Tails from VMA-131

I would like to share a couple of very memorable liberties that I took. I hope *very* much that you guys can shared some of yours. Also, anyone out there remember the following events!

**The First,** in the summer of 1966, VAMA-131 was in Beauford, NC. Within the first couple of days, there was feedback on a fantastic place in Savannah Ga. on the waterfront.

If my memory is correct: Bill Brennen, Jack Malone, John Kane and maybe someone else piled into our rental car we shared with some guys in the other duty section. We headed out to that bar crossing the Talmadge Memorial Bridge (speed limit changed from 45 to 25 in the middle of the bridge) and Ga police issued happy passes). We found the place that was an old warehouse with very large doors and huge gas light touches with a cobble stones street.

Inside was a large well decorated pub with waitresses ahead of their time dressed in Hooters type clothes but in black and white outfits? You could spend the night for about ten bucks the main attraction was a young black singer and his band. He sang music we never heard before but it was really very good. He was a hard working guy who sang form eight to around midnight with one ten minute break. We went back there at least twice more.

Upon returning the New York, we found out this singer was breaking out on a big time career. His name was James Brown and the music was soul! (It was probably his last local gig. He was pretty much a local having come from Tocca, Ga.)

I decided to check my facts and found the James Brown had won an Emery award in 1965. I only guess that none of us listened to media that played his music.

**Second**, the next year we went to tent city at Cherry point. I think it was Wednesday of the first week, it was announced that Friday would have a drawing to select twelve of us for a flight to Miami. I am one of those individuals that never wins anything but I was the only one from the Line that was selected.

The twelve of us reported bright and early at 06:00 hours Saturday to the transport flight line. Things began to get interesting when we were handed parachutes harnesses and told to wear them. It get even better when we walk out the tarmac and there sits a C-119 Flying Boxcar (see picture and specs below).

The flight from Chery Point followed the coastline at a very low speed. It took all morning and most of the afternoon to reach Miami. We arrived at Homestead Air Base (if my member is correct) late in the afternoon. My time we rented cars and drove to Miami Beach, it was close to seven. We split into two groups. Those that wanted to party took off not to be seen until the morning. I was in the other group that decided to find a good place to eat, go back to the hotel and have a couple of drinks.

The next morn morning, everyone made the flight back to Chery Point. I had brought a book the kill the hours; however, I read very little. It turned out that the flight back was not like the down. We had Air Turbulence almost the entire tip. We were amazed that none of party guys got sick.

The rest of VMA-131 ware thankful that they didn’t win the drawing after our return!



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| Fairchild C-119 Flying Boxcar |
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