experimental development programs at Cherry Point: making parachute drops to infantry battalions at Camp Lejeune, North Carolina, and Quantico, Virginia, and in applying radar in cooperation with air warning groups training at Cherry Point.

On June 10, 1944, the unit was redesignated as Marine Transport Squadron 352, VMR-352. The squadron departed Cherry Point on December 1, arriving at MCAS El Toro, California, five days later. By February 1, 1945, VMR-352 consisted of 15 complete crews, 50 ground personnel, and 15 new

Curtiss R5C *Commandos*, which had been assigned to the squadron for training. A nucleus of squadron personnel and aircraft arrived at MCAS Ewa by February 21, while the remainder of the squadron began their transfer from El Toro to Ewa in late July. Although by August four VMR-352 R5Cs and crews were on the island of Roi, attached to Commander, Mariana-Gilberts area, the end of hostilities brought an end to further wartime operations for VMR-352.

VMR-352, now flying the R5D *Skymaster*, conducted routine transport operations from MCAS Ewa from 1946 until March 17, 1949, when the unit shifted its headquarters a mile west to NAS Barber's Point, Hawaii. Four months before this move, however, the squadron was directed to replace Navy and Air Force Military Air Transport Service (MATs) transports on their Pacific routes due to a shortage of these aircraft caused by the Berlin Airlift. Operating out of NAS Barber's Point, VMR-352 crews flew over 25,000 hours on these MATs flights from November 1948 to November 1949.

A portion of VMR-352's aircraft and personnel were directed to return to MCAS El Toro in November 1949, where they began making scheduled flights between Fairfield-Suisan AFB, California, Hickam AFB, Hawaii, then westward to Kwajalein and Guam. The entire squadron has reassembled at El Toro by December 8, and, on February 1, 1950, VMR-352 was attached to MAG-25, 1st MAW.

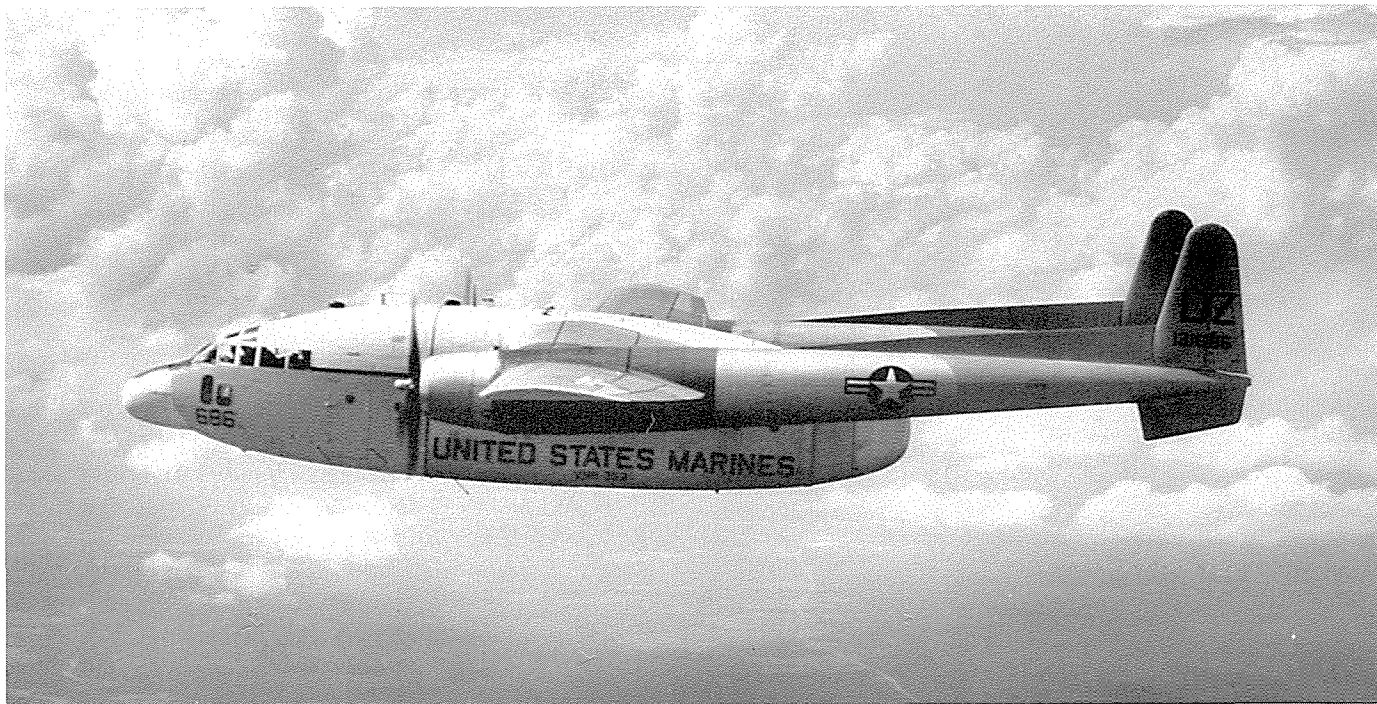
Between July 1950 and January 1953, VMR-352 was detached from the 1st MAW as its new primary mission was to airlift men and supplies westward to Korean battlefields, with daily flights beginning on December 10, 1950. Two VMR-352 *Skymaster* crews made a Marine aviation "first" beginning on June 23, 1951, when they carried four Bell helicopters from the Dallas factory to the Korean combat zone. Two of the helicopters were flown to Taegu and two to Hoengsong, marking the first use of transport aircraft to fly helicopters from the factory into a combat zone.²⁷

VMR-352 was reassigned to the 3rd MAW, Fleet Marine Force, Pacific, in September 1955, then reassigned during February 1956 to the Marine Wing Support Group 37, 3rd MAW. From August to November 1958, VMR-352 supported Navy and Marine Corps forces during the Quemoy crisis off the coast of China. The Armed Forces Expeditionary Medal was awarded to squadron personnel for their service during this tense period.²⁸

VMR-352 began receiving their first R4Q-2 *Packets* in mid-May 1959, and by September the squadron had five of the transports while retaining many of their R5Ds for flight operations. The squadron used the *Packets* on routine training exercises as well as for supplying West Coast Marine installations, ferrying reserve units to their training bases and return, and, occasionally, for humanitarian flights.

VMR-352's R4Q-2s were painted identically during the two short years they flew the type: each airplane had a da-glo forward fuselage, outer wings, and boom and tail surfaces, and carried the squadron's "QB" tail code.

By March 1961, VMR-352 had received two GV-1s²⁹ and, after being redesignated VMGR-352 on March 1, 1961, began using the *Hercules* to conduct aerial refueling opera-



VMR-353 moved their headquarters to MCAS Cherry Point in 1958. R4Q-2 131686 is shown above the North Carolina countryside in September 1960 carrying the squadron's "DZ" tail code. (Marine Corps)

tions. The squadron's R4Q-2s were flown from El Toro beginning on March 8, and by May 8 the last *Packet* had been flown off for reassignment.

VR-24—Fleet Tactical Support Squadron 24, VR-24, is unique in not only being the sole Navy transport unit to operate the R4Q-2 *Packet*, but in doing so for the shortest time, a little less than 18 months.

Utility Squadron Four, VU-4, was established on December 3, 1946, at London, England, with the mission to serve the U.S. Naval Forces in Europe. VU-4's headquarters was at the Royal Air Force Station, Hendon, while two detachments were formed at NAS Port Lyautey, Morocco, and at Capodichino Airport, Naples, Italy. The squadron was equipped with five Douglas R4Ds and four Beech JRBs.

After the arrival of Douglas R5D *Skymasters*, VU-4 was redesignated as Air Transport Squadron Twenty-Four, VR-24, on September 1, 1948. The squadron's headquarters was moved to Port Lyautey in August 1950 due to an increase in commitments to the Sixth Fleet in the Mediterranean area, although a detachment was maintained by the squadron in England. By 1952, however, the detachment in England had been relieved by VR-25 and the Naples Detachment had been expanded by the arrival of several TBMs used for carrier on-board delivery (COD). Finally, the unit was redesignated as a fleet tactical support squadron in 1957.

VR-24 participated in several notable operations during the late 1950s. In the fall of 1955, squadron transports flew 10,000-mile round trips delivering supplies to India where floods had caused great loss of life and property damage. After a similar flood had struck Lebanon in 1956, causing over 2,000 people to be homeless, VR-24 crews flew tons of food to the scene. In 1958, as the "Cold War" threatened to

erupt in Lebanon, squadron transports supported American troops with around-the-clock flights totaling over nine million miles. And, in February and March 1960, VR-24 flew rescue teams, medical and emergency supplies to the people of Agadir, Morocco, where a violent earthquake had reduced the city to rubble.³⁰

On December 20, 1960, R4Q-2 131668 arrived at VR-24's headquarters at Port Lyautey. By the following March the squadron was operating four of the *Packets*, carrying VR-24's "JM" tail code, to deliver personnel and supplies to the various ports frequented by fleet units, such as Rota, Spain, the Cape Verde Islands, and Luanda, Angola. The R4Q-2s supplemented six squadron R5Ds and nine Naples-based TF-1 "Trader" COD aircraft.³¹ VR-24's stated mission was to provide "air logistic support for the Sixth Fleet and other Naval units and shore establishments throughout the European and Mediterranean areas."³² In slightly under 18 months of flight operations with the four *Packets*, VR-24 crews had flown a total of over 4,000 hours in nearly 1,200 flights, averaging 3.3 hours per flight.

As with previous *Packet* squadrons, however, the arrival of the first GV-1U *Hercules* to Port Lyautey in February 1962 spelled the R4Q's demise with VR-24. R4Q-2 131665 had already departed the squadron on January 19, 1962, followed by 131668 on February 12, both aircraft bound for Litchfield Park and storage. The last two VR-24 *Packets*, 131691 and 131713, left for Litchfield Park in mid-June 1962. A "posthumous" award was given to the departed VR-24 R4Q-2s in September 1962 when the squadron was selected to receive the Chief of Naval Operations Safety Award for fiscal 1962,³³ a fitting tribute to the reliability of these last operational "regular Navy" *Packets*.

Marine Air Reserve Training Detachments—Beginning late in 1961, approximately 20 aging R4Q-2s were given a reprieve from the smelting pot when they were assigned to the squadrons of several Marine Air Reserve Training Detachments,



A VMR-352 R4Q-2, 131685, drops supplies to a snowbound Indian reservation in December 1960 during "Operation TR-Santa."
(Marine Corps Courtesy of Clay Jansson)

R4Q-2 131685 of VMR-352 at NAS Alameda, CA, in August 1960 shows the extensive use of da-glo conspicuity markings common to military transports in the early 1960s.
(William T. Larkins Courtesy of Milo Peltzer)

By the early 1960s, VMR-252 R4Q-2s appeared with da-glo forward fuselages, outer wing panels, and tail booms and fins as seen on R4Q-2 131711.
(Marine Corps A-140899)



MARTD. VMR-234, attached to the MARTD at NAS Twin Cities, Minnesota, received four *Packets* in December 1961, while VMR-222, MARTD, NAS Grosse Ile, Michigan, was the recipient of three R4Q-2s in the same month. The men of VMR-216, MARTD, NAS Seattle, Washington, began accepting their first "Flying Boxcars" in April 1962. Over the following decade, these reserve squadrons flew, or "drilled," with their *Packets* on weekends and for two weeks of active duty training exercises during the summer.

MARTD Seattle's VMR-216 had originally seen service as a fighter squadron, VMF-216, aboard the USS *Rendova* during World War II. Through the 1950s the unit functioned as a Marine Reserve fighter squadron at Seattle, flying the Douglas AD-4 *Skyraider*. VMR-222 at NAS Grosse Ile was first established as a fighter squadron of MAG-12, and in November 1942 was training with six SNJ-4s. By August 1943, VMF-222 had 15 F4U-1 *Corsairs*, and at war's end the unit was attached to MAG-14 on Okinawa.³⁴

VMR-234, MARTD Twin Cities, had a colorful history before acquiring their *Packets*. The unit was originally established in April 1942 as Marine Scout Bomber Squadron 234, VMSB-234, at MCAS Ewa, Hawaii. Flying SBD-4s, VMSB-234 began its first combat tour in January 1943 at Henderson Field, Guadalcanal, while attached to MAG-14. For most of 1943, squadron pilots flew out of Henderson Field and on the island of Munda in preparation for the Bougainville landings.

After returning to the States in November 1943, the squadron was reorganized in February 1944 at MCAS El Toro, California, and began qualifying with their new SB2C-1As. Redesignated as VMTB-234 on October 24, the unit now began training as a carrier-borne torpedo squadron. Finally aboard the USS *Vella Gulf* in May 1945, VMTB-234 pilots made strikes against Pagan and Rota in the Marianas begin-

ning on July 23.

VMTB-234 remained aboard the *Vella Gulf* until October 13, when they were transferred to MCAS Santa Barbara. The squadron underwent several reassignments at MCAS Santa Barbara and MCAS El Toro, but it was finally disestablished at El Toro on March 20, 1946.

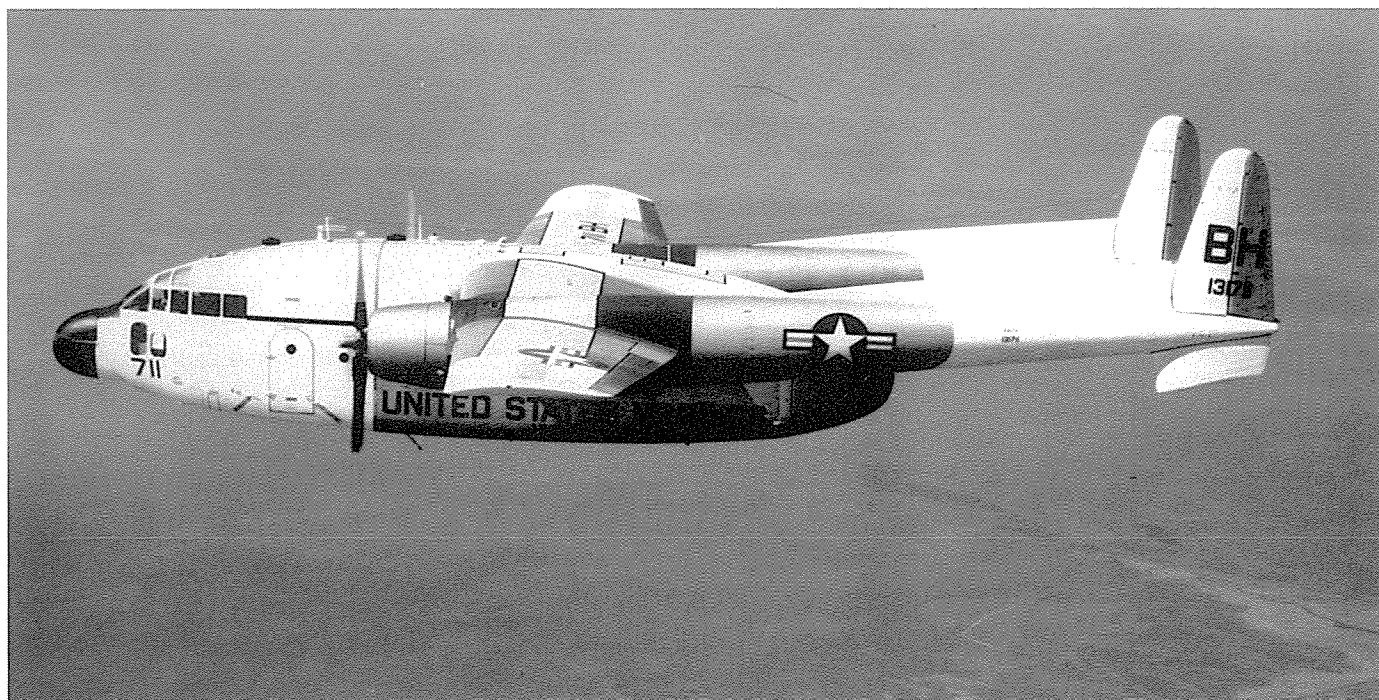
A new squadron was established at NAS San Diego, California, on July 1, 1947, as Marine Fighter Squadron 234, VMF-234, Marine Corps Reserve. By July 1947, the unit had relocated to NAS Minneapolis, Minnesota. VMF-234 personnel were recalled to active duty during the Korean War, and by April 1951 all that remained of the squadron at Minneapolis was its designation. However, by October 1952 VMF-234 had resumed operations at Minneapolis. On May 15, 1958, the unit became a Marine Attack Squadron, VMA-234.³⁵

With the arrival of the R4Q-2 *Packets*, the squadron was redesignated as Marine Transport Squadron 234, VMR-234, on January 1, 1962. By 1965 VMR-234 had 32 officers and 202 enlisted men to operate and maintain their now redesignated C-119Fs. Squadron crews flew their *Packets* during air-ground exercises with Marine Corps Reserve troops from Camp McCoy, Wisconsin, airlifting infantry battalions to Camp Lejeune, North Carolina, during air delivery training missions, and in various exercises while on two weeks' active duty training, supporting Army, Navy and Air Force units as well as the Marine Corps.

The closing of NAS Twin Cities in 1970 resulted in VMR-234 relocating 400 miles southeast to the 4th MAW headquarters at NAS Glenview, Illinois. While at NAS Twin Cities, VMR-234's *Packets* had carried the station's "7E" tail code. After moving to NAS Glenview, VMR-234 applied this station's "5V" tail code. By 1972, VMR-234 had been assigned a new squadron tail code of "QH," as a unit of the 4th MAW.

MARTD Seattle's VMR-216 had applied that station's "7T" tail code until a renumbering system begun in 1966 resulted in a change to "5T." In 1972, VMR-216 changed its tail code to "MV." VMR-222, however, appears to have only used its "7Y" tail code as it had stopped flying the C-119F by 1968, while the *Packets* in use at MARTD Seattle and MARTD Glenview continued to be flown until the early 1970s.

Miscellaneous Operators—A wide variety of Marine and Navy squadrons, groups, facilities and commands acquired R4Q *Packets* during their operational lifetimes. Most numerous among these were the Marine Corps Headquarters and Maintenance Squadrons (H&MS, at one time referred to as "HAMRON"). H&MS squadrons provided administrative,



logistical and training support to their parent Marine Air Groups.

These squadrons include an unnamed Headquarters and Maintenance squadron attached to the 1st MAW at Pohang, Korea, which operated R4Q-1 126576 from September 1954 to August 1955; HEDRON 2 at MCAS Cherry Point flew R4Q-1 126578 from May to September 1953; H&MS-11 at MCAS Edenton had R4Q-2s 131711-131712 from May to August 1953; H&MS-13 at MCAS Kaneohe, Hawaii, flew R4Q-1 124330 from February to April 1954; HAMRON-14, MCAS Edenton, flew five R4Qs from May 1953 to February 1955, including two on detachment to Roosevelt Roads in 1953; HAMRON-15 at MCAS El Toro flew two R4Q-1s from May to December 1953; HAMRON-24, MCAS Cherry Point, operated two R4Q-2s from May 1953 to March 1955; H&MS-25 at MCAS El Toro had 13 R4Q-1s from March 1954 to September 1955; HAMRON-26, MCAS Cherry Point, flew one R4Q-1 and one R4Q-2 from June 1953 to January 1955 at Cherry Point and MCAF New River, Jacksonville, Florida; HAMRON-31 flew two R4Q-2s at MCAS Miami and Roosevelt Roads from June 1953 to December 1955 and H&MS-32 operated four R4Q-2s at MCAS Miami and MCAS Cherry Point from June 1953 to July 1955.

Marine Training Group 10, MTG-10, at MCAS El Toro, had custody of 15 R4Q-1s from May 1953 to March 1954; MCAS Cherry Point's MTG-20 had four in 1953-1954.

Two Marine Aircraft Repair Squadrons, MARS, or later HEDRON Marine Wing Support Groups, had custody of R4Qs; MARS-27 at MCAS Cherry Point flew three *Packets* from September 1953 to February 1955 and from March to April 1963; and MARS-37/MWSG-37 had three *Packets* from April 1954 to February 1956 at MCAS El Toro and MCAS Miami.

Aircraft Engineer Squadron 12, AES-12, at MCAS Quantico, Virginia, flew R4Q-1 126575 from May to October 1953.

MCAS Cherry Point's Station Operation and Engineer

Squadron flew one R4Q-1 between September 1958 and March 1959, and two C-119Fs from May 1962 to May 1963. The aircraft reportedly were used to provide "navigational training" by the 2nd MAW.³⁷

Four Naval Districts also had custody of the *Packets*; the 5th Naval District at NAS Norfolk, Virginia, flew two R4Q-1s from October 1956 to July 1959; the 6th Naval District, NAS Jacksonville, Florida, flew R4Q-1 128735 from January 1958 to October 1959; the 11th Naval District, NAS North Island, San Diego, California, had R4Q-1 128727 from May 1958 to March 1959; and the 12th Naval District at NAS Alameda, California, operated R4Q-1 128729 from July 1958 to March 1959.

The Naval Air Basic Training Command at NAS Pensacola, Florida, had two R4Q-1s from October 1955 to May 1959. Likewise, the Naval Air Advanced Training Center at NAS Corpus Christi, Texas, flew three R4Q-1s from April 1956 to May 1959.

Finally, it appears that Fleet Aircraft Service Squadron 117, FASRON-117, at NAS Barber's Point, Hawaii, flew one R4Q-1, 124330, from April to July 1954, and Fleet Composite Squadron One, VC-1, at NAS Barber's Point, flew one R4Q-2, 131714, from November 1961 to January 1963. □

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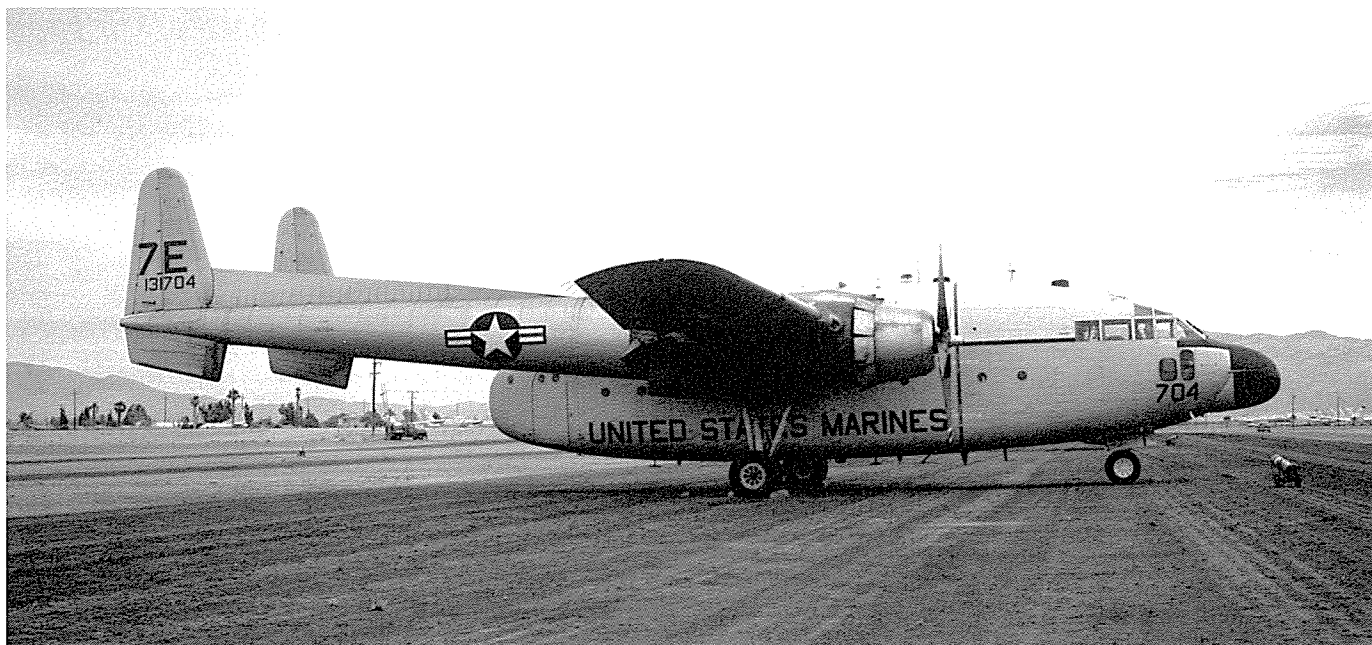
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U.S. NAVY AND MARINE CORPS FAIRCHILD R4Q-1/R4Q-2/C-119F INDIVIDUAL AIRCRAFT HISTORIES

Note: It appears that many R4Q-2/C-119Fs were flown for several years by Marine Reserve units (MARTD), retired from service and sent to NAF Litchfield Park, Arizona, for storage, and stricken from the Navy inventory, only to be "reinstated" and returned to service with the MARTD once again. Documentation for these later periods of service apparently are unavailable from official Navy sources.

AES	Aircraft Engineer Squadron
BAR	Bureau of Aeronautics Representative
DET	Detachment
FASRON	Fleet Aircraft Service Squadron
FMFLANT	Fleet Marine Force, Atlantic
HAMRON	Headquarters and Maintenance Squadron
HEDRON	Headquarters Squadron
H&MS	Headquarters and Maintenance Squadron
MARS	Marine Aircraft Repair Squadron
MARTD	Marine Air Reserve Training Detachment
MAW	Marine Air Wing
MCAF	Marine Corps Air Field/Facility
MCAS	Marine Corps Air Station
MTG	Marine Training Group
MWSG	Marine Wing Support Group
NAATC	Naval Air Advanced Training Center
NABTC	Naval Air Basic Training Center
NAF	Naval Air Facility
NAS	Naval Air Station
NATC	Naval Air Test Center
O&R	Overhaul and Repair
R&D	Research and Development
SO&ES	Station Operation and Engineer Squadron
VC	Fleet Composite Squadron
VMGR	Marine Aerial Refueler Transport Squadron
VMR	Marine Transport Squadron
VR	Air Transport Squadron/Fleet Tactical Support Squadron

C-119F 131704 shown at Davis-Monthan AFB in March 1967 carries the "7E" tail code of VMR-234, MARTD, NAS Twin Cities. (Clay Jansson)



AIRCRAFT CHARACTERISTICS

	R4Q-1	R4Q-2
Span	109' 3"	109' 3"
Length	86' 6"	86' 6"
Height	26' 7"	26' 6"
Wing Area	1447 sq. ft.	1447 sq. ft.
Empty Weight	37,691 lb.	40,118 lb.
Design Weight	64,000 lb.	64,000 lb.
Max. Takeoff Wt	71,800 lb.	77,000 lb.
Fuel	2670 gal.	2590 gal.
Engine	R-4360-20	R-3350-85
Takeoff Hp	3250 bhp	3500 bhp
Military Hp	3250 bhp	3250 bhp
Crew	5	5
Troops	42-64	42-62
Litters	35 + 4 attendants	35 + 4 attendants
Maximum Cargo	30,000 lb.	31,500 lb.
Maximum Speed	228 kts. @ 18,000'	233 kts. @ 18,500'
Stall Speed ¹	97 kts.	97 kts.
Takeoff Distance ²	3875'	3875'
Rate of Climb ³	950 fpm	795 fpm
Service Ceiling	21,800'	21,900'
Combat Range	1,780 nmi. @ 150 kts.	1,460 nmi. @ 158 kts.

1. Power Off 2. Sea Level—Calm 3. Sea Level



VMR-353 C-119Fs 131662 and 131714 load members of Marine Attack Squadron 324, VMA-324, in January 1963.
(Marine Corps 1080960 by Sgt. O.A. Joyal, Jr.)

ABOUT THE AUTHOR

Nick Williams, Life Member 12, was born and raised in El Segundo, California, just south of LAX. A Vietnam veteran, Nick served four years as an electronics technician (ATN2) with VR-21, flying aboard C-118B and C-130F aircraft throughout the Pacific area. After graduating from Cal State Long Beach, Nick taught for nine years in Orange County schools before moving with his wife Linda and children to Waverly, Iowa, where he now is head of the girls' unit at a residential treatment facility for troubled adolescents. As a Captain in the Civil Air Patrol, Nick has served as Aerospace Education Officer in the Waverly Composite Squadron, and he is presently Chairman of the Waverly Parks & Recreation Commission. In his spare time, Nick enjoys camping, snow and water-skiing, and researching genealogy as well as aviation history.

Nick has several *Journal* articles in preparation, and requests assistance from members on the following topics: Aero Commander L-26/U-4/U-9s, the Douglas R6D-1 *Liftmaster*, and the Fairchild C-82 *Packet*. He can be reached at 208 Pine St., Waverly, IA 50677.

Packet Roster

R4Q-1	124324	R4Q-1	124328	R4Q-1	124331
12/29/49	Accepted	2/7/50	Accepted	2/20/50	Accepted
2/8/50	NATC R&D, NAS Patuxent River, MD	3/1/50	VMR-252, MCAS Cherry Point, NC	3/14/50	VMR-252, MCAS Cherry Point, NC
9/1/50	VMR-252, MCAS Cherry Point, NC	6/18/52	VMR-153, MCAS Cherry Point, NC	6/18/52	VMR-153, MCAS Cherry Point, NC
2/18/52	O&R, MCAS Cherry Point, NC	4/30/53	O&R, MCAS Cherry Point, NC	6/27/52	Accident
8/13/53	O&R, NAS San Diego, CA	1/5/54	MTG-10, MCAS El Toro, CA	7/1/52	Stricken with 456 hours
1/25/56	O&R, NAS Corpus Christi, TX	3/13/54	H&MS-25, MCAS El Toro, CA	R4Q-1	126574
4/29/56	Storage Facility, NAF Litchfield Park, AZ	8/17/54	O&R, NAS San Diego, CA	12/1/51	Accepted
5/13/60	Stricken with 830 hours	6/8/55	O&R, NAS Corpus Christi, TX	12/10/51	NATC R&D, NAS Patuxent River, MD
R4Q-1	124325	8/29/56	Storage Facility, NAF Litchfield Park, AZ	1/22/52	O&R, MCAS Cherry Point, NC
1/30/50	Accepted	5/13/60	Stricken with 606 hours	3/21/52	VMR-252, MCAS Cherry Point, NC
3/1/50	VMR-252, MCAS Cherry Point, NC	R4Q-1	124329	6/25/53	MTG-10, MCAS El Toro, CA
2/7/51	Accident	2/8/50	Accepted	11/24/53	VMR-253, MCAF Itami, Japan
3/8/51	Stricken at MCAS Cherry Point, NC with 186 hours	3/14/50	VMR-252, MCAS Cherry Point, NC	1/31/55	VMR-253, MCAF Iwakuni, Japan
R4Q-1	124326	6/18/52	VMR-153, MCAS Cherry Point, NC	7/17/59	Storage Facility, NAF Litchfield Park, AZ
1/28/50	Accepted	4/30/53	O&R, MCAS Cherry Point, NC	5/13/60	Stricken with 3098 hours
2/8/50	NATC R&D, NAS Patuxent River, MD	11/1/53	O&R, NAS San Diego, CA	R4Q-1	126575
7/6/50	VMR-252, MCAS Cherry Point, NC	12/2/54	O&R, NAS Corpus Christi, TX	12/1/51	Accepted
6/18/52	VMR-153, MCAS Cherry Point, NC	4/17/56	NAATC, NAS Corpus Christi, TX	12/10/51	O&R, MCAS Cherry Point, NC
4/30/53	O&R, MCAS Cherry Point, NC	4/8/58	O&R, NAS Corpus Christi, TX	3/21/52	VMR-252, MCAS Cherry Point, NC
11/21/53	O&R, NAS San Diego, CA	11/30/58	5th Naval District, NAS Norfolk, VA	5/12/53	AES-12, MCAS Quantico, VA
4/13/55	O&R, NAS Corpus Christi, TX	7/15/59	Storage Facility, NAF Litchfield Park, AZ	10/29/53	MTG-10, MCAS El Toro, CA
7/19/57	O&R, NAS Jacksonville, FL	5/13/60	Stricken with 1385 hours	3/1/54	HEDRON-25, MCAS El Toro, CA
5/18/58	Storage Facility, NAF Litchfield Park, AZ	R4Q-1	124330	3/25/55	O&R, NAS Corpus Christi, TX
5/13/60	Stricken with 565 hours	1/31/50	Accepted	12/28/55	VMR-253, MCAF Iwakuni, Japan
R4Q-1	124327	3/1/50	VMR-252, MCAS Cherry Point, NC	3/17/59	Storage Facility, NAF Litchfield Park, AZ
2/8/50	Accepted	6/18/52	VMR-153, MCAS Cherry Point, NC	5/13/60	Stricken with 2451 hours
3/14/50	VMR-252, MCAS Cherry Point, NC	4/30/53	O&R, MCAS Cherry Point, NC	R4Q-1	126576
6/18/52	VMR-153, MCAS Cherry Point, NC	10/27/53	O&R, NAS San Diego, CA	12/1/51	Accepted
4/30/53	O&R, MCAS Cherry Point, NC	12/29/53	MTG-10, MCAS El Toro, CA	12/11/51	O&R, MCAS Cherry Point, NC
12/15/53	Pool Maintenance, MCAS El Toro, CA	2/20/54	H&MS-13, MCAS Kaneohe, HA	3/19/52	VMR-252, MCAS Cherry Point, NC
2/11/54	O&R, NAS San Diego, CA	4/30/54	FASRON-117, NAS Barber's Point, HA	6/15/53	MTG-10, MCAS El Toro, CA
3/29/55	O&R, NAS Corpus Christi, TX	7/27/54	H&MS-25, MCAS El Toro, CA	3/13/54	HEDRON-25, MCAS El Toro, CA
8/13/57	Storage Facility, NAF Litchfield Park, AZ	8/17/54	O&R, NAS San Diego, CA	9/16/54	H&MS, 1st MAW, Pohang, Korea
5/13/60	Stricken with 370 hours	10/29/54	O&R, NAS Corpus Christi, TX	8/31/55	VMR-253, MCAF Iwakuni, Japan
		11/27/57	NABTC, NAS Pensacola, FL	12/18/58	Storage Facility, NAF Litchfield Park, AZ
		5/29/59	Storage Facility, NAF Litchfield Park, AZ	5/13/60	Stricken with 2919 hours
		5/13/60	Stricken with 1242 hours		

R4Q-1	126577	R4Q-1	128724	R4Q-1	128732
12/1/51	Accepted	12/28/51	Accepted	12/28/51	Accepted
12/13/51	O&R, MCAS Cherry Point, NC	2/14/52	VMR-253, MCAS El Toro, CA	2/19/52	VMR-253, MCAS El Toro, CA
3/21/52	VMR-252, MCAS Cherry Point, NC	12/7/53	VMR-253, MCAF Itami, Japan	12/7/53	VMR-253, MCAF Itami, Japan
5/18/53	MTG-10, MCAS El Toro, CA	1/17/55	VMR-253, MCAF Iwakuni, Japan	10/19/54	O&R, San Diego/MCAS Cherry Point, NC
12/19/53	VMR-253, MCAF Itami, Japan	2/1/55	O&R, NAS Corpus Christi, TX	11/29/59	Storage Facility, NAF Litchfield Park, AZ
5/10/55	VMR-253, MCAF Iwakuni, Japan	5/23/55	H&MS-25, MCAS El Toro, CA	5/13/60	Stricken with 1637 hours
6/18/59	Storage Facility, NAF Litchfield Park, AZ	9/16/55	MARS-37, MCAS El Toro, CA		
5/13/60	Stricken with 3712 hours	2/29/56	VMR-253, MCAF Iwakuni, Japan	R4Q-1	128733
		6/23/59	Storage Facility, NAF Litchfield Park, AZ	12/28/51	Accepted
R4Q-1	126578	5/13/60	Stricken with 3541 hours	2/19/52	VMR-253, MCAS El Toro, CA
12/1/51	Accepted	R4Q-1	128725	9/14/53	VMR-253, MCAF Itami, Japan
12/13/51	O&R, MCAS Cherry Point, NC	12/28/51	Accepted	1/1/55	VMR-253, MCAF Iwakuni, Japan
4/21/52	AirFMFLANT, MCAS Cherry Point, NC	2/13/52	VMR-253, MCAS El Toro, CA	5/4/59	Storage Facility, NAF Litchfield Park, AZ
6/5/52	VMR-252, MCAS Cherry Point, NC	12/2/53	VMR-253, MCAF Itami, Japan	5/13/60	Stricken with 3245 hours
5/29/53	HEDRON-2, MCAS Cherry Point, NC	1/17/55	VMR-253, MCAF Iwakuni, Japan		
9/2/53	MARS-27, MCAS Cherry Point, NC	2/1/55	O&R, NAS Corpus Christi, TX	R4Q-1	128734
10/28/53	HAMRON-14, MCAS Edenton, NC	9/9/55	VMR-253, MCAF Iwakuni, Japan	12/28/51	Accepted
8/17/54	H&MS-25, MCAS El Toro, CA	6/12/59	Storage Facility, NAF Litchfield Park, AZ	2/19/52	VMR-253, MCAS El Toro, CA
3/10/55	VMR-253, MCAF Iwakuni, Japan	5/13/60	Stricken with 3541 hours	12/7/53	VMR-253, MCAF Itami, Japan
2/2/59	Storage Facility, NAF Litchfield Park, AZ			9/13/54	O&R, San Diego, CA/MCAS Cherry Point, NC
5/13/60	Stricken with 2514 hours	R4Q-1	128726	1/19/59	Storage Facility, NAF Litchfield Park, AZ
		12/28/51	Accepted	5/13/60	Stricken with 1240 hours
R4Q-1	126579	2/14/52	VMR-253, MCAS El Toro, CA		
12/1/51	Accepted	11/30/53	VMR-253, MCAF Itami, Japan	R4Q-1	128735
12/13/51	O&R, MCAS Cherry Point, NC	12/7/53	O&R, NAS San Diego, CA/	12/28/51	Accepted
3/18/52	VMR-252, MCAS Cherry Point, NC		MCAS Cherry Point, NC	2/19/52	VMR-253, MCAS El Toro, CA
6/19/53	MTG-10, MCAS El Toro, CA	1/31/55	H&MS-25, MCAS El Toro, CA	12/7/53	VMR-253, MCAF Itami, Japan
12/22/53	VMR-253, MCAF Itami, Japan	3/9/55	VMR-253, MCAF Iwakuni, Japan	12/15/53	O&R, San Diego, CA/MCAS Cherry Point, NC
6/4/54	Accident—Stricken with 590 hours	5/16/56	Accident, stricken with 1920 hours	1/12/57	NATC R&D, NAS Patuxent River, MD
		R4Q-1	128727	4/24/57	O&R, MCAS Cherry Point, NC
R4Q-1	126580	12/28/51	Accepted	1/23/58	6th Naval District, NAS Jacksonville, FL
12/1/51	Accepted	2/14/52	VMR-253, MCAS El Toro, CA	10/27/59	Storage Facility, NAF Litchfield Park, AZ
1/7/52	O&R, MCAS Cherry Point, NC	12/7/53	VMR-253, MCAF Itami, Japan	5/13/60	Stricken with 1532 hours
3/21/52	VMR-252, MCAS Cherry Point, NC	12/21/53	O&R, NAS San Diego, CA/		
6/8/53	MTG-10, MCAS El Toro, CA		MCAS Cherry Point, NC	R4Q-1	128736
3/13/54	H&MS-25, MCAS El Toro, CA	5/7/58	11th Naval District, NAS North Island, CA	12/28/51	Accepted
11/8/54	VMR-253, MCAF Iwakuni, Japan	3/12/59	Storage Facility, NAF Litchfield Park, AZ	2/19/52	VMR-253, MCAS El Toro, CA
2/2/59	Storage Facility, NAF Litchfield Park, AZ	5/13/60	Stricken with 1347 hours	10/31/53	VMR-253, MCAF Itami, Japan
5/13/60	Stricken with 3099 hours			9/15/54	O&R, San Diego, CA/MCAS Cherry Point, NC
		R4Q-1	128728	9/8/58	SO&ES, MCAS Cherry Point, NC
R4Q-1	126581	12/28/51	Accepted	3/25/59	Storage Facility, NAF Litchfield Park, AZ
12/1/51	Accepted	2/14/52	VMR-253, MCAS El Toro, CA	5/13/60	Stricken with 1764 hours
1/7/52	O&R, MCAS Cherry Point, NC	9/1/53	VMR-253, MCAF Itami, Japan		
3/19/52	VMR-252, MCAS Cherry Point, NC	5/25/55	VMR-253, MCAF Iwakuni, Japan	R4Q-1	128737
6/10/53	MTG-10, MCAS El Toro, CA	7/10/59	Storage Facility, NAF Litchfield Park, AZ	1/28/52	Accepted
7/13/53	VMR-253, MCAS El Toro, CA	5/13/60	Stricken with 3724 hours	4/2/52	VMR-252, MCAS Cherry Point, NC
8/5/53	MTG-10, MCAS El Toro, CA			5/18/53	MTG-10, MCAS El Toro, CA
11/27/53	VMR-253, MCAF Itami, Japan	R4Q-1	128729	5/22/53	HAMRON-15, MCAS El Toro, CA
2/5/55	VMR-253, MCAF Iwakuni, Japan	12/28/51	Accepted	12/17/53	MTG-10, MCAS El Toro, CA
2/16/55	O&R, NAS Corpus Christi, TX	2/14/52	VMR-253, MCAS El Toro, CA	1/12/54	HEDRON-25, MCAS El Toro, CA
5/13/55	H&MS-25, MCAS El Toro, CA	11/8/53	VMR-253, MCAF Itami, Japan	1/11/55	O&R, NAS Corpus Christi, TX
8/1/55	VMR-253, MCAF Iwakuni, Japan	12/10/53	O&R, San Diego/MCAS Cherry Point, NC	3/11/55	H&MS-25, MCAS El Toro, CA
5/26/59	Storage Facility, NAF Litchfield Park, AZ	7/2/58	12th Naval District, NAS Alameda, CA	4/10/55	VMR-253, MCAF Iwakuni, Japan
5/13/60	Stricken with 3153 hours	3/20/59	Storage Facility, NAF Litchfield Park, AZ	2/2/59	Storage Facility, NAF Litchfield Park, AZ
		5/13/60	Stricken with 1120 hours	5/13/60	Stricken with 3042 hours
R4Q-1	126582				
12/1/51	Accepted	R4Q-1	128730	R4Q-1	128738
12/22/51	VMR-253, MCAS El Toro, CA	12/28/51	Accepted	1/28/52	Accepted
8/19/53	MTG-10, MCAS El Toro, CA	2/15/52	VMR-253, MCAS El Toro, CA	4/3/52	VMR-252, MCAS Cherry Point, NC
9/21/53	O&R, MCAS Cherry Point, NC	12/4/53	VMR-253, MCAF Itami, Japan	6/8/53	MTG-10, MCAS El Toro, CA
2/5/54	NATC R&D, NAS Patuxent River, MD	12/9/53	O&R, MCAS Cherry Point/San Diego, CA	11/24/53	VMR-253, MCAF Itami, Japan
8/31/54	O&R, NAS Corpus Christi, TX/	2/4/55	H&MS-25, MCAS El Toro, CA	2/23/55	VMR-253, MCAF Iwakuni, Japan
	NAS San Diego, CA	3/23/55	VMR-253, MCAF Iwakuni, Japan	3/3/55	O&R, NAS Corpus Christi, TX
3/12/57	VMR-253, MCAF Iwakuni, Japan	6/30/59	Storage Facility, NAF Litchfield Park, AZ	9/24/55	VMR-253, MCAF Iwakuni, Japan
7/10/59	Storage Facility, NAF Litchfield Park, AZ	5/13/60	Stricken with 3912 hours	5/3/58	Accident on flight from Iwakuni to Itami; landing gear wouldn't retract; safe landing made at MCAF Iwakuni with main gear partly extended
5/13/60	Stricken with 2145 hours			3/17/59	Storage Facility, NAF Litchfield Park, AZ
		R4Q-1	128731	5/13/60	Stricken with 3462 hours
R4Q-1	128723	12/28/51	Accepted		
12/28/51	Accepted	2/19/52	VMR-253, MCAS El Toro, CA	R4Q-1	128739
2/13/52	VMR-253, MCAS El Toro, CA	8/11/52	O&R, MCAS Cherry Point, NC/	1/28/52	Accepted
10/20/53	VMR-253, MCAF Itami, Japan		San Diego, CA	4/4/52	AirFMFLANT, MCAS Cherry Point, NC
6/4/54	O&R, NAS San Diego/MCAS Cherry Point, NC	12/6/54	VMR-253, MCAF Itami, Japan	6/23/52	VMR-252, MCAS Cherry Point, NC
10/1/56	5th Naval District, NAS Norfolk, VA	8/13/55	VMR-253, MCAF Iwakuni, Japan	5/28/53	MTG-10, MCAS El Toro, CA
7/23/58	O&R, NAS Corpus Christi, TX	12/19/58	Storage Facility, NAF Litchfield Park, AZ	7/16/53	HAMRON-15, MCAS El Toro, CA
1/15/59	VMR-253, MCAF Iwakuni, Japan			12/14/53	MTG-10, MCAS El Toro, CA
2/13/59	O&R, NAS Corpus Christi, TX				
5/15/59	Storage Facility, NAF Litchfield Park, AZ				
5/13/60	Stricken with 1832 hours				

3/13/54 H&MS-25, MCAS El Toro, CA
 3/9/55 O&R, NAS Corpus Christi, TX
 10/12/55 NABTC, NAS Pensacola, FL
 11/13/57 O&R, NAS Corpus Christi, TX
 7/1/58 NAATC, NAS Corpus Christi, TX
 5/31/59 Storage Facility, NAF Litchfield Park, AZ
 5/13/60 Stricken with 1656 hours

R4Q-1 128740

1/29/52 Accepted
 4/4/52 Air FMFLANT, MCAS Cherry Point, NC
 6/23/52 VMR-252, MCAS Cherry Point, NC
 6/19/53 MTG-10, MCAS El Toro, CA
 8/11/53 VMR-253, MCAS El Toro, CA
 10/21/53 VMR-253, MCAF Itami, Japan
 5/25/55 VMR-253, MCAF Iwakuni, Japan
 3/17/59 Storage Facility, NAF Litchfield Park, AZ
 5/13/60 Stricken with 3427 hours

R4Q-1 128741

1/29/52 Accepted
 4/8/52 AirFMFLANT, MCAS Cherry Point, NC
 6/5/52 VMR-252, MCAS Cherry Point, NC
 6/8/53 MTG-10, MCAS El Toro, CA
 10/28/53 VMR-253, MCAF Itami, Japan
 1/1/55 VMR-253, MCAF Iwakuni, Japan
 3/7/58 Accident, MCAF Iwakuni, Japan
 3/15/58 Stricken with 3117 Hours

R4Q-1 128742

1/30/52 Accepted
 4/4/52 AirFMFLANT, MCAS Cherry Point, NC
 6/5/52 VMR-252, MCAS Cherry Point, NC
 7/15/53 MCAF New River, Jacksonville, FL
 10/21/54 O&R, MCAS Cherry Point, NC
 6/2/55 Transport Pool, NAS Corpus Christi, TX
 8/31/55 NAATC, NAS Corpus Christi, TX
 4/24/56 O&R, NAS Corpus Christi, TX
 5/9/56 Storage Facility, NAF Litchfield Park, AZ
 8/19/58 O&R, NAS Corpus Christi, TX
 3/6/59 Storage Facility, NAF Litchfield Park, AZ
 5/13/60 Stricken with 958 hours

R4Q-1 128743

1/31/52 Accepted
 4/8/52 AirFMFLANT, MCAS Cherry Point, NC
 6/23/52 VMR-252, MCAS Cherry Point, NC
 6/8/53 HAMRON-26, MCAS Cherry Point, NC
 10/1/53 HAMRON-14, MCAS Edenton, NC
 8/17/54 H&MS-25, MCAS El Toro, CA
 1/5/55 O&R, NAS Corpus Christi, TX
 4/8/55 H&MS-25, MCAS El Toro, CA
 7/1/55 VMR-253, MCAF Iwakuni, Japan
 5/26/59 Storage Facility, NAF Litchfield Park, AZ
 5/13/60 Stricken with 2532 hours

R4Q-1 128744

1/31/52 Accepted
 2/15/52 BAR R&D Baltimore, MD
 6/18/52 O&R, MCAS Cherry Point, NC
 3/20/53 VMR-253, MCAS El Toro, CA
 11/25/53 VMR-253, MCAF Itami, Japan
 5/25/55 VMR-253, MCAF Iwakuni, Japan
 5/11/56 Accident at MCAF Iwakuni, Japan
 5/22/56 Stricken with 1890 hours

R4Q-2 131662

2/27/53 Accepted
 3/12/53 VMR-153, MCAS Cherry Point, NC
 5/13/59 VMR-252, MCAS Cherry Point, NC
 9/15/61 VMR-353, MCAS Cherry Point, NC
 4/2/63 Storage Facility, NAF Litchfield Park, AZ
 ? Stricken with 5182 hours

R4Q-2 131663

2/27/53 Accepted
 3/12/53 VMR-153, MCAS Cherry Point, NC
 7/18/53 Accident — Stricken with 235 hours

R4Q-2 131664

2/27/53 Accepted
 3/13/53 VMR-153, MCAS Cherry Point, NC
 6/17/58 VMR-252, MCAS Cherry Point, NC

6/2/59 VMR-253,, MCAF Iwakuni, Japan
 12/24/61 MARTD, NAS Minneapolis, MN
 8/22/63 MARTD, NAS Grosse Ile, MI
 6/18/65 Stricken with 7358 hours
 1968 MARTD, NAS Seattle, WA

R4Q-2 131665

2/27/53 Accepted
 3/12/53 VMR-153, MCAS Cherry Point, NC
 4/13/54 NATC R&D, NAS Patuxent River, MD
 9/22/54 H&MS-14, MCAS Edenton, NC
 2/13/55 VMR-153, MCAS Cherry Point, NC
 1/5/57 VMR-153 Detachment, NAS Port Lyautey, Morocco
 1/7/57 VMR-153, MCAS Cherry Point, NC
 4/25/58 VMR-252, MCAS Cherry Point, NC
 10/13/60 VMR-252 Detachment, NAS Port Lyautey, Morocco
 1/22/61 VR-24, NAS Port Lyautey, Morocco
 1/26/62 Storage Facility, NAF Litchfield Park, AZ
 2/24/64 Stricken with 5025 hours

R4Q-2 131666

2/27/53 Accepted
 3/30/53 VMR-153, MCAS Cherry Point, NC
 11/19/57 VMR-353, MCAS Miami, FL
 5/19/59 VMR-253, MCAF Iwakuni, Japan
 12/1/61 Storage Facility, NAF Litchfield Park, AZ
 2/24/64 Stricken with 5205 hours

R4Q-2 131667

2/27/53 Accepted
 3/12/53 VMR-153, MCAS Cherry Point, NC
 4/1/59 VMR-252, MCAS Cherry Point, NC
 11/22/59 VMR-252 Detachment, NAS Port Lyautey, Morocco
 5/14/60 VMR-252, MCAS Cherry Point, NC
 6/8/61 Storage Facility, NAF Litchfield Park, AZ
 2/24/64 Stricken with 4420 hours

The crew of this VMR-253 R4Q-1, 128738, was forced to make a belly landing at MCAF Iwakuni, Japan, after the landing gear failed to fully retract following takeoff in May 1958. (Marine Corps)



R4Q-2 131668

2/27/53 Accepted
3/12/53 VMR-153, MCAS Cherry Point, NC
4/24/59 VMR-252, MCAS Cherry Point, NC
9/28/60 VMR-252 Detachment, NAS Port Lyautey, Morocco
11/19/60 VMR-252, MCAS Cherry Point, NC
12/20/60 VR-24, NAS Port Lyautey, Morocco
2/17/62 Storage Facility, NAF Litchfield Park, AZ
2/24/64 Stricken with 4852 hours

R4Q-2 131669

2/27/53 Accepted
3/13/53 VMR-153, MCAS Cherry Point, NC
9/28/57 VMR-353, MCAS Miami, FL
4/12/60 VMR-252, MCAS Cherry Point, NC
9/1/61 VMR-353, MCAS Cherry Point, NC
9/20/62 MARTD, NAS Minneapolis, MN
8/31/63 MARTD, NAS Twin Cities, MN
2/25/65 MARTD, NAS Grosse Ile, MI
2/28/65 Stricken with 5808 hours
1968 MARTD, NAS Twin Cities, MN

R4Q-2 131670

2/27/53 Accepted
3/13/53 VMR-153, MCAS Cherry Point, NC
5/7/59 VMR-253, MCAF Iwakuni, Japan
3/11/62 VMGR-152, MCAF Iwakuni, Japan
4/12/62 MARTD, NAS Seattle, WA
3/7/64 MARTD, NAS Grosse Ile, MI
2/28/65 Stricken with 6968 hours
1968 MARTD, NAS Grosse Ile, MI

R4Q-2 131671

3/19/53 Accepted
3/30/53 VMR-153, MCAS Cherry Point, NC
5/7/59 VMR-253, MCAF Iwakuni, Japan
12/1/61 Storage Facility, NAF Litchfield Park, AZ
2/24/64 Stricken with 5275 hours

R4Q-2 131672

3/18/53 Accepted
3/30/53 VMR-153, MCAS Cherry Point, NC
10/7/57 VMR-353, MCAS Miami, FL
1/19/60 VMR-252, MCAS Cherry Point, NC
9/28/60 VMR-252 Detachment, Port Lyautey, Morocco
11/19/60 VMR-252, MCAS Cherry Point, NC
9/14/61 Storage Facility, NAF Litchfield Park, AZ
2/24/64 Stricken with 4603 hours

R4Q-2 131673

3/20/53 Accepted
3/30/53 VMR-153, MCAS Cherry Point, NC
4/4/58 VMR-252, MCAS Cherry Point, NC
9/1/61 VMR-353, MCAS Cherry Point, NC
4/20/62 MARTD, NAS Seattle, WA
5/9/63 MARTD, NAS Grosse Ile, MI
6/1/65 Stricken with 5832 hours
1968 MARTD, NAS Grosse Ile, MI

R4Q-2 131674

3/20/53 Accepted
3/30/53 VMR-153, MCAS Cherry Point, NC
10/12/57 VMR-353, MCAS Miami, FL
12/18/59 VMR-252, MCAS Cherry Point, NC
9/14/61 Storage Facility, NAF Litchfield Park, AZ
2/24/64 Stricken with 4592 hours

R4Q-2 131675

3/23/53 Accepted
3/30/53 VMR-153, MCAS Cherry Point, NC
4/20/59 VMR-252, MCAS Cherry Point, NC
9/1/61 VMR-353, MCAS Cherry Point, NC
2/26/62 Storage Facility, NAF Litchfield Park, AZ
2/28/65 Stricken with 4302 hours

VMR-153 operated a small detachment from NAS Port Lyautey, Morocco, in 1956, its Packets flying throughout Europe. R4Q-2 131670 is shown on an English airfield with the squadron's red nose and tail markings and "BC" tail code.
(MAP Courtesy of Boyd Waechter)



R4Q-2 131676

3/23/53 Accepted
3/30/53 VMR-153, MCAS Cherry Point, NC
1/26/58 VMR-353, MCAS Miami, FL
8/31/59 VMR-353, MCAS Cherry Point, NC
2/26/62 Storage Facility, NAF Litchfield Park, AZ
2/28/65 Stricken with 4873 hours

R4Q-2 131677

3/23/53 Accepted
4/1/53 VMR-252, MCAS Cherry Point, NC
1/7/57 VMR-252 Detachment, NAS Port Lyautey, Morocco
1/8/57 VMR-252, MCAS Cherry Point, NC
3/8/58 VMR-353, MCAS Miami, FL
6/1/59 VMR-253, MCAF Iwakuni, Japan
12/19/61 MARTD, NAS Minneapolis, MN
8/31/63 MARTD, NAS Twin Cities, MN
5/25/65 MARTD, NAS Seattle, WA
? Stricken with 6987 hours
1968 MARTD, NAS Twin Cities, MN

R4Q-2 131678

3/24/53 Accepted
4/1/53 VMR-252, MCAS Cherry Point, NC
6/5/58 VMR-153, MCAS Cherry Point, NC
4/23/59 VMR-252, MCAS Cherry Point, NC
8/31/61 VMR-353, MCAS Cherry Point, NC
2/28/63 Storage Facility, NAF Litchfield Park, AZ
2/28/65 Stricken with 4940 hours

R4Q-2 131679

3/24/53 Accepted
4/1/53 VMR-252, MCAS Cherry Point, NC
9/10/56 VMR-153, MCAS Cherry Point, NC
11/15/56 VMR-252, MCAS Cherry Point, NC
12/21/56 VMR-252 Detachment, NAS Port Lyautey, Morocco
1/19/57 VMR-252, MCAS Cherry Point, NC
4/4/58 VMR-153, MCAS Cherry Point, NC
4/22/59 VMR-252, MCAS Cherry Point, NC
9/15/61 VMR-353, MCAS Cherry Point, NC
10/9/62 MARTD, NAS Seattle, WA
1/26/65 MARTD, NAS Twin Cities, MN
2/28/65 Stricken with 6205 hours
1968 MARTD, NAS Twin Cities, MN

R4Q-2 131680

3/24/53 Accepted
4/1/53 VMR-252, MCAS Cherry Point, NC
9/1/61 VMR-353, MCAS Cherry Point, NC
4/15/62 Storage Facility, NAF Litchfield Park, AZ
2/28/65 Stricken with 4566 hours

R4Q-2 131681

3/25/53 Accepted
4/7/53 VMR-252, MCAS Cherry Point, NC
4/15/55 Stricken with 1044 hours

R4Q-2 131682

3/25/53 Accepted
4/7/53 VMR-252, MCAS Cherry Point, NC
9/10/57 VMR-353, MCAS Miami, FL
1/21/60 VMR-252, MCAS Cherry Point, NC
9/15/61 Storage Facility, NAF Litchfield Park, AZ
2/24/64 Stricken with 4333 hours

R4Q-2 131683

3/26/53 Accepted
4/7/53 VMR-252, MCAS Cherry Point, NC
4/30/57 VMR-153, MCAS Cherry Point, NC
12/5/58 VMR-353, MCAS Miami, FL
8/31/59 VMR-353, MCAS Cherry Point, NC
5/17/61 VMR/VMGR-252, MCAS Cherry Point, NC
9/15/61 VMR-353, MCAS Cherry Point, NC
3/31/63 MARS-27, MCAS Cherry Point, NC
4/2/63 Storage Facility, NAF Litchfield Park, AZ
2/28/65 Stricken with 5618 hours

R4Q-2 131684

3/26/53 Accepted
4/7/53 VMR-252, MCAS Cherry Point, NC
9/7/61 Storage Facility, NAF Litchfield Park, AZ
2/24/64 Stricken with 4074 hours

R4Q-2 131685

3/26/53 Accepted
4/7/53 VMR-252, MCAS Cherry Point, NC
11/28/56 VMR-252 Detachment, NAS Port Lyautey, Morocco
1/9/57 VMR-252, MCAS Cherry Point, NC
1/9/59 VMR-153, MCAS Cherry Point, NC
5/14/59 VMR-352, MCAS El Toro, CA
3/20/61 Storage Facility, NAF Litchfield Park, AZ
2/24/64 Stricken with 4142 hours

R4Q-2 131686

3/26/53 Accepted
4/1/53 VMR-252, MCAS Cherry Point, NC
10/9/57 VMR-353, MCAS Miami, FL
8/31/59 VMR-353, MCAS Cherry Point, NC
7/1/61 Storage Facility, NAF Litchfield Park, AZ
2/24/64 Stricken with 4843 hours

R4Q-2 131687

3/27/53 Accepted

VMR-234 relocated to NAS Glenview, IL, when NAS Twin Cities closed in 1970. At MARTD Glenview the squadron's Packets carried that station's "5V" tail code as shown by C-119F 131689. (Fred C. Dickey, Jr.)



4/1/53 VMR-252, MCAS Cherry Point, NC
4/4/58 VMR-153, MCAS Cherry Point, NC
5/15/59 VMR-353, MCAS Miami, FL
8/31/59 VMR-353, MCAS Cherry Point, NC
8/26/60 VMR-252, MCAS Cherry Point, NC
9/15/61 VMR-353, MCAS Cherry Point, NC
6/8/62 Storage Facility, NAF Litchfield Park, AZ
2/26/64 Stricken with 4388 hours

R4Q-2 131688

3/27/53 Accepted
4/1/53 VMR-252, MCAS Cherry Point, NC
5/3/57 VMR-153, MCAS Cherry Point, NC
3/3/59 VMR-252, MCAS Cherry Point, NC
5/15/59 VMR-352, MCAS El Toro, CA
4/3/61 Storage Facility, NAF Litchfield Park, AZ
2/24/64 Stricken with 4051 hours
1968 MARTD, NAS Seattle, WA

R4Q-2 131689

3/27/53 Accepted
4/1/53 VMR-252, MCAS Cherry Point, NC
2/28/58 VMR-153, MCAS Cherry Point, NC
2/25/59 VMR-353, MCAS Miami, FL
8/31/59 VMR-353, MCAS Cherry Point, NC
12/29/61 MARTD, NAS Grosse Ile, MI

1/2/64 MARTD, NAS Seattle, WA
2/28/65 Stricken with 6717 hours
1968 MARTD, NAS Twin Cities, MN

R4Q-2 131690

4/22/53 Accepted
5/14/53 VMR-353, MCAS Miami, FL
4/4/58 VMR-252, MCAS Cherry Point, NC
6/1/59 VMR-253, MCAF Iwakuni, Japan
12/2/61 MARTD, NAS Minneapolis, MN
12/14/62 MARTD, NAS Seattle, WA
10/22/63 MARTD, NAS Grosse Ile, MI
4/9/65 MARTD, NAS Twin Cities, MN
? Stricken with 7005 hours
1968 MARTD, NAS Seattle, WA

R4Q-2 131691

4/17/53 Accepted
4/29/53 VMR-252, MCAS Cherry Point, NC
3/7/58 VMR-353, MCAS Miami, FL
8/31/59 VMR-353, MCAS Cherry Point, NC
7/7/60 VMR-252, MCAS Cherry Point, NC
11/13/60 VMR-252 Detachment, NAS Port Lyautey, Morocco
1/22/61 VR-24, NAS Port Lyautey, Morocco
6/12/62 Storage Facility, NAF Litchfield Park, AZ

1/9/63 SO&ES, MCAS Cherry Point, NC
5/1/65 Stricken with 6682 hours
1968 MARTD, NAS Seattle, WA

R4Q-2 131692

4/17/53 Accepted
4/29/53 VMR-252, MCAS Cherry Point, NC
9/28/57 VMR-353, MCAS Miami, FL
10/31/59 VMR-353, MCAS Cherry Point, NC
7/1/61 Storage Facility, NAF Litchfield Park, AZ
2/24/64 Stricken with 4717 hours

R4Q-2 131693

4/20/53 Accepted
5/10/53 VMR-353, MCAS Miami, FL
6/1/59 VMR-253, MCAF Iwakuni, Japan
12/1/61 Storage Facility, NAF Litchfield Park, AZ
2/24/64 Stricken with 5247 hours

R4Q-2 131694

4/20/53 Accepted
5/5/53 VMR-353, MCAS Miami, FL
6/13/58 VMR-252, MCAS Cherry Point, NC
2/6/60 VMR-252 Detachment, NAS Port Lyautey, Morocco
4/4/60 VMR-252, MCAS Cherry Point, NC
12/12/60 VMR-353, MCAS Cherry Point, NC
3/14/63 Storage Facility, NAF Litchfield Park, AZ
2/28/65 Stricken with 4949 hours

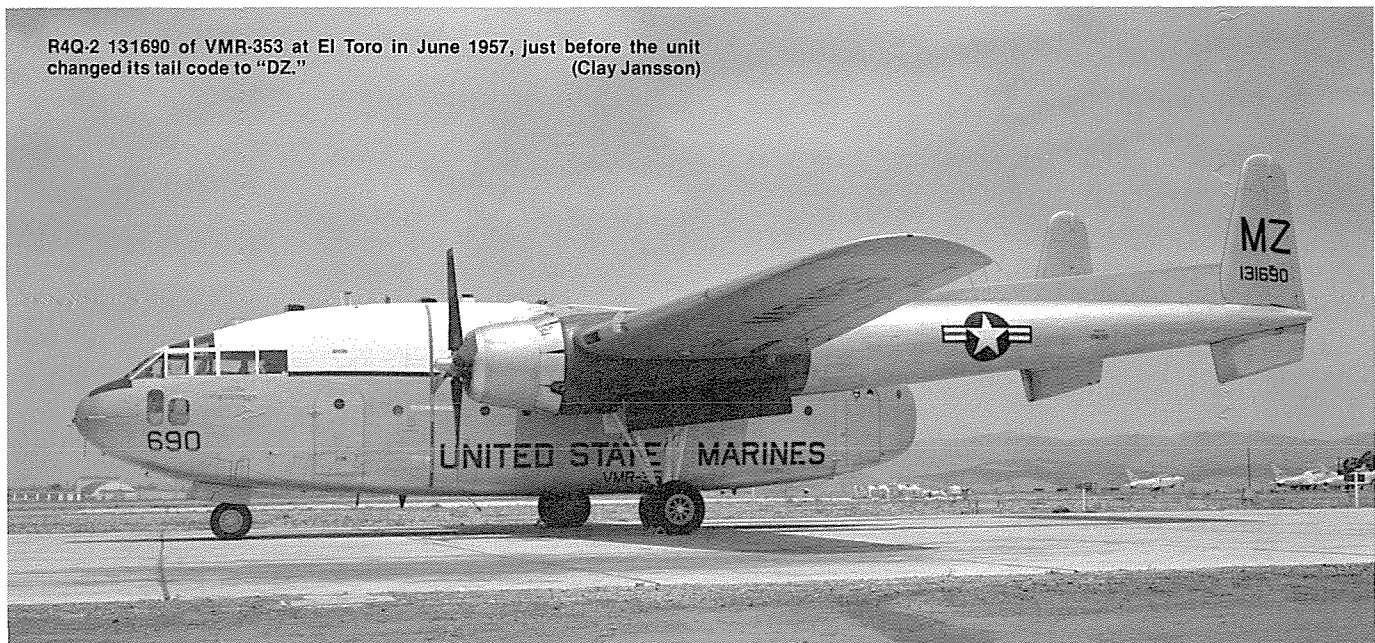
R4Q-2 131695

4/20/53 Accepted
5/5/53 VMR-353, MCAS Miami, FL
1/11/57 VMR-153, MCAS Cherry Point, NC
5/24/59 VMR-352, MCAS El Toro, CA
5/8/61 VMR/VMGR-252, MCAS Cherry Point, NC
8/31/61 VMR-353, MCAS Cherry Point, NC
2/28/63 VMGR-252, MCAS Cherry Point, NC (suspected entry error on history card)
3/9/63 Storage Facility, NAF Litchfield Park, AZ
2/28/65 Stricken with 4271 hours
1968 MARTD, NAS Seattle, WA

R4Q-2 131696

4/21/53 Accepted
5/21/53 VMR-353, MCAS Miami, FL
3/8/56 Storage Facility, NAF Litchfield Park, AZ
1/18/57 VMR-252, MCAS Cherry Point, NC
11/11/58 VMR-153, MCAS Cherry Point, NC
5/11/59 VMR-352, MCAS El Toro, CA
3/20/61 Storage Facility, NAF Litchfield Park, AZ
2/24/64 Stricken with 3339 hours

R4Q-2 131690 of VMR-353 at El Toro in June 1957, just before the unit changed its tail code to "DZ." (Clay Jansson)



R4Q-2	131697	R4Q-2	131705	R4Q-2	131711
4/21/53	Accepted	4/28/53	Accepted	5/13/53	Accepted
5/1/53	VMR-353, MCAS Miami, FL	5/23/53	VMR-353, MCAS Miami, FL	5/25/53	HAMRON-11, MCAS Edenton, NC
11/20/56	VMR-252, MCAS Cherry Point, NC	4/10/56	Storage Facility, NAF Litchfield Park, AZ	8/5/53	VMR-252, MCAS Cherry Point, NC
3/6/59	Stricken with 2674 hours	6/7/57	VMR-252, MCAS Cherry Point, NC	10/15/53	MTG-20, MCAS Cherry Point, NC
R4Q-2	131698	11/5/59	VMR-353, MCAS Cherry Point, NC	4/1/54	HEDRON, MWSG-27, MCAS Cherry Point, NC
4/21/53	Accepted	7/1/61	Storage Facility, NAF Litchfield Park, AZ	6/2/54	H&MS-32, MCAS Cherry Point, NC
5/9/53	VMR-353, MCAS Miami, FL	2/24/64	Stricken with 3715 hours	5/11/55	VMR/VMGR-252, MCAS Cherry Point, NC
11/29/56	VMR-252, MCAS Cherry Point, NC	R4Q-2	131706	8/31/61	VMR-353, MCAS Cherry Point, NC
9/1/61	VMR-353, MCAS Cherry Point, NC	4/28/53	Accepted	3/21/63	Storage Facility, NAF Litchfield Park, AZ
3/14/63	Storage Facility, NAF Litchfield Park, AZ	5/25/53	HAMRON-24, MCAS Cherry Point, NC	2/24/64	Stricken with 4432 hours
2/28/65	Stricken with 4795 hours	3/16/55	VMR-153, MCAS Cherry Point, NC	R4Q-2	131712
R4Q-2	131699	7/7/56	VMR-353, MCAS Miami, FL	5/13/53	Accepted
4/21/53	Accepted	6/11/58	VMR-153, MCAS Cherry Point, NC	5/27/53	HAMRON-11, MCAS Edenton, NC
5/1/53	VMR-353, MCAS Miami, FL	5/13/59	VMR-252, MCAS Cherry Point, NC	8/4/53	VMR-252, MCAS Cherry Point, NC
3/22/58	VMR-252, MCAS Cherry Point, NC	9/15/61	VMR-353, MCAS Cherry Point, NC	9/28/53	MTG-20, MCAS Cherry Point, NC
6/16/60	VMR-353, MCAS Cherry Point, NC	5/10/62	SO&ES, MCAS Cherry Point, NC	4/1/54	HEDRON, MWSG-27, MCAS Cherry Point, NC
6/26/62	MARTD, NAS Grosse Ile, MI	5/24/63	MARTD, NAS Minneapolis, MN	2/1/55	MARS, MWSG-27, MCAS Cherry Point, NC
5/31/64	MARTD, NAS Seattle, WA	8/31/63	MARTD, NAS Twin Cities, MN	2/9/55	VMR-252, MCAS Cherry Point, NC
2/28/65	Stricken with 6595 hours	6/1/65	Stricken with 6071 hours	9/8/58	VMR-153, MCAS Cherry Point, NC
1968	MARTD, NAS Seattle, WA	6/68	"AFCO," St. Augustine, FL	9/14/59	VMR-352, MCAS El Toro, CA
R4Q-2	131700	R4Q-2	131707	3/8/61	VMGR-252, MCAS Cherry Point, NC
4/22/53	Accepted	4/30/53	Accepted	7/12/61	VMR-353, MCAS Cherry Point, NC
5/22/53	VMR-353, MCAS Miami, FL	5/22/53	HAMRON-24, MCAS Cherry Point, NC	3/16/63	Storage Facility, NAF Litchfield Park, AZ
9/11/56	NATC R&D, NAS Patuxent River, MD	3/1/55	VMR-252, MCAS Cherry Point, NC	2/24/64	Stricken with 4384 hours
11/28/56	VMR-252, MCAS Cherry Point, NC	3/6/56	Storage Facility, NAF Litchfield Park, AZ	R4Q-2	131713
7/10/58	VMR-153, MCAS Cherry Point, NC	12/29/56	VMR-153, MCAS Cherry Point, NC	5/15/53	Accepted
5/11/59	VMR-253, MCAF Iwakuni, Japan	4/21/59	VMR-252, MCAS Cherry Point, NC	6/8/53	HAMRON-31, MCAS Miami, FL
12/19/61	MARTD, NAS Minneapolis, MN	7/11/61	VMR-353, MCAS Cherry Point, NC	2/1/54	HAMRON-31, NAS Roosevelt Roads, PR
7/6/63	MARTD, NAS Seattle, WA	3/16/63	Storage Facility, NAF Litchfield Park, AZ	5/6/54	H&MS-31, MCAS Miami, FL
6/14/65	Stricken with 7163 hours	2/28/65	Stricken with 4858 hours	5/18/55	H&MS-32, MCAS Cherry Point, NC
1968	MARTD, NAS Grosse Ile, MI	R4Q-2	131708	7/28/55	VMR-353, MCAS Miami, FL
R4Q-2	131701	4/30/53	Accepted	8/31/59	VMR-353, MCAS Cherry Point, NC
4/28/53	Accepted	5/22/53	VMR-353, MCAS Miami, FL	10/3/60	VMR-252, MCAS Cherry Point, NC
5/21/53	VMR-353, MCAS Miami, FL	11/1/54	MARS/MWSG-37, MCAS Miami, FL	3/12/61	VR-24, NAS Port Lyautey, Morocco
4/10/56	Storage Facility, NAF Litchfield Park, AZ	2/9/55	VMR-252, MCAS Cherry Point, NC	6/13/62	Storage Facility, NAF Litchfield Park, AZ
12/5/56	VMR-153, MCAS Cherry Point, NC	3/6/56	Storage Facility, NAF Litchfield Park, AZ	2/24/64	Stricken with 5038 hours
9/11/58	VMR-252, MCAS Cherry Point, NC	3/26/57	VMR-353, MCAS Miami, FL	R4Q-2	131714
11/22/59	VMR-252 Detachment, NAS Port Lyautey, Morocco	8/19/58	VMR-153, MCAS Cherry Point, NC	5/18/53	Accepted
4/4/60	VMR-252, MCAS Cherry Point, NC	5/15/59	VMR-252, MCAS Cherry Point, NC	6/10/53	HEDRON, MTG-20, MCAS Cherry Point, NC
3/20/61	VMR-353, MCAS Cherry Point, NC	5/19/59	VMR-253, MCAF Iwakuni, Japan	7/19/53	VMR-153, MCAS Cherry Point, NC
3/21/63	Storage Facility, NAF Litchfield, AZ	12/18/61	MARTD, NAS Grosse Ile, MI	5/8/58	VMR-252, MCAS Cherry Point, NC
2/28/65	Stricken with 4974 hours	9/20/68	MARTD, NAS Seattle, WA	9/1/61	VMR-353, MCAS Cherry Point, NC
R4Q-2	131702	6/14/65	Stricken with 7292 hours	11/30/61	VC-1, NAS Barber's Point, HA
4/30/53	Accepted	1968	MARTD, NAS Twin Cities, MN	1/31/63	Storage Facility, NAF Litchfield Park, AZ
5/21/53	VMR-353, MCAS Miami, FL	2/28/71	Accident on flight from NAS Glenview, IL, to NAS Twin Cities; landing gear malfunction; aircraft made safe wheels-up landing at NAS Glenview	2/28/65	Stricken with 5116 hours
8/31/56	VMR-252 Detachment, NAS Port Lyautey, Morocco	5/89	N7051U to Hawkins & Powers, Greybull, WY	R4Q-2	131715
2/28/57	VMR-353, MCAS Miami, FL	R4Q-2	131709	5/18/53	Accepted
8/31/59	VMR-353, MCAS Cherry Point, NC	5/13/53	Accepted	6/9/53	HAMRON-31, MCAS Miami, FL
3/14/60	VMR-252, MCAS Cherry Point, NC	5/22/53	HAMRON-14, NAS Roosevelt Roads, PR	12/10/55	VMR-353, MCAS Miami, FL
8/13/60	VMR-252 Detachment, NAS Port Lyautey, Morocco	10/5/53	HAMRON-14, MCAS Edenton, NC	3/6/58	VMR-252, MCAS Cherry Point, NC
10/7/60	VMR-252, MCAS Cherry Point, NC	10/13/53	MARS-27, MCAS Cherry Point, NC	9/15/61	VMR-353, MCAS Cherry Point, NC
8/31/61	VMR-353, MCAS Cherry Point, NC	2/11/54	HEDRON, MWSG-27, MCAS Cherry Point, NC	9/20/62	MARTD, NAS Minneapolis, MN
3/29/62	Storage Facility, NAF Litchfield Park, AZ	11/29/54	VMR-153, MCAS Cherry Point, NC	8/31/63	MARTD, NAS Twin Cities, MN
2/28/65	Stricken with 4420 hours	3/6/56	Storage Facility, NAF Litchfield Park, AZ	10/22/64	MARTD, NAS Seattle, WA
R4Q-2	131703	7/27/57	VMR-353, MCAS Miami, FL	2/28/65	Stricken with 5917 hours
4/28/53	Accepted	8/31/59	VMR-353, MCAS Cherry Point, NC	1968	MARTD, NAS Twin Cities, MN
5/18/53	VMR-353, MCAS Miami, FL	9/11/61	Storage Facility, NAF Litchfield Park, AZ	R4Q-2	131716
2/4/56	Accident—Stricken with 1171 hours	2/24/64	Stricken with 3741 hours	5/21/53	Accepted
R4Q-2	131704	R4Q-2	131710	6/8/53	HAMRON-32, MCAS Miami, FL
4/28/53	Accepted	5/13/53	Accepted	2/10/54	H&MS-32, MCAS Cherry Point, NC
5/22/53	VMR-353, MCAS Miami, FL	5/26/53	HAMRON-14, NAS Roosevelt Roads, PR	5/6/54	VMR-153, MCAS Cherry Point, NC
12/7/57	VMR-252, MCAS Cherry Point, NC	11/14/53	HAMRON-26, MAS Cherry Point, NC	9/11/56	VMR-353, MCAS Miami, FL
9/15/61	VMR-353, MCAS Cherry Point, NC	8/12/54	H&MS-26, MCAF New River, Jacksonville, FL	9/20/56	Accident on local training flight; prop control problems
8/6/62	MARTD, NAS Seattle, WA	1/29/55	VMR-153, MCAS Cherry Point, NC	10/11/56	Stricken with 1607 hours
9/1/64	MARTD, NAS Twin Cities, MN	11/22/56	VMR-153 Detachment, NAS Port Lyautey, Morocco	R4Q-2	131717
2/28/65	Stricken with 6221 hours	1/17/57	VMR-153, MCAS Cherry Point, NC	5/21/53	Accepted
3/67	At Davis-Monthan AFB, AZ	5/15/59	VMR-252, MCAS Cherry Point, NC	6/12/53	HAMRON-32, MCAS Miami, FL
		5/3/60	VMR-353, MCAS Cherry Point, NC	4/5/54	H&MS-32, MCAS Cherry Point, NC
		1/22/62	Storage Facility, NAF Litchfield Park, AZ	5/25/55	VMR-153, MCAS Cherry Point, NC
		2/24/64	Stricken with 5067 hours	9/10/56	VMR-252, MCAS Cherry Point, NC
				6/19/58	VMR-353, MCAS Miami, FL
				8/31/59	VMR-353, MCAS Cherry Point, NC

11/23/60 VMR-252, MCAS Cherry Point, NC
 7/12/61 VMR-353, MCAS Cherry Point, NC
 6/21/62 MARTD, NAS Grosse Ile, MI
 8/5/62 MARTD, NAS Minneapolis, MN
 8/31/63 MARTD, NAS Twin Cities, MN
 6/3/65 Stricken with 6399 hours
 1968 MARTD, NAS Seattle, WA

R4Q-2 131718

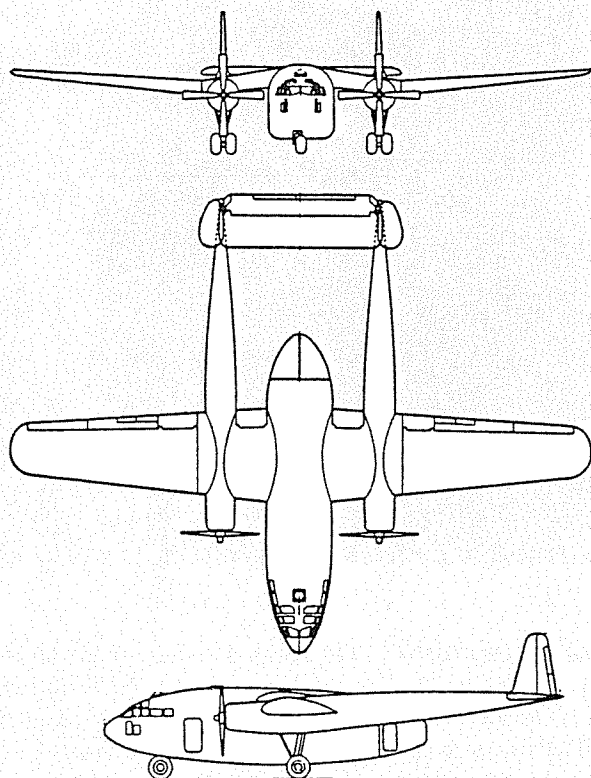
5/21/53 Accepted
 6/19/53 HEDRON, MTG-20, MCAS Cherry Point, NC
 8/5/53 AirFMFLANT, MCAS Cherry Point, NC

10/6/53 MTG-20, MCAS Cherry Point, NC
 4/22/54 HEDRON, MWSG-37, MCAS Miami, FL
 11/1/54 VMR-353, MCAS Miami, FL
 5/20/59 VMR-253, MCAF Iwakuni, Japan
 12/10/61 MARTD, NAS Grosse Ile, MI
 11/30/63 MARTD, NAS Twin Cities, MN
 2/28/65 Stricken with 6584 hours
 1968 MARTD, NAS Grosse Ile, MI

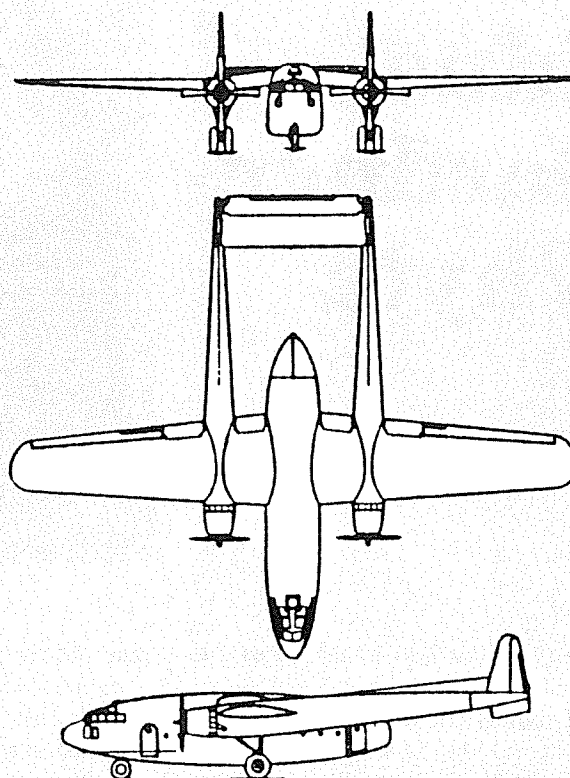
R4Q-2 131719

5/25/53 Accepted

6/19/53 HEDRON, MTG-20, MCAS Cherry Point, NC
 8/5/53 AirFMFLANT, MCAS Cherry Point, NC
 3/31/54 MTG-20, MCAS Cherry Point, NC
 4/1/54 HEDRON, MWSG-27, MCAS Cherry Point, NC
 11/24/54 MARS, MWSG-27, MCAS Cherry Point, NC
 1/22/55 VMR-252, MCAS Cherry Point, NC
 8/12/60 VMR-252 Detachment, NAS Port Lyautey, Morocco
 10/2/60 VMR-252, MCAS Cherry Point, NC
 3/1/61 VMR-353, MCAS Cherry Point, NC
 3/9/63 Storage Facility, NAF Litchfield Park, AZ
 2/28/65 Stricken with 4625 hours



R4Q-1 Three View



R4Q-2 Three View

Aircraft Engineer Squadron Twelve, AES-12, MCAS Quantico, VA, flew R4Q-1 126575 for five months in 1953. This Packet was photographed at the Detroit Air Show.

(William Balogh Courtesy of Milo Peltzer)

