

# FORTITUDINE

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SURVIVORS OF TOKTONG PASS DEFENSE IN KOREA REUNITE AT QUANTICO . . . HISTORIANS KEPT BUSY WITH INQUIRIES ABOUT 'DESERT STORM' . . . EARLY ARMORED CARS PREPARED WAY FOR MARINE CORPS' PRESENT-DAY LAVs . . . MARINES RISE TO OCCASION OF HOT-AIR BALLOON TEST IN VIETNAM . . . FLIGHT LINES: MiG-15



## HISTORY AND MUSEUMS DIVISION

Marine Corps Historical Center  
Building 58, Washington Navy Yard  
Washington, D.C. 20374-0580

Telephone: (202) 433-3838, 433-3840, 433-3841

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# FORTITUDINE

*Motto of the United States Marine Corps in the 1812 era.*

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## THE COVER

The harsh wind and snow of Korea in December 1950 are almost as much the subjects of this contemporary sketch by Marine Sgt Ralph Schofield as are the infantrymen who populate the landscape. Also evoking that bitter winter is BGen Simmons, in his recollection of the bravery displayed in the war by Fox Company, 7th Marines, beginning on page 3. On page 12, Col Nihart, who himself holds the Navy Cross from Korea, draws upon his more than 50 years of combined active duty and civilian service to the Corps to produce "Armored Cars and the Marine Corps," a knowledgeable look at the predecessor of the modern light armored vehicle.

## CORRECTION

My apologies to Capt Wayne O. Ouzts, USMC, whose name I misspelled on page 13 in the article "Historian Documents Marine Assistance to Refugees," in Summer 1991 *Fortitudine*. It was not a good way to treat a comrade-in-arms, a fellow veteran of Desert Storm and Provide Comfort, and the man who loaned me enough money to get my first nonmilitary meal, and some liquid refreshment, after four months in the desert.—LtCol Ronald J. Brown, USMCR

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## Memorandum from the Director

# Fox Company at Toktong Pass



BGen Simmons

**W**HEN FOX COMPANY, 7th Marines, moved up onto Toktong Pass on 27 November 1950, its strength, with the usual reinforcements, according to official records, was 240. When relieved, effective strength was officially 122. Other accounts detail an even more severe loss.

Toktong Pass lies roughly halfway between Yudam-ni and Hagaru-ri to the immediate west of Chosin Reservoir and what happened there holds a special place in the annals of Marine Corps heroism. The five-day defense of the pass by Fox Company was quite possibly the most dramatic action in the Korean War by a lone rifle company.

Fifty-four members of the company, 47 of whom actually had been at Toktong itself, mustered at Quantico this past October for a reunion, the first such in the

41 years since they had come down from the pass. Culmination of the four-day reunion was a banquet at Daly Hall, the enlisted men's club at Quantico, on Saturday night, 12 October.

**P**UTTING TOGETHER such a reunion is a tedious business, requiring much patience in working with 40-year-old muster rolls ("Monthly Personnel Rosters" was the term for the semi-automated muster rolls of the Korean War era) and locating the present whereabouts of the survivors. Much of the credit for the Fox Company reunion must go to Robert P. "Pat" Scully, now retired and living in Haddonfield, New Jersey. A Marine since 1944, Pat Scully at Toktong Pass was a 24-year-old sergeant and in charge of the company's 3.5-inch rocket section.

Our current Commandant, Gen Carl E. Mundy, Jr., was at the banquet. He told the men of Fox Company how, as a high-school-age youngster, he had followed, by radio news and newspaper account, the 1st Marine Division's "attack in a different direction" as it withdrew from the Chosin Reservoir and how the Marine heroism of those times had affected him.

Also present was Gen Raymond G. Davis, a former Assistant Commandant, but more important to Fox Company is that he, as they well know, as a lieutenant colonel commanded the 1st Battalion, 7th Marines, which came to their relief. Gen Davis, who has the pale blue ribbon of the Medal of Honor for that heroic and successful action, had been a full participant in the reunion. His remarks at the banquet were typically low-keyed and under-

*A reconnaissance patrol of the 7th Marines returns to Hagaru-ri, Korea, on 18 November 1950, a few days before Fox Company's move to Toktong Pass on the 27th. Marines, heavily dressed against wind and cold, found nighttime temperatures as low as 25 degrees below zero Fahrenheit in northcentral Korea. The Fox Company action may have been the most dramatic of the war.*





stated. He revealed that while most accounts state that he was blown off his feet by a mortar blast, the round had in fact burst quite close, he had been lightly wounded, and in sensibly diving for cover had slipped on the ice.

He told his audience that if skeptics challenge the assertion that nighttime temperatures at the Reservoir went down to 25 degrees below zero Fahrenheit, they should be told that artillery takes such things as temperature into account and the meteorological records of the 11th Marines, the division's artillery regiment, support the claim. He also talked quietly of divine Providence which seemed to interpose itself at critical moments.

VERY MUCH A PRESENCE at the reunion was Fox Company's wartime commander, William E. Barber, who retired as a colonel in 1970, but to the veterans of Fox Company was still "Captain Barber" or "the Captain." Barber was already a seasoned combat Marine when he took command of Fox Company during the first week of November. Born in Kentucky in 1919, he enlisted in the Corps in 1940, was commissioned in 1943, and served with the 1st Marine Parachute Regiment, which was absorbed into the 5th Marine Division in time for Iwo Jima. At Iwo he had a platoon with the 26th Marines and was wounded, but returned to duty to finish out that hard-fought battle, still a second lieutenant, as commanding officer of Company E, 2d Battalion, 26th Marines. For the defense of Toktong Pass he would receive the Medal of Honor.

I had been asked to talk on the general topic of the significance of the Chosin Reservoir campaign. I had no intention of trying to tell Fox Company what they had done at Toktong Pass, because they were Fox Company. So I told them I would talk chiefly about some other aspects of the Korean War, but that I would make some specific observations about Fox Company and the 7th Marines, based not so much on the records and what is written history, but on what I had seen for myself.

Forty-one years earlier to the day, on 13 October 1950, I reminded them, the 1st Marine Division was embarking at Inchon before proceeding around the peninsula to Wonsan. The division landed at Wonsan against no resistance on the 26th of October. I was then, as a major, the commanding officer of Weapons Company, 3d

Battalion, 1st Marines. We in the 1st Marines went to the south and to the west. The 7th Marines went north.

THE NORTH KOREAN ARMY was virtually destroyed, but, although MacArthur's Tokyo headquarters was slow to admit it, Communist China had come into the war. By the time we landed at Wonsan, the Communist Chinese Fourth Field Army under Lin Piao, and consisting of the 38th, 39th, 40th, and 42d Armies, had already crossed the Yalu. Each numbered Chinese army had three divisions and totalled about 30,000 men, so that it was about the size of a U.S. corps. These four armies had marched, mostly at night, down the mountain spine of North Korea. Lin Piao had detached the 42d Army to protect his flank from the U.S. X Corps, of which the 1st Marine Division was a principal part, until Chen Yi could get his Third Field Army, with the 20th, 26th, and 27th Armies, into position in northeast Korea.

But none of this was known to us at the time. The Eighth Army to our west and the X Corps were in a race to get to the Yalu, the river that separated North Korea from China.

The 1st Marine Division's commander, MajGen Oliver P. Smith, not enthusiastic over the X Corps commander's way of running things, had on 28 October ordered his senior regimental commander, Col Homer L. Litzenberg, Jr.,—"Litz the Blitz"—to move the reinforced 7th Marines north to Hungnam and then to make a

road march to Hagaru-ri at the southern end of Chosin Reservoir where there was an important hydroelectric plant.

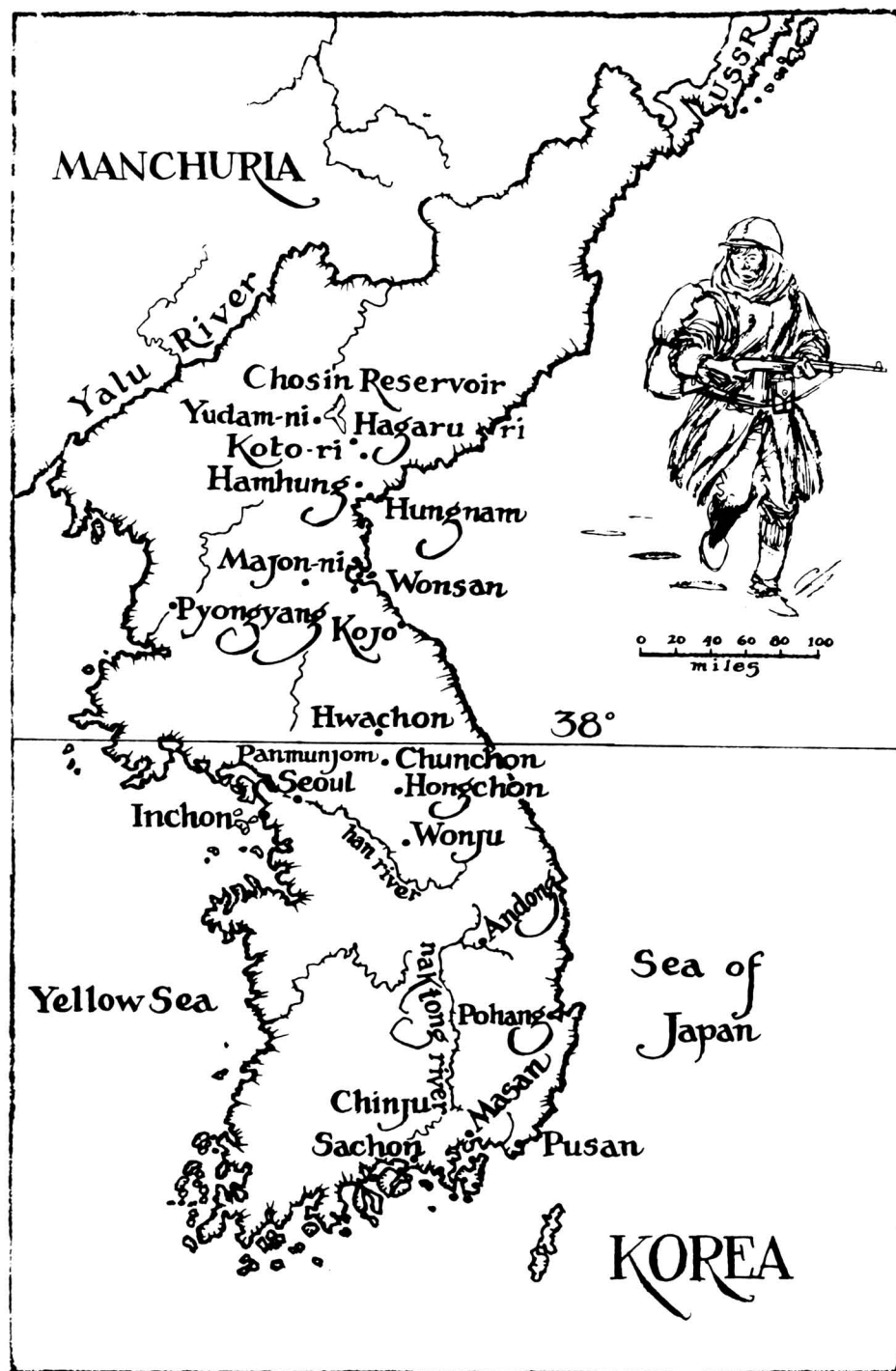
BY THE END of the month Litzenberg had concentrated the 7th Marines at Majon-dong and had begun the relief of the Republic of Korea's 26th Regiment. The South Koreans reported two Chinese Communist regiments in front of them. On 2 November Litzenberg started forward. At mid-morning the 1st Battalion, 7th Marines, ran into scattered resistance at a place called Sudong-ni. Next day the fighting grew heavier but by the 4th of November, the 7th Marines had reached Chinhung-ni and found the Chinese dug in, in strength, north of the village. A five-day battle ensued. From captured Chinese prisoners, the 7th Marines learned that in front of them was the 124th Division of the 42d Army. Litzenberg's Marines smashed them up badly and the Chinese withdrew toward Hagaru-ri.

The 5th Marines had been sent off to the northeast to Sinung Valley. General Smith was increasingly disturbed that his 7th Marines and 5th Marines were moving in different directions and that his 1st Marines remained many miles to the south in the vicinity of Wonsan. On 7 November he met with the X Corps commander, MajGen Edward M. Almond, and made the point that his infantry battalions were spread out over something like 170 miles. Almond redrew the boundaries slightly and gave Smith permission to bring the 5th Marines back from Sinung.

*Ordered by X Corps to withdraw to Hamhung, 1st Division Marines begin their fighting five-day march down mountain trails 40 miles from Hagaru-ri to the sea. MajGen Oliver P. Smith insisted on also bringing out all of the division's supplies and equipment.*







Map rendered by Col Charles H. Waterhouse, USMCR (Ret) shows the areas of action of the Chosin Reservoir campaign in northeastern Korea, south of the Yalu River, including Hagaru-ri, Koto-ri, and Hungnam, the deep-sea port on the Sea of Japan.

On 9 November Litzenberg ordered his 3d Battalion forward from Chinhung-ni to secure the high ground that dominated Funchilin Pass through which the 7th Marines must climb to reach Hagaru-ri. The next day was the Marine Corps' 175th birthday. On that day the 7th Marines entered the village of Koto-ri.

Until now the weather had been cold but not bitter. The division had been issued cold-weather gear—mountain sleep-

ing bags, parkas, windproof trousers, shoe-pacs, and heavy woolen socks—but the parkas were Navy-type, heavy and long, and better suited to watchstanding than long marches through the mountains. Even worse, as all Marines at the Reservoir would have cause to remember, were the shoe-pacs, really duck-hunter's boots, alright for a wet cold but an invitation to frostbite in sub-zero temperatures. On the night of 10 November the temper-

ature dropped to between 10 and 20 degrees below zero Fahrenheit, accompanied by a 20- to 30-knot wind.

ON 13 NOVEMBER the 7th Marines began the march from Koto-ri to Hagaru-ri. Then on 23 November, Thanksgiving Day, as part of a general offensive planned for the whole Korea front, the regiment moved out of Hagaru-ri, pushed over Toktong Pass, and reached Yudam-ni. They were to be followed by the 5th Marines under command of LtCol Raymond L. Murray. Smith also had gained Almond's permission to bring the 1st Marines, under Col Lewis B. "Chesty" Puller, north from Wonsan to hold open the road from Hagaru-ri south to Chinhung-ni.

Murray's 5th Marines joined Litzenberg's 7th Marines at Yudam-ni on 26 November. Chesty Puller was to position his 1st Battalion, 1st Marines, at Chinhung-ni, his 2d Battalion and his regimental command post at Koto-ri, and his 3d Battalion at Hagaru-ri.

THE 3D BATTALION, 1st Marines—which my Weapons Company was a part—had been heavily engaged west of Wonsan at a place called Majon-ni. After being relieved by a battalion of the Army's 3d Infantry Division, the 3d Battalion, 1st Marines, moved north from Wonsan to Hungnam—we traveled by rail in coal cars; not such a bad thing, the steel sides promised protection from sniper fire—then motor-marched up through Funchilin Pass and then to Koto-ri and on to Hagaru-ri. The last stage was in the early evening of 26 November. I remember the eerie feeling I had as we moved up that narrow road through those threatening hills from Koto-ri to Hagaru-ri. We arrived at Hagaru-ri too late that evening to relieve the remainder of 2d Battalion, 7th Marines, that was still in the town, chiefly the battalion command group, Fox Company, and a portion of Weapons Company.

My good friend Maj James F. Lawrence was the S-3 of the 2d Battalion, 7th Marines (and before the end of the campaign would be in command of the battalion). I had last seen Jim in the streets of Seoul during the last days of the battle for that city. From our point of view, the 7th Marines had not joined the 1st and 5th Marines until the fight from Inchon to Seoul was all over.



*A unit of Company C, 7th Marines, led by senior regimental commander Col Homer L. Litzenberg, Jr., moves out to repair a downed bridge south of Koto-ri during the 1st Division's "attack in a different direction" of early December 1950.*

"What took you so long to get here?" I had asked Jim.

Now, when the 3d Battalion, 1st Marines, arrived in Hagaru-ri, it was his turn to say, "What took you so long?"

**N**EXT DAY, 27 November, we completed the relief of 2d Battalion, 7th Marines, and Fox Company moved up to Toktong Pass, about seven miles to the northwest on the road to Yudam-ni. In the words of the company commander's Medal of Honor citation:

Assigned to defend a three-mile mountain pass along the division's main supply line and commanding the only route of approach in the march from Yudam-ni to Hagaru-ri, Captain Barber took position with his battle-weary troops and, before nightfall, had dug in and set up a defense along the frozen, snow-covered hillside.

By this time, to the west, the Eighth Army was under heavy attack and had begun to fall back. Even so, Gen Almond had ordered Smith to move out on 27 November in a planned advance to the Yalu.

It was now clear to Smith that this was completely unrealistic. The 1st Marine Division faced at least six Chinese divisions. Smith would learn later that the enemy was the 9th Army Group, Third Field Army, a total of four corps-sized numbered armies, led by the very capable Sung

Shin-lun. I do not call him "general," as at that time the Chinese Communist Forces did not use military ranks. Sung had been specifically charged with the destruction of the 1st Marine Division by Lin Piao, the field army commander.

On the morning of 27 November, Litzenberg and Murray followed out orders and attacked to the west. They advanced about one mile from Yudam-ni. That night, 27 November, the Chinese struck in great strength against all Marine positions from Yudam-ni south to Koto-ri.

Fox Company lost about a third of their number that night—20 dead and 54 wounded—but when morning came they still held the position and the Chinese broke off the attack.

Again, in the words of Captain Barber's Medal of Honor citation:

When a force of estimated regimental strength savagely attacked during the night, inflicting heavy casualties and finally surrounding his position following a bitterly fought seven-hour conflict, Captain Barber, after repulsing the enemy, gave assurance that he could hold if supplied by airdrops . . .

**L**ITZENBERG SENT his 1st Battalion to help out, but it was beaten back. That night Fox Company's position was again assaulted and the cost was five more killed, 29 more wounded.

That same night, 28 November, the patched-together defense force got it very

heavily at Hagaru-ri. With its supply dumps and nearly completed airstrip, Hagaru-ri had to be held, but in infantry defenders there was only two-thirds of the 3d Battalion, 1st Marines. The battalion's George Company and a third of my Weapons Company were still at Koto-ri. We had organized a four-mile perimeter, filled out with Marine and Army service troops, but there was a critical gap on East Hill which dominated the town, left open for the arrival of George Company. Our perimeter held everywhere against the Chinese assault except on East Hill where the Chinese pushed their way into the gap.

At Yudam-ni, on Smith's orders, Litzenberg put together a composite battalion and sent it south the morning of the 29th to relieve Fox Company and open the road to Hagaru-ri. It got only a quarter of a mile out from its start position before it was stopped.

**C**OMING FROM THE other direction, Smith, who now had his command post at Hagaru-ri, ordered Puller to push forward a force from Koto-ri to reinforce Hagaru-ri. Puller assembled a task force, under the command of LtCol Douglas B. Drysdale of the Royal Marines, consisting of our George Company, two companies of Marine tanks, a detachment of headquarters personnel, a company from the Army's 31st Infantry, and the Royal Marine's 41 Independent Commando; altogether some 922 men, 29 tanks, and 141 vehicles. Task Force Drysdale left Koto-ri on the afternoon of 29 November, and got very badly chopped up. Nevertheless, Drysdale was ordered to go forward at all costs, and he did, losing 162 men killed or missing, 159 wounded, and 75 vehicles. He arrived in Hagaru-ri about midnight with George Company, which was in good shape, and two-thirds of his 41 Commando. I remember well Drysdale in his green beret, and dripping blood from a wound in his arm, in the blue light of a Coleman lantern in our operations tent, saluting and reporting 41 Commando present for duty.

We designated 41 Commando as our tactical reserve and sent George Company up East Hill. They gained ground but were not able to take it completely.

Almond flew in to Hagaru-ri that day, the 30th, to meet with Smith. He told him that X Corps was to withdraw to Hamhung with all possible speed and that destruction of any equipment that would



*At Hagaru-ri, U.S. Marines of the 1st Division, left, welcome members of Royal Marine LtCol Douglas B. Drysdale's Task Force Drysdale, which included both U.S. units and the British 41 Independent Commando. Sgt Ralph Schofield sketched the encounter.*

delay the march was authorized. Smith told Almond stiffly that he had no intention of destroying his equipment and that the rate of his withdrawal would be governed by his capability to evacuate our wounded.

The rollback of the 1st Marine Division began on 1 December. The 5th and 7th Marines regrouped just south of Yudam-ni as a first step to the breakout. Only drivers and the seriously wounded would ride the vehicles. All others would march. Relief of Fox Company was assigned to the 1st Battalion, 7th Marines. Davis's Marines ran the ridges, taking three hills in succession, and reached Fox Company just before noon on 2 December. Next day, the 3d Battalion, 5th Marines, leading the advance along the road, reached Toktong Pass.

On 4 December, the 5th and 7th Marines came into Hagaru-ri. I was one of those waiting there at our north roadblock to meet them. I remember how moved I was when some of the companies came into the perimeter marching in cadence and singing "The Marines' Hymn." I had been told to single out Fox Company Marines and to get them hot chow and into my company's warming tents.

Fox Company was down to two officers, the acting company commander, 1stLt Elmo G. Peterson, and 1stLt John H.

Dunne. I remembered Lt Peterson as a stocky fellow who, while talking to me, sank down into the snow, weakened from the loss of blood from a gunshot wound through the shoulder. That left Lt Dunne, whom I remember as being tall and red-haired.

ONE OF THE great unexpected pleasures for me at the reunion was that Elmo Peterson, whom I had last seen lying in the snow, was there. Not a career

*Marines march in a direction opposite that of the signpost indicating the advanced CP of the U.S. X Corps, in a photo that captures the cold, melancholy, and resilience of men of the Chosin campaign. The Fox Company reunion brought a few together again.*



Marine and now living in Greeley, Colorado, he is the designated "commandant" of the Fox Company survivors. His chief recollections of Hagaru-ri are the Weapons Company warming tents and the hot pancakes.

During its stay at Toktong Pass, Fox Company had suffered 26 killed in action, 89 wounded in action, and 3 missing; just about half its strength. All three of the MIAs had been taken prisoner by the Chinese, all three survived nearly three years of barbaric captivity, and two of them, Cpl Wayne A. Pickett and PFC Robert L. Batdorff, were at the reunion.

Peterson, before being evacuated, turned over Fox Company to the sole surviving officer, 1stLt Dunne. He, the tall, red-haired one, was killed a few days later on the road to Koto-ri.

THE 5TH AND 7TH Marines had brought with them into Hagaru-ri 1,500 casualties. The airstrip at Hagaru-ri, hacked out of the frozen ground and continually harassed by Chinese machine gun and mortar fire, had become operational on the first of December. In five days, 3,150 Marines, 1,137 soldiers, and 25 Royal Marines were lifted out by Marine and Air Force transports. During the same time, more than 500 Marine replacements arrived, some of them just out of hospitals in Japan, barely recovered from their wounds.

On 5 December, MajGen William H. Tunner, USAF, of the Combat Cargo Command, flew into Hagaru-ri with an



offer to airlift out the encircled Marines. Our general, O. P. Smith, said no, we would fight our way through.

Transports also brought in war correspondents. A British reporter asked Smith as to whether we were making a "retreat" or a "retirement." The scholarly Smith explained that "retreat" was not the correct term. This got translated in the press as "Retreat, Hell. We're just attacking in a new direction."

The break-out began on 6 December. At dawn the 7th Marines moved out for Koto-ri some 11 miles to the south and the 5th Marines went against the Chinese still clinging to East Hill. The 3d Battalion, 1st Marines, was attached to the 5th Marines. We had a wild night in the town but by mid-morning on the 7th no one was left in Hagaru-ri. Everything there was smashed, burned, or blown up. We, in the 3d Battalion, 1st Marines, were near the tail of the column. By midnight we had reached Koto-ri.

Smith now had some 14,000 men and all three of his infantry regiments at Koto-ri. There was a 10-mile gantlet to run from there to Chinhung-ni through Funchilin Pass. The 7th Marines jumped off from Koto-ri early on 8 December. The 5th Marines followed. The 1st Marines, as the rear guard, left Koto-ri that afternoon. There was a snowstorm. The infantry leapfrogged from hilltop to hilltop while the division train wound its way along the

road. Chinese resistance faded. We in 3d Battalion, 1st Marines, alone picked up a hundred unwanted, half-frozen, gangrenous, near-starving Chinese prisoners along the way. The 60-mile march to the sea, covered magnificently by Marine and Navy F-4U Corsairs and AD Skyraiders, and including the fearsome descent through Funchilin Pass, was completed by the morning of 12 December.

SMITH THOUGHT that a winter line would be held around Hamhung-Hungnam, but MacArthur had given Almond orders to redeploy X Corps to the Pusan area of South Korea. More than a hundred thousand troops, thousands of vehicles, and mountains of supplies and equipment had to be gotten out. The 1st Marine Division would embark immediately, while the corps' other two divisions, the Army's 7th and 3d Divisions, held the perimeter. We began embarking in the waiting transports on the 13th.

Since landing at Wonsan, we Marines had suffered 4,418 battle casualties and 7,313 non-battle casualties, mostly frostbite and cold-induced respiratory problems. We had fought the 20th, 26th, 27th, and 42d Chinese Communist Armies, a total of at least 13 and probably 14 divisions. Chinese losses were estimated at 25,000 dead, 12,500 more wounded, but those are only guesses. Certainly the Chinese suffered more terribly from

the cold and exposure than did we. The 26th Army reported: "... our soldiers frequently starve . . . some had only a few potatoes . . . They were unable to maintain the physical strength for combat; the wounded personnel could not be evacuated."

THE 1ST MARINE DIVISION sailed from Hungnam on 15 December, a total of 22,215 men embarked in 21 Navy ships and seven merchantmen. I remember that a wishful rumor ran through the convoy: we were on our way to warm, tropical Indo-China to help the French. Instead we landed at Pusan and motor-marched to the "Bean Patch" at Masan where we recovered from frostbite and pneumonia, spent Christmas, got refitted and replacements, and with the New Year, moved out in an offensive to retake lost ground.

I remember very well what my runner, Cpl Cecil A. Sanders, who was also one of the best machine gunners in my company, said early on at Hagaru-ri. "We'll hold on here until the 5th and 7th Marines get back from Yudam-ni. We'll hold on to this place until spring and then we'll attack to the north."

Some of us wondered then, and perhaps some, when we think back to those times, still wonder what the outcome might have been if the decision had been made not to withdraw to the south, but to hold on to Hungnam. □1775□

## *Historical Quiz*

### Marines in December 1941

*by Lena M. Kaljot*  
*Reference Historian*

Answer the following questions relating to the attacks on Pearl Harbor, Hawaii, and Wake Island, 50 years ago in December 1941.

1. What site was the first target of the striking Japanese bomber and fighting planes on the morning of 7 December?
2. How many ships at Pearl Harbor had Marine detachments serving on board them at the time of the attack?
3. How many Marines received the Medal of Honor for actions on 7 December?
4. How many Marines received the Navy Cross for heroic actions at Pearl Harbor?
5. Who was the just relieved commander of the Marine detachment on board the USS *Arizona* when it was attacked at Pearl Harbor?

6. Other than the attack on Hawaii, what other Pacific islands were bombarded by Japanese naval gunfire on 7 December?
7. What were the two Marine units on Wake Island when the war began?
8. Name the commanding officer of the Wake Detachment of the 1st Defense Battalion during the heroic, but futile, defense of Wake Island from 8-23 December?
9. Who commanded all Marine aircraft during the defense of Wake Island?
10. What type of aircraft did the Marine squadron use during the defense of Wake Island?

*(Answers on page 11)*

# Foundation Honors Shaw's 'Towering Achievement' as Chief Historian, Leon's Volunteer Commitment to Center's Personal Papers Collection

by Charles R. Smith  
Secretary, Marine Corps Historical Foundation

TWO INDIVIDUALS were recognized for their exceptional contributions to the Marine Corps historical program along with other recipients of honors at the annual awards dinner of the Marine Corps Historical Foundation on 27 October.

Henry I. "Bud" Shaw, Jr., former History and Museums Division Chief Historian, for "towering and unparalleled achievements as a civilian employee of the Marine Corps and for his career-long, heartfelt personal commitment to the research and writing of Marine Corps history" was presented the Foundation's highest honor, its Distinguished Service Award, by the Commandant of the Marine Corps, Gen Carl E. Mundy, Jr.

Col James Leon, who is familiar to numerous researchers in his role as a volunteer in the History and Museums Division's Personal Papers Collection, was presented the Foundation's Heritage Award.

MR. SHAW joined the Historical Branch, G-3 Division, Headquarters Marine Corps, in 1951, following service in both World War II and Korea as an enlisted Marine. Over the next 40 years, he served as historian and Chief Historian and Senior Editor, ensuring the accuracy and professional appearance of all official Marine Corps historical publica-

*The Commandant presents Distinguished Service Award to Henry Shaw at annual awards dinner given by the Foundation.*



tions. He coauthored four volumes of the five-volume *History of Marine Corps Operations in World War II*, as well as the twice-reprinted and much acclaimed *Blacks in the Marine Corps*. He served as editor of all of the official operational and functional histories of the war in Vietnam published to date, and wrote or edited a large number of brief histories of Marine Corps units, bases, and activities.

Mr. Shaw also writes extensively in the field of military history and has more than 50 signed book reviews in historical and general circulation periodicals and newspapers. He retired from the History and Museums Division in October 1990.

Col Leon, in addition to aiding researchers in the use of the Personal Papers Collection, has been instrumental in recataloging existing collections and in the basic preservation of incoming collections. Over the past six years he provided more than 800 days of volunteer support, a major portion of which has been devoted to the development—assisted by one of his sons—of a computer-based system to enable the cataloging and cross-referencing of the collection. That system now includes 2,277 individual collections with 6,595 search cross-references and a cross-reference data base of 20,493 entries.

IN ADDITION TO Mr. Shaw and Col Leon, the Foundation recognized four individuals for their written scholarship pertinent to Marine Corps history and professional subjects during 1990.

The General Wallace M. Greene, Jr., Book Award, named in honor of the 23d Commandant, was presented to Richard B. Frank for his *Guadalcanal: The Definitive Account of the Landmark Battle*.

Dirk A. Ballandorf, professor of history and Micronesian studies at the University of Guam's Micronesian Area Research Center, was given the Colonel Robert D. Heinl, Jr., Memorial Award for the best article on Marine Corps history. His article, "Earl Hancock Ellis: A Final Assessment," appeared in the November 1990 issue of the *Marine Corps Gazette*.

The General Roy S. Geiger Aviation Award, given to the author of the best avi-



*Retired LtGen Clyde D. Dean, left, presents Heritage Award to Col James Leon, citing 800 volunteer days at the Center.*

ation article published in the *Gazette*, was presented to Maj William H. Dixon, Jr., USMC, for his article, "Close-In Fire Support: Is It Degraded by Bad Doctrine?" from the October 1990 issue. Maj Dixon, a Cobra pilot, is stationed at MCAS, New River, North Carolina.

Sgt Robert C. Jenks' work as editor of *Brown Side Out*, the tabloid-sized newspaper published by I MEF during the Gulf War, was recognized by the Foundation by the presentation of the Sergeant Major Dan Daly Award. This newly established award, funded by *Leatherneck* magazine, is given annually to the enlisted Marine who writes the best historical article or series of articles for a Marine Corps post or station periodical.

The Foundation also recognized Col H. Avery Chenoweth, USMCR, who served as Field Coordinator, Marine Corps Art Program, in the Middle East and produced more than 100 pieces of art documenting Operations Desert Shield and Desert Storm, by presenting him the Colonel John W. Thomason, Jr. Award for excellence in Marine Corps art. In the field of museum exhibitry, the Foundation's Colonel John H. Magruder Memorial Award was given to the Marine Corps Recruit Depot, San Diego's command museum and its supporting Museum Historical Society. □1775□

# Desert Storm Boosts Information Requests to Historians

by Danny J. Crawford  
Head, Reference Section

THE IRAQI INVASION of Kuwait in August 1990 set in motion events that would lead to the largest movement of Marine Corps forces since World War II. More than 92,000 Marines deployed to the Persian Gulf as part of Operation Desert Shield, culminating in the rout of the Iraqi Army in the Kuwaiti theater of operations in January and February 1991.

While earlier issues of *Fortitudine* have told the story of the History and Museums Division's efforts to document these historic events through a coordinated collections effort and the deployment of trained combat historians and artists to Saudi Arabia, little has been written about the impact of these recent operations on other ongoing programs at the Marine Corps Historical Center.

In the Reference Section the past 15 months have seen a dramatic increase in activity. From the first announcement of Marine deployments to Saudi Arabia in August 1990, reference historians began receiving calls for background information such as the last time such a large number of Marines deployed, where Marines have fought during their history, past Marine strength and casualty figures, and the histories of specific units deploying. Many of these calls came from the media, but as is often the case when Marines deploy to a trouble spot, former Marines contacted us for historical information about their unit, or a specific campaign or operation.

ANOTHER AREA OF Reference Section activity affected by events in the Gulf were the reference files. Historians reviewed thousands of incoming messages, press releases, articles, and reports to select those most appropriate for the files. To date, more than 30 new files have been created, covering such diverse topics as awards, casualties, chemical warfare, POWs, maritime prepositioning, and victory parades. These files form an integral resource of unclassified material for future researchers.

New files were also created on other operations and events that unfolded during the same period as Operations Desert Shield and Desert Storm in the Persian Gulf, including Operation Sharp Edge

(Liberia), Operation Eastern Exit (Somalia), Operation Sea Angel (Bangladesh), Operation Provide Comfort (southern Turkey and northern Iraq), and the selection of the 30th Commandant of the Marine Corps.

The Reference Section also responded to taskings from various divisions of Headquarters Marine Corps. For example, on several occasions the section was asked to provide historical background on earlier activations and mobilizations of Marine units, such as the reactivation of the 5th Marine Division at Camp Pendleton during 1965-67. A number of official requests were also received for information on force structure and manning levels during the post-World War II, post-Korean War, and pre-Vietnam periods. Also researched by reference historians were records dealing with earlier activations of Marine expeditionary units and Marine expeditionary corps-level forces.

One of the most interesting taskings was a request from Plans Division for a historical overview of Marine Corps involvement

in the Persian Gulf region in the decades prior to the Iraqi invasion of Kuwait. The paper was requested for inclusion in a final report to Congress on the Persian Gulf War. The overview focused on the events of the late 1970s, the origins of the maritime prepositioning concept and the Rapid Deployment Force, through Operation Earnest Will, escorting reflagged Kuwaiti oil tankers, and Operation Praying Mantis, the retaliatory strike against Iranian oil platforms in response to Iranian mining of Persian Gulf waters.

THE MARINE deployments also created additional requirements in the photographic area. While the overall responsibility for accessioning and maintaining the Corps' official still- and motion-picture photography collection has not rested with the History and Museums Division since 1980, there still are substantial requirements for publications and exhibit programs. During the past year, thousands of Desert Shield and Desert Storm photos were reviewed for inclusion

*Parades held around the country, such as this one at Camp Lejeune, prompted many questions from organizers concerning the proper display of U.S. and Marine Corps flags.*





in the historical photo files. Many of these photos were used in the Marine Corps Museum's exhibition, "Marines in Operation Desert Storm," detailed in the Summer 1991 issue of *Fortitudine*.

Still another area where the Reference Section has seen an increase are requests from Marine units in the field. For the past six to eight months—the period coinciding with the redeployment of major Marine forces from the Gulf—the section has received more unit requests than at any time since the end of the Vietnam War. Hundreds of inquiries about unit history and awards have been received, with most requesting updated lineage and honors certificates, streamers to display on unit colors, or both.

EVERY STREAMER displayed on Marine unit colors around the world must be authenticated first in the Reference Section before being sent on to Marine Corps Logistics Base, Albany, Georgia, for processing and forwarding to the requesting units. All eligible color-bearing units of battalion/squadron level that deployed for Desert Shield or Desert Storm earned the new Southwest Asia Service Streamer with two bronze stars. Additionally, the National Defense Service Streamer was authorized for all active color-bearing units for service beginning 2 August 1990 until a termination date yet to be announced. Other awards will certainly follow in recognition of the outstanding service of the deployed units. Meanwhile, the Reference Section continues to work with MCLB, Albany, to have units sent the streamers they rate. In addition, a new automated system for preparing lineage and honors certificates is being implemented to assist in preparing large numbers of certificates in 1992.

While events in the Middle East had a significant impact on Reference Section activities during the past year, reference historians continued to conduct "business as usual" in many other areas. More than 7,000 information requests were answered during this period. The section's five historians have a combined total of more than 50 years of experience in research and reference work specifically in Marine Corps history.

AMONG THE inquiries received during 1991 were:

—A request from *National Geograph-*

*ic* to review for historical accuracy a detailed World War II map of the Pacific Theater for the December 1991 issue.

—A request from the committee preparing media kits and public service announcements for the 75th anniversary celebration of the U.S. Marine Reserves. The Reference Section provided photographs to be copied for the press kits and also prepared an overview history of the Reserves for publication.

—Several requests for information on the Navajo Code Talker program in World War II and on Native Americans in the Marine Corps for books and articles in preparation.

—A number of inquiries regarding the appropriate use and display of U.S. and Marine Corps flags, many stemming from the numerous victory parades held around the country to honor Desert Shield and Desert Storm servicemen and women.

REFERENCE HISTORIANS continue to prepare articles for several publications, including *Marines*, *Naval History*, and *Fortitudine*. Nearly 25 articles were prepared in the past year, covering such topics as the origins of Marine Corps birthday celebrations, the Navy/Marine Corps evacuations of U.S. citizens and foreign nationals from Cyprus in 1974, black Medal of Honor recipients of the Vietnam War, and the World War II battles of Peleliu and Okinawa.

A major improvement in the Reference Section's capability to provide for the increasing number of researchers visiting the Center was realized during the past year. The new Visiting Researcher Room was opened adjacent to the main Reference Section office. The room now contains all the section's microfilm holdings, including muster rolls, unit diaries, and casualty reports, as well as two microfilm reader-printers. □1775□

## *Answers to Historical Quiz*

### Marines in December 1941

(Questions on page 8)

1. The Marine Corps Air Station at Ewa, Oahu, was attacked approximately two minutes before the portion of the U.S. Pacific Fleet anchored at Pearl Harbor.
2. (11) USS *Arizona*, *California*, *Helena*, *Honolulu*, *Maryland*, *Nevada*, *Oklahoma*, *Pennsylvania*, *Tennessee*, *Utah*, and *West Virginia*.
3. (1) 1stLt George H. Cannon received the Medal of Honor posthumously for extraordinary courage during the bombardment of Sand Island, Midway Islands, by Japanese forces on 7 December. Although mortally wounded by enemy shellfire, he refused to be evacuated from his post until after his men were evacuated.
4. (4) PFC Williard D. Darling (USS *Oklahoma*); GySgt Charles S. Douglass (USS *Nevada*); Cpl Joseph F. Driskell (USS *Nevada*); Sgt Thomas E. Hailey (USS *Oklahoma*).
5. Maj Alan Shapley was awarded the Silver Star medal for heroism on 7 December when the ship was sunk. Thrown from the ship into the water, Maj Shapley disregarded his own exhaustion to rescue one of his men from drowning.
6. Further west, Midway, Johnston, and Palmyra Islands, each with its Marine defense battalion detachment, were bombarded. On 8 December, Guam and Wake were attacked.
7. Marines of the 1st Defense Battalion and Marine Fighting Squadron 211 were on Wake Island on 8 December when the first attack occurred.
8. Maj James P. S. Devereux was awarded the Navy Cross for his gallant leadership in defending the tiny American outpost for 15 days against overwhelming odds.
9. Maj Paul A. Putnam, commanding officer of Marine Fighting Squadron 211, was awarded the Navy Cross and three Air Medals for courageous conduct against overwhelming enemy superiority.
10. Marine Fighting Squadron 211 arrived on the island with 12 brand new Grumman F4F Wildcats. Seven were destroyed on the ground in the first attack on 8 December. The remaining planes were used up one by one until 22 December when the last two flew their last missions before being destroyed.

# Armored Cars and the Marine Corps

by Col Brooke Nihart, USMC (Ret)  
Special Assistant for Museums

AS THE Marine Corps Air-Ground Museum completed restoration of the Corps' first armored vehicle, a 1915 King wheeled, armored car, Marines in the Arabian desert employed in combat the Corps' latest wheeled armored vehicle. Today we call it the Light Armored Vehicle (LAV).

Significantly, as we shall see, the first successful armored cars were a naval venture and a naval aviation innovation at that. Moreover, they led to development of a tracked armored vehicle, the tank, first proposed by a "naval person."

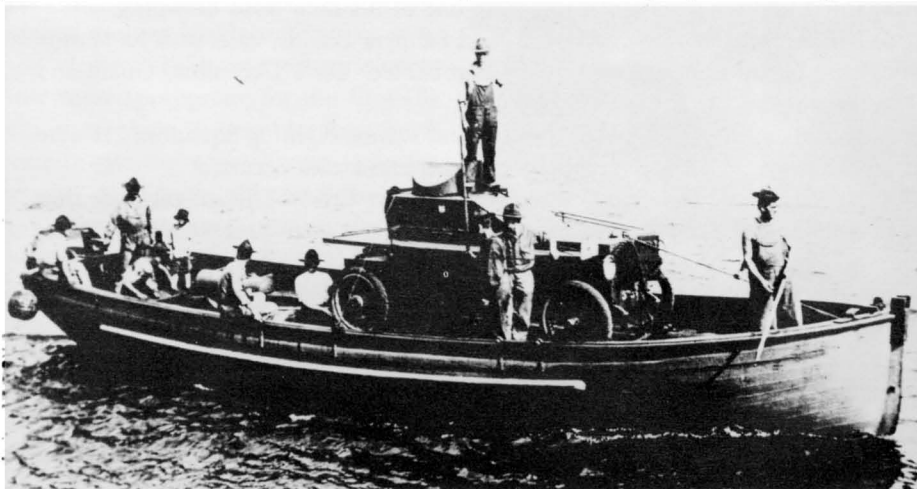
## First Motorized Armored Vehicles

When one thinks of armor one usually thinks of tanks, yet predictably the less complicated wheeled armored vehicle preceded the slower, more complicated tank.

The Germans, Benz in 1885 and Daimler in 1886, developed the first practical and enduring automobiles, using the slightly earlier German-invented Otto internal combustion engine. Soon, actually in 1898, in England and America, military innovators mounted the equally new automatic machine guns on four- and three-wheeled motorcycle-type unarmored vehicles.

In the early 1900s, machine guns with armor shields were experimentally and tentatively mounted on the proliferating motor cars. In 1902 a French company

*Test prototype King armored car being ferried ashore in a 50-foot Navy motor sailer. The car could be lifted out by a dockside crane or disassembled into a number of components and manhandled ashore. The King Motor Car Company built luxury sedans.*



*King of the 1st Armored Car Squadron with Marines in an anti-riot wedge in Haiti. The armor for the radiator and motor has been removed to reduce tropical cooling problems. The term "squadron" reflects the intended reconnaissance role for the cars.*

made a fully armored car with machine-gun turret. In 1906 the Russian Army bought 10 of the French cars. In 1905 Austria developed a four-wheeled drive, turreted armored car. The Italians, in 1912, built armored cars on Fiat truck chassis. Further development awaited the exigencies of war. That war came soon enough with the invasion of Belgium and France by Germany in August 1914.

## The Invasion of France

In executing its Schlieffen Plan the German Army advanced through northcentral Belgium and France in a massive wheel-

ing movement designed to envelop Paris and pin the French Army against Lorraine and Switzerland.

The right flank of the German Army was uncovered, except by a cavalry screen, all the way to the English Channel. As a diversionary effort to assist the retreating French and British Armies far to the south, a British naval division of bluejackets and Marines landed in Belgium. The force included Royal Naval Air Service (RNAS) aircraft squadrons for reconnaissance. Predictably, the RNAS acquired motor cars to augment its air capability by ground reconnaissance and for mobile defense of its airfields. These cars, also predictably, began to be armed with machine guns followed by gun shields and rudimentary armor to defend against German horse cavalry screening forces.

After the Battle of the Marne in September, which caused the German Army to recoil, both sides—Germans versus French and British—extended their flanks in successive attempts to outflank the other in what became known as the "Race to the Sea."

RNAS planes and their machine gun cars became flank protection for the British Expeditionary Force in the flat, well-roaded terrain of coastal Belgium. The cars proved their worth in the fluid skirmishing. By the fall of 1914 the RNAS had determined that ground reconnaissance by

wheeled armored vehicles was a viable tactic which should be retained and refined.

### *The True Armored Car Enters Combat*

The British Admiralty placed orders with Rolls-Royce and other makers for fully armored cars with rotating machine gun turrets and the true armored car was operational. The Rolls-Royce cars arrived in Belgium in the late fall of 1914 and were an immediate success.

By the spring of 1915 the Western Front had stabilized with trench lines protected by barbed wire stretching continuously from Switzerland to the Channel. The wheeled armored car with limited cross-country and no trench-crossing capability was out of a job. But, its utility in open and roaded terrain well established, it found employment in other theaters of war and was taken over by the British Army.

The Rolls-Royce proved to be the most successful of the armored cars and continued in production throughout the war. It performed valuable service against the Turks in Palestine and in Mesopotamia, now known as Iraq. It was made famous by Lawrence of Arabia in his Trans-Jordan campaign against the Turks and was employed in the Southwest and East Africa campaigns.

The attributes of the Rolls were relative reliability, economy, and mobility over firm open terrain. Its deficiency was its lack of mobility over trench lines and a battlefield churned up by artillery fire. This deficiency was corrected by development of the tank in 1916, another story. Suffice it to explain here that a prime mover in proposing the tank was the naval person, First Lord of the Admiralty, Winston S. Churchill, who had sent the Rolls-Royces to Belgium and was impressed by their combat utility, if not their battlefield mobility.

### *Enter The U.S. Marine Corps*

The United States' intervention at Veracruz, Mexico, in April 1914 was by a Marine brigade without motor transport. The oversight was corrected in typical Marine Corps fashion; three Benz trucks in a dockside warehouse were commandeered. Protected mobile firepower, technically feasible, still was lacking, however. The need for wheels and armor was impressed on Marine Corps leadership.

Six months later, Headquarters, Marine

Corps, no doubt became aware of the successful employment of RNAS armored cars in Belgium. The landing of the British Naval Division with its Royal Marine Brigade and supported by RNAS aircraft and armored cars for reconnaissance fitted nicely the Corps' combined arms and air-ground team Advance Base Force concept, as worked out in the 1913 Culebra maneuvers and the Veracruz landing. When an American armored car was produced in 1915, the Marine Corps embraced it.

A disabled veteran of the British experience, "Captain" W. A. Ross, seeking to profit from his knowledge, came to the United States and designed an armored car for the Armored Motor Car Company of Detroit. The King Motor Car Company of Detroit furnished the chassis and engine. The Armored Motor Car Company fabricated the armored body shell mounted with a rotating machine gun turret. The Commandant and the Secretary of the Navy persuaded Congress to appropriate \$20,000 to buy two of the King cars for test. Ross's design was a slightly smaller version of the successful Rolls-Royce car.

### *The King Armored Car*

King was noted for its luxury sedans and touring cars. The chassis and motor selected for the armored car could be termed an American Rolls-Royce as to quality. Its motor was a state-of-the-art V-8 engine of 70 horsepower which boasted advances such as dual ignition, electric starter and lights, and tapered roller bearings.

The car ran on wire spoke wheels with pneumatic tires. Rear wheels were duals and a spare single and dual were mounted amidships to help prevent bellying up on obstacles. The car could make up to 65 miles-per-hour on good roads. With 3/16ths-inch armor plate it was impervious to rifle fire and its turret mounted a .30-caliber M1909 Benet-Mercie light machine gun. With a crew of three on board, fueled, and with a full load of ammunition it weighed in at 5,500 pounds or 2 3/4 tons. Like our Light Armored Vehicles of today, it was tested by the U.S. Army and rejected.

The King was thoroughly tested. On an endurance run between Washington and Philadelphia it kept pace with a King touring car making 35 to 40 miles-per-hour. A top speed of 70 mph was claimed. It successfully negotiated rough Virginia back country, including rocky ground,

sand hills, and water-filled ditches. It was loaded in a 50-foot Navy motor sailer and landed by a dockside crane. For landing in four smaller boats or manhandling from the 50-footer, the armor could be removed in three sections.

In late 1916 the Marine Corps procured five of the King armored cars with some improvements resulting from testing the two prototypes. The turret was changed from one with angled sides to one with a sloping front and accommodating the Lewis machine gun which had just been adopted by the Marine Corps.

We can only speculate on whether or not the Marine Corps wanted to take the cars to France for use in the "open warfare" that Gen Pershing intended after the American Expeditionary Force breached the German trench lines. For that matter, we do not know whether the Army would have permitted the Marines to take the cars overseas. We do know that the Army wouldn't let the Marines field a complete division, a second infantry brigade, or even its own artillery which spent the war waiting in Quantico. The Army didn't permit the 1st Marine Aviation Force to support the ground Marines as an air-ground task force as Headquarters intended and even made the Marines discard their beloved Lewis guns for the hated French Chauchat automatic rifle.

Instead the five cars and their crews were activated in Philadelphia as the 1st Armored Car Squadron, part of the Advance Base Force Brigade. Note the designation "squadron," a term for a cavalry unit and just coming into vogue as the term for the basic aviation combat unit. This usage reflects the intended reconnaissance role for the cars as well as their aviation origin. The squadron remained in Philadelphia through 1918 and transferred to Quantico in January 1919.

The Advance Base Force was tasked to defend our naval base in the Azores but due to Portuguese objections to so large a force, only a 7-inch gun battery and the 1st Aeronautic Company of anti-submarine seaplanes were sent. The balance of the brigade remained in readiness at Philadelphia throughout World War I for whatever contingency might require its deployment. The Armored Car Squadron was an integral element.

In December 1919 the squadron was attached to the 1st Regiment of the 1st Ad-





*M3A1 scout car landing from an LCM-6, circa 1941. The M3 and motorcycles with sidecars equipped the 1st and 3d Scout Companies of the 1st and 2d Marine Divisions, until jungle operations on small Pacific islands made their use impractical. The scout companies were in the South Pacific in early 1942 but when the divisions moved north the cars were left in New Zealand.*

vance Base Force Brigade and deployed to the Island of Hispaniola for duty in both Haiti and Santo Domingo. On 4 May 1921 the squadron was deactivated.

#### *World War II*

Wheeled armored vehicles for reconnaissance did not reappear in the Marine Corps until 1940 when the U.S. Army's M3 scout cars were procured for the 1st and 2d Scout Companies of the 1st and 2d Marine Divisions. In the two years before Pearl Harbor the Marine Corps was tasked in two directions by contingency plans—to the Pacific in the event of a war with Japan and against a German advance into French Northwest Africa. For the latter mission in open country armored reconnaissance units were clearly essential.

The scout companies accompanied the 1st and 2d Marine Divisions to the South Pacific in early 1942 but when the divisions moved north to the Solomon Islands

their M3s and motorcycles were left behind in New Zealand.

The Pacific War reconnaissance on jungle-covered islands or coral atolls meant foot patrols operating by stealth or patrols landed in inflatable rubber boats from submarines. In the continental warfare of the European Theater, on the other hand, mechanized reconnaissance was the rule at division and higher level, making use of the M3 scout car and later the M8 armored car, with a 37mm gun in a turret, and the M20 open-top troop-carrying version of that Ford-built six-wheeled armored car. Light tanks were also used in this role. At the infantry regiment level in the U.S. Army the intelligence and reconnaissance platoon was mounted on 1/4 ton trucks, the ubiquitous "jeeps."

#### *Post-World War II*

In the post-World War II period this doctrine continued in the European-

oriented Army. Terrain in the Korean and Vietnam War, however, did not lend itself to use of armored ground reconnaissance. Foot, jeep, and helicopter-inserted patrols were used by both Army and Marines.

In the Marine Corps, the division reconnaissance battalion was jeep-mounted and also was inserted by helicopter. The force reconnaissance mission of landing operations in a hostile environment dictated parachute insertion and continued use of rubber boat and underwater swimmer landings from submarines.

#### *The Threat Today*

Geographical and threat realities of the last quarter of the 20th century and into the 21st dictated a change in Marine Corps thinking. The Corps began to be increasingly continentally oriented in contingency plans centered on the land masses of Europe and the Middle East-Southwest Asia theaters. The threat to be faced in these areas was large numbers of Soviet or Soviet-type armor—tanks, reconnaissance vehicles, infantry fighting vehicles, and self-propelled artillery. If Marine forces were to be successful it became apparent that operational reconnaissance and screening tasks would require more than foot-, jeep-, and helicopter-borne patrols.

The Marine Corps clearly required an armored reconnaissance vehicle with a capability to carry some infantry for the operations which would characterize warfare in Europe or the Middle East. High mobility, firepower, and survivability were the essentials. This idea was underscored by both studies and the recommendations of BGen Alfred M. Gray, Jr., later Commandant, who from

*The Marine Corps' LAV-25, acquired in 1985, proved its worth in Operation Just Cause in Panama, and formed the successful fighting reconnaissance screen for I MEF in Operation Desert Storm. The LAVs were too nimble for Iraqi tanks to engage effectively.*



1976 to 1978 commanded an expeditionary brigade in Northern Europe NATO exercises.

### *The Light Armored Vehicle*

The Secretary of Defense, Harold Brown, soon initiated a program to test and select Light Armored Vehicles (LAVs) and Mobile Protected Gun Systems (MPGS) for the Army and Marine Corps. The program was later cancelled by the Army but the Marines went ahead with procurement of 758 LAVs in eight variants. The vehicle finally selected after exhaustive testing at Twentynine Palms, California, was the Swiss-designed, General Motors of Canada-built, eight-wheeled MOWAG Piranha.

The basic car was the LAV-25 with a turret-mounted Hughes 25mm chain gun. Other variants included a LAV/M with an 81mm or 120mm mortar, LAV/R recovery vehicle, LAV/L logistics vehicle, LAV/C2 command and control vehicle, and LAV/AT anti-tank vehicle with TOW missile launchers. There were two still in development, a LAV/AG assault gun vehicle with a 90mm or 105mm gun in a turret and a LAV/AD air defense vehicle with possibly a 25mm General Electric Gatling gun and Stinger missiles.

Each Marine division was to field a light armored infantry (LAI) battalion which would include a mix of the variants. Missions for the LAI battalions would include screening or ground surveillance and early warning, guard operations to prevent enemy ground observation and direct fire on the main body, and as a covering force to delay, fix defeat, or attrit an enemy by trading space for time.

Employment of a Marine light armored infantry company in Panama, both before and during Operation Just Cause, was a complete success in validating both concept and equipment. The LAI battalions accompanied their divisions to Saudi Arabia and in Operation Desert Storm were in the forefront. They streamed through the gaps cut through the Iraqi defensive lines by the engineers and spread out as wide covering forces ahead of the main bodies of Marine tanks and infantry mounted in Amphibious Assault Vehicles (AAV), formerly LVTP-7.

The LAVs were too nimble for the Iraqi tanks to engage effectively while they destroyed light armor and thin-skinned ene-

my vehicles. Their 25mm guns pinpointed Iraqi tanks at night, enabling LAVs with TOW missiles and helicopters with TOWs and Hellfire missiles to destroy the tanks. It was a perfectly run operation worked out over the past five years at the Marine Corps Air-Ground Combat Training Center at Twentynine Palms.

In adopting and successfully employing the LAV in combat, the Marine Corps has come full circle back to the 1914-1915 Royal Navy/Royal Marine air-ground team which

inspired the U.S. Marine Corps' 1916 1st Armored Car Squadron with its King armored cars. Although it did not see combat in World War I the King was the first United States armored vehicle in regular service, and the 1st Armored Car Squadron was the first armor unit in the United States.

The King armored car together with a LAV-25 and other Desert Storm war-winning hardware, is on exhibit at the Air-Ground Museum in Quantico. □1775□

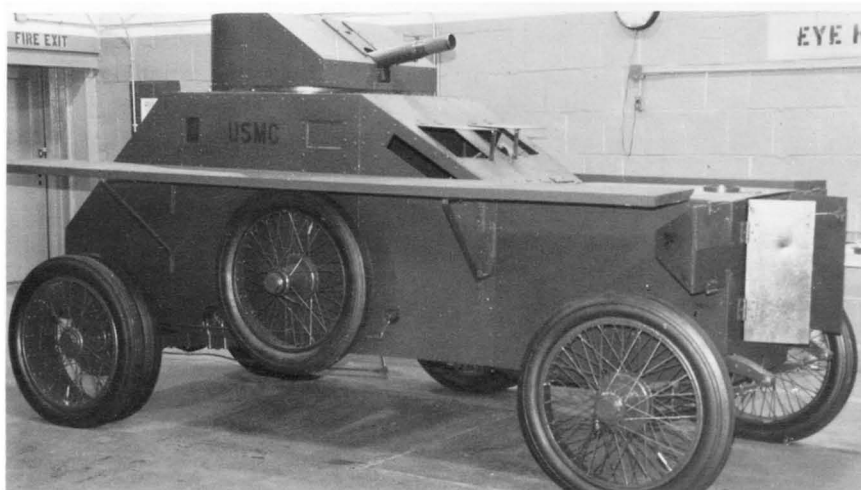
## Restoring the King at Quantico

The Museum's King armored car is one of the two tested by the U.S. Army and is identical to the Marine Corps Kings. We found it rusting away in the outdoor armored vehicle park at the Army Ordnance Museum, Aberdeen Proving Ground, Maryland. The Army's Center of Military History graciously transferred it to the Air-Ground Museum because of our interest and because we promised to restore it and exhibit it indoors. The fate of the five cars of the 1st Armored Car Squadron is unknown.

The restoration section of the Museum received the car in 1986 and other priorities prevented an immediate start on work. But by 1988 restoration chief Mr. Joseph E. Payton was able to put a team of regular employees and volunteers to the task. The King was completely disassembled down to engine, drive train, wheels, armor sections, and turret. The pieces were sandblasted and primed, and painted the Marine Corps shade of green in use in 1916.

The wire-spoked wheels had to be rebuilt. The rims were partially rusted away as were some of the spokes. Proper size tires, nine in all, counting the spares, were difficult to find. But there are companies which have saved the old molds and still make tires to order for collectors of antique automobiles. The restored wire wheels are weak, so we do not intend to run the King. The weight is taken off the wheels by jackstands under the axles when it is exhibited.

The powerful V-8 engine could have been restored to running condition only by a disproportionate effort requiring a completely rebuilt ignition system, carburetor, and radiator, and as we won't be running it due to the weak wheels these restorations were not done. The King is exhibited in the "Early Years—1900-1940" hangar of the Air-Ground Museum in the section presenting the pre-World War I development of the Advance Base Force.—FBN



# Harried Marines Tended Vietnam Radio Balloon Test

by Maj Charles E. Colvard, USMC

IN THE LATE SUMMER AND FALL of 1969, elements of 1st Radio Battalion, located within northern I Corps, Republic of Vietnam, tested the feasibility of using balloons (now known as aerostats) to suspend antennas at various altitudes for communications purposes, thereby negating the requirement for continuous airborne platforms to fly support for combat operations.

I had the opportunity to work with this device for about one month and was a participant of the operation to recover the remains when it crashed on the banks of the Cam Lo River, a few miles north of Dong Ha.

The balloon was cylindrical, about 35 feet long and 12 feet in diameter. It was made of rubber except for three collapsible fins on the stern. The fins were constructed of wood and cloth. It was helium-filled and when not in flight was anchored by four ropes to strengthened anchor points. Once launched, it was at-

*Major Colvard is G-2 Plans Officer, I Marine Expeditionary Force, Camp Pendleton, California. He was a staff sergeant in 1st Radio Battalion when he was assigned as NCOIC of the balloon in this story.*

*Maj Colvard's Marines tether their balloon in its sandbagged bunker at the Dong Ha Combat Base in 1969. Their struggles were sometimes humorous to other Marines.*

tached to a single nylon tether about 1,500 feet in length. The tether was attached to the winch of a truck to facilitate raising and lowering the device.

A radio frequency (RF) cable of equal length was clipped to the tether as the balloon gained altitude and was unclipped and rolled onto a large spool as the balloon was retrieved. The RF cable was connected to a box of RF amplifiers attached beneath the balloon and terminated at an antenna coupler unit on the ground. Antennas were aligned along the anchor points and suspended beneath the craft.

OPERATION OF THE balloon was exasperating the say the least, but was quite humorous to the Marines at Dong Ha Combat Base who had occasion to observe it in action. When everything went right, the theory of operation proved sound and signal strength and clarity was excellent. Unfortunately, seldom did everything go right and attempting to use this device in a combat theater proved to be more trouble than it was worth.

The first attempts to launch the balloon were fraught with problems. The commander responsible for the security of

Dong Ha Combat Base was upset, as he looked upon the balloon as an "aiming stake" smack in the middle of the base, and the aviators, concerned that an aircraft would fly into the balloon or the tether with disastrous results, declared it a hazard to air operations.

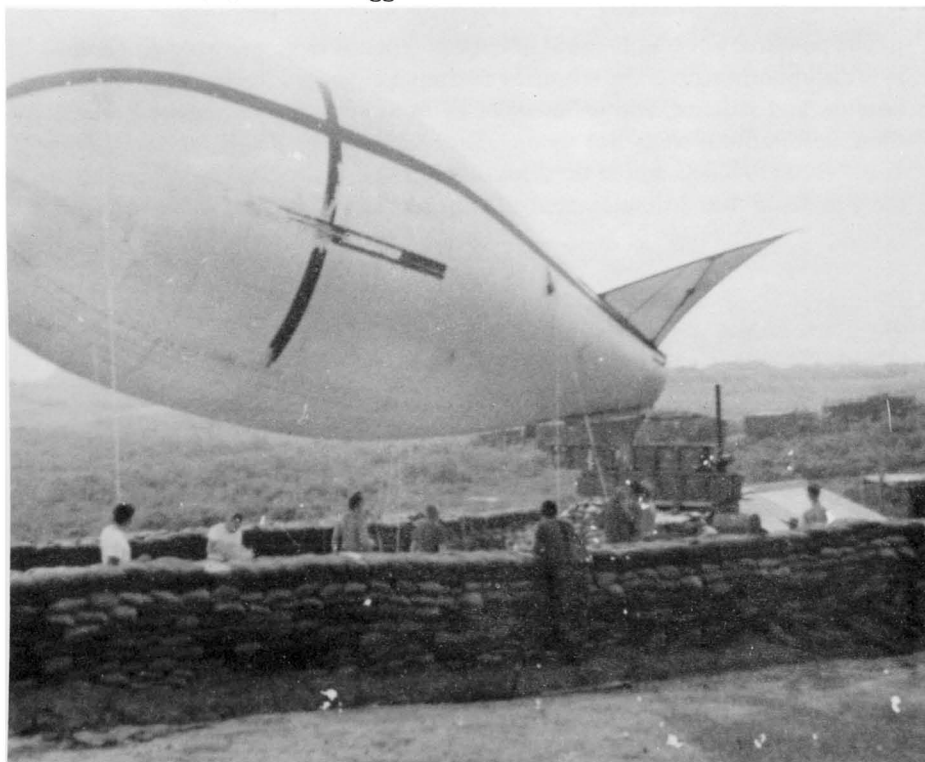
Initial plans had been to fly the balloon continuously, both day and night, with occasional retrieval due to severe weather or for maintenance. A series of strobe lights and red blinking flashlights was attached to the balloon and the tether. This plan lasted for one night as the "aiming stake" theory caused cancellation of night operations. (The complaint was justified as North Vietnamese artillery units were capable of shelling the combat base during the period.)

Concern for the aviators led to painting large red squares on the balloon and attaching red flags at 50-foot intervals along the tether to improve chances of helicopter pilots seeing the device during daylight hours (it looked a little like a famous dog chow advertisement).

THE MARINES assigned to raise and lower the balloon were from various occupational specialties from motor transport to communications, and were not trained balloonists. Although not well versed in balloon operations they did their best to keep the balloon flying.

The most serious and complex part of the operation was keeping the balloon in the air and stabilized. On a nice, clear day, with little wind, the balloon would be raised to full tether length and would be flying beautifully, operating as advertised. However, at various times throughout the day, winds, barometric pressure changes, or technical problems would cause the balloon to descend on its own and it was not unusual to run outside of the operations bunker and see the balloon hovering about 200 feet above the ground with the tether and RF cable draped across tents, hooches, and artillery barrels, amid concertina wire, and even blocking the main route through the camp.

At these times, a mad dash would be made to untangle the tether before the balloon began to ascend again. The activity provided much amusement to those Marines observing it, but was a frustrat-





ing and embarrassing experience for our balloonists.

**A**NOTHER PROBLEM, which led to the eventual loss of the balloon, was fraying of the tether. The fraying was caused in part by the tether getting caught on objects, as mentioned above, and partly by the winch. The winch, mounted on the front of a truck, was barely large enough to hold the tether. When winding in the tether, one person had the sole task of guiding it onto the reel for even flow. It had been noted that the tether was fraying and several areas had been repaired by a Marine whose handiwork with rope could put a boatswain's mate to shame. The tether could not be replaced as the spare had been shipped to Pleiku where a U.S. Army unit was to test a sister balloon.

One afternoon, while we were retrieving the balloon, the tether suddenly snapped. A brief attempt was made to hold the balloon by the RF Cable, but it also snapped, and a shocked and bewildered crew watched helplessly as the balloon rapidly ascended to an undetermined altitude (very high, barely in sight) where it suddenly deflated and began falling back to earth.

## Pearl Recounts Useful

*(Continued from page 24)*

I stayed there and watched this whole attack, because I had a grandstand seat for that, and then it got pretty hot. Anyway, the wind was blowing from the stern to the stem and I sent the men down and got those men off. Then I apparently got knocked off or blown off.

"I was pretty close to shore. I guess I was only about 25 yards. There was a dredging pipeline that ran between the ship and Ford Island. And I guess that I was only about 25 yards from the pipeline and 10 yards from Ford Island, and managed to get ashore. I wasn't so much covered with oil. I didn't have any clothes on. [The burning fuel oil] burnt all my clothes off.

"I walked up to the airfield which wasn't very bright of me, because this was still being attacked at first. I wanted to get a machine gun in the administration building but I couldn't do that. Then I was given a boat cloak from one of my men. It was quite a sight to see 400 or 500 men walking around all burnt, just like charred

Four of us quickly grabbed our combat gear and leaped into a M151 (Jeep) to see if we could get to the eventual crash site. Speeding out the gate and east along Highway 9 we watched the balloon descend rapidly (looking like a large streamer) and amazingly enough we were within 300 meters of the balloon upon impact.

Having traveled as far as possible by vehicle, we charged off at high port through the treelines and rice paddies until we came upon about 80 Vietnamese who had gathered at the crash site. Fortunately, none of them had been hit by the debris, and we managed to recover the antennas and box of RF amplifiers. To our dismay, many of the Vietnamese children had torn off a piece of the rubber skin and they tried to sell it to us as we carried the parts back to the highway.

With the exception of the spare tether, which was at Pleiku, we had another balloon, complete with fins, ready for inflation and use. While discussing the prospect of obtaining a tether and launching this balloon, a message was received from battalion headquarters stating that the Pleiku balloon had been launched, had descended on its own (draping it's

steak. You could just see their eyes and their mouths. It was terrible. Later I went over to the island and went to the Marine barracks and got some clothes."

**A**T THE MARINE BARRACKS, Capt Samuel R. Shaw, who commanded one of the two barracks companies, vividly remembered that Sunday morning as well: "The boat guards were in place, and the music was out there, and the old and new officer of the day. And we had a music, and a hell of a fine sergeant bugler who had been in Shanghai. He would stand beside the officers of the day, and there came the airplanes, and he looked up and he said, 'Captain, those are Japanese war planes.' And one of the two of them said, 'My God, they are, sound the call to arms.' So the bugler started sounding the call to arms before the first bomb hit.

"Of course they had already started taking out the machine guns. They didn't wait for the key in the OD's office, they just broke the door down and hauled out the machine guns, put them in position.

"Everybody that wasn't involved in that drill grabbed their rifles and ran out in the

tether and RF cable across power lines), and broke free. It reportedly was eventually shot down by a helicopter gunship.

Having lost two balloons almost simultaneously (within a day of each other) and with no spare tether available, we were out of the balloon flying business.

**A**FTER A SHORT investigation, the balloon crew was disbanded and assigned elsewhere. I moved to Fire Base Fuller and finished my Vietnam tour in January 1970.

I have recently noticed an advertising gimmick in southern California (usually at an auto dealership) that involves flying a small balloon similar to the balloon in my Vietnam experience. Everytime I observe one, it brings back the memory of my Vietnam balloon and I have to smile. I notice that they fly the balloons at only about 100 feet and have four tethers anchoring the balloon to the ground.

I also take note of the "Aerostats" being flown along the southern border of our great nation and wonder if our test in Vietnam, even with all the problems, provided any of the data or ground work for development of these unique devices.

□1775□

parade ground, and starting firing at the airplanes. They must have had several hundred men out there with rifles. And every [Japanese] plane that was recovered there, or pieces of it, had lots of .30-caliber holes—somebody was hitting them, machine guns or rifles.

"Then I remembered—here we had all these guys on the post who had not been relieved, and they had been posted at 4 o'clock, and come 9 o'clock, 9:30, they not only had not been relieved but no chow and no water. So I got hold of the mess sergeant and told him to organize, to go around to the posts.

"They had a depot. At the beginning it was a supply depot. I told him to send a party over there and draw a lot of canteens and make sandwiches, and we'd send water and sandwiches around to the guys on posts until we found out some way to relieve all these guys, and get people back. Then he told me that it was fine except that he didn't have nearly enough messmen, they were all out in the parade ground shooting. I think the second phase of planes came in at that time and we had a hell of an uproar." □1775□

## Personal Diaries Reveal Marines' Reactions to War

by Jennifer L. Gooding  
Registrar

DIARIES ARE AMONG the most informative and most personal of all the items donated to the Personal Papers Collection. The day-to-day events a Marine chooses to record tell much about himself as a Marine in the period of Marine Corps history he occupies. The Marine Corps Museum has recently received a number of diaries from key periods of Marine Corps history: the Civil War and World War II.

1stSgt James O. King, USMC (Ret), donated the diary of PFC John R. Himelrick, USMC, a Marine who was captured by the Japanese during the defense of Wake Island in 1941. In his diary, Himelrick gave an account of his actions on Wake from 8 December through 23 December 1941. In one entry, on Friday, 21 December, he wrote: "At 0940 30 Jap dive bombers came over. Murph & me were in the 'C.P.' on watch. 'More fun,' a couple of our planes got off and shot down a couple of them. I saw one Jap plane come spinning down out of a cloud & explode. Boy that sure looked good. They were too low for 3" but 50 cal. sure gave 'em a run. Some of 'em were so low that you could hit 'em with a rock."

The longest entry in Himelrick's diary was on Sunday, 23 December, wherein he describes the Japanese landing. Himelrick heard the Japanese yelling in the bushes and exchanged fire with them. Later that day he wrote that "Major Deveroux came down the road with a white flag & told us to stop shooting, that the island had surrendered. I passed the word to the boys in the gun pit. We had had no idea of surrendering. We all figured this was our last day & we were going out fighting. But when the Major gave the word we automatically surrendered without thinking."

HIMELRICK WROTE about his capture by the Japanese: "They lined us up on the road and took everything out of our pockets—then stripped us of our clothes. I dug a hole with my heel and buried my billfold (I got it back later). They lined a couple of machine guns upon us & we all figured 'finish,' but they marched us down

to the airport where we slept that night out on the field unprotected from the wind & rain. Most of us didn't have any clothes on." Himelrick was now a prisoner of war. Other notes in the diary recount the events immediately after being captured by the Japanese and Himelrick's relocation to a POW camp in Woosung, China.

On Monday, 24 December 1941, Himel-



*Picture of PFC Himelrick was taken in a Japanese prison camp as a record photo.*

rick wrote in his diary: "Prisoner on the airport. I really got sunburnt this day. They passed out a few clothes in the afternoon and I managed to get a shirt. We had a slab of bread with a spoonful of jam on it for chow. We dug fox holes to sleep in that night."

From Wednesday, 26 December 1941 to Saturday, 12 January 1942, Himelrick made one entry about his confinement "at Camp II" and described the meals the Japanese fed him and the working parties where he and "the boys managed to get some canned goods, blankets and mattresses. Also a few clothes."

THEY HAD HIDDEN canned goods in the bushes in preparation for escape and survival. Himelrick described one day: "I went out on a working party on the 9th & got 2 gallon cans of tomatoes, 1 gallon can of tomato juice, 2 gallon cans of fruit cocktail, 1 gallon can of sliced dried beef. Also about 10 cans of sardines and a can

of shrimp. We had a couple of community stews cooked up here. Besides our regular rations, which are tasty. But there's not enough of it. Everybody chipped in a couple of cans of something & we cooked it up & rationed it out to everybody."

Himelrick maintained a relatively good state of mind while a prisoner of war, as recorded in his diary. His last entry is on 24 December 1942 when he wrote: "Holiday today to celebrate Christmas. 1 apple and 1 bun. We are fixing phones, switch-board cords & enunciators, plenty of stoves around & the pushers are pretty good fellows. No strain. Plenty of scuttle butt floating around." Himelrick later died while a prisoner of war in the (Fukuoka) Yawata, Japan, POW camp on 26 April 1944.

MRS. CEIL L. BULMAHN of Delray Beach, Florida, recently donated an orderly book which belonged to a Civil War Marine, Pvt Henry K. Danenhowe. The book was originally the orderly book for Company E, 25th South Carolina Volunteers. Pvt Danenhowe took the book after the battle of Fort Fisher, North Carolina, in 1865, and then used the back pages to record his own war letters and experiences. In several letters to family and friends which he addresses with initials only, Danenhowe recounts the cruise of the steamer USS *Powhatan* from Gosport Navy Yard in 1865 under the command of Commo James Findlay Schenck, USN, Commanding Officer, 3d Division, and 1stLt Frederick H. Corrie, USMC, Commanding Officer of the Marine Detachment.

In one letter to a friend Danenhowe speaks of repairs on the *Powhatan* after the battle at Fort Fisher which occurred in January 1865. He wrote of the battle: "which engagement I fortunately came out of unhurt . . . and while I am writing this the carpenters are busily engaged in hammering, chiseling and patching up the holes that the noble old ship received in the attack on Ft. Fisher. It will be five or six weeks before the ship will be ready for sea. Although our future destination is not

positively known it is generally thought that we are going to convoy the monitor *Dictator* to Europe. So all my bright hopes and sweet dreams of seeing your fair city have vanished into air and no other choice is left me than to be tossed to and fro upon the mighty deep for a year or two longer."

**P**VT DANENHOWER frequently wrote of his and his shipmates' feelings of isolation and loneliness. In one of his letters addressed to A. H., Danenhower wrote that "Photographs of our friends both male and female are very much admired in our situation. And when we have them it makes our life something like endurable . . ." Danenhower even asked one of his friends for permission to write to a young lady of their mutual acquaintance. In the letter he wrote: "I am sure you will not wonder at my seeking so earnestly for some way to while away the time both agreeably and profitably, as I consider fre-

quent writing to young ladies to be, when I say that for the eighteen months that I have been confined aboard this ship, I have had no opportunity (until lately) to speak to one of your sex. Completely isolated from the refining influences of woman society. . . ."

In a 15 February 1865 letter to his brother, John, Danenhower wrote of his prior enlistment in the 1st California Volunteers under Col Edward D. Baker, who was later killed in battle at Balls Bluff, Virginia, in 1861. "We went through the Peninsula Campaign under 'Little Mac' and at Malvern Hill I was wounded and taken prisoner. Sent to Richmond but was paroled in a short time (twenty-three days) and sent to Chesapeake Hospital at Fortress Monroe. After a few weeks I was sent to Camp Parole at Annapolis where I heard that you had enlisted. But could get no information as to your whereabouts at that time. Being tired of such an active life (and still on parole) I left the army and

joined the Marine Corps, and went out in the Sloop of War 'Juniata' in search of Rebel Privateers. We cruised around the West India Islands capturing several prizes but no privateers."

Danenhower's service in the Marine Corps was typical of a Civil War-era Marine. His writings reflect many of the feelings and desires of the time. Perhaps the most prominent theme in Danenhower's letters is the desire for the war to end and to be able to go home, which was also reflected in his diary when he wrote: "And with care and perseverance that I look to the All-Seeing Eye. And ask His guidance and protection through this Bloody Strife. So that I may live to return to my happy home. Where there will be nothing to overshadow it. Nought nothing but mirth and hilarity will be near and when I will have an opportunity of telling you personally about the taking of Fort Fisher where so many of my gallant comrades fell . . ." □1775□

## Dinner Guest Validates Tale of Henderson Portrait's Fall

by Benis M. Frank  
Chief Historian

**I**n his *The United States Marines: The First Two Hundred Years, 1775-1975*, the author, BGen Edwin H. Simmons, USMC (Ret), notes that MajGenComdt Thomas Holcomb, as many other Marines, was not happy at the prospect of bringing women into the Marine Corps. Nevertheless, prodded by President Franklin D. Roosevelt, on 12 October 1942 Gen Holcomb wrote to Secretary of the Navy Frank Knox that as many women as possible should be recruited for noncombat billets, to relieve male Marines "for essential combat duty."

As the story goes, when Gen Holcomb went home that night and announced at dinner his decision to recruit women, the portrait of Archibald Henderson, 5th Commandant of the Marine Corps, fell off the wall. The story has now been validated by Mrs. Mary Eddy Furman—daughter of the famed Col William A. Eddy, more about whom later—who, with her father, mother, and Gen Holcomb's son, Marine Lt Franklin Holcomb, were the guests of the Holcombs that night. As she relates the event:

During the dinner, Mary (Garvey Eddy) turned to the general

and said, 'Gen Holcomb, what do you think about having women in the Marine Corps?' The General opened his mouth to reply, but before he could say a word, the portrait (of Archibald Henderson) crashed onto the buffet, denting the elaborate silver service which was on it. One of the reasons the incident went into Marine Corps . . . history is that it was the only time (the painting) had ever fallen during its long place of honor on the wall . . . . Incidentally, the reason for the party was as a bon voyage or farewell occasion . . . . Frank Holcomb was leaving with Maj Eddy who had been assigned as the Naval Attache in Tangier . . . . Frank was going as his aide. (Both serving in intelligence, they were helping to pave the way for the landings in North Africa.)

**A**S A FOOTNOTE, both Eddy and Frank Holcomb were to join the OSS and become deeply involved in covert activi-

ties in the Mediterranean area. Col Eddy had been a Marine lieutenant in World War I, badly wounded, and well decorated. A member of the 6th Marines, he received two Purple Heart Medals for wounds received in the fighting for Belleau Wood. For his service in other actions of the war, he was awarded the Navy Cross, the Distinguished Service Cross, and two Silver Star Medals. Mrs. Furman donated these, together with some photographs of her father taken during his civilian and military careers, to the Marine Corps Historical Center.

**A**N EDUCATOR DURING the interwar period, Col Eddy also retained his reserve status and returned to active duty as a major in 1941, to eventually assume duties with the OSS. In 1944 he was released from active duty to become Minister to Saudi Arabia. Col Eddy was born in Sidon, Lebanon, to missionary parents and grew up there, and was 12 years old before he first visited the United States. Before his death in Beirut in 1962, he became a world-renowned expert on the Middle East and acted as a consultant to governments and corporations. □1775□



## Oldest Retired General, Two Other Pacific Vets Succumb

by Benis M. Frank  
Chief Historian

### *LtGen George F. Good, Jr.*

LtGen George F. "Frank" Good, Jr., USMC (Ret), died at the age of 90 in Harlingen, Texas, on 25 October and was buried with full military honors in the Naval Academy Cemetery in Annapolis, Maryland, on 29 October.

A graduate of the Academy with the Class of 1923, he was commissioned in the Marine Corps in June of that year. During his early years as an officer, he served both on expeditionary duty in Haiti and Nicaragua and at sea. He was aide to MajGenComdt John H. Russell from 1934 to 1936. At the outbreak of World War II, he was executive and plans officer of the 5th Defense Battalion, which was assigned to the 1st Marine Brigade (Provisional), then in Iceland. When the battalion deployed to the Pacific, he remained with it and took part of it with him to Funafuti, Ellice Islands, where he became island commander. He was transferred to the 2d Marine Division to serve as chief of staff during mopping-up operations on Saipan, the Okinawa campaign, and the occupation of Japan.

Postwar assignments included command of the Basic School, director of instruction at the Marine Corps Schools, Quantico, and chief of staff again of the 2d Marine Division at Camp Lejeune.

*MajGen George F. Good, Jr., in 1953.*



Upon promotion to brigadier general, he was named commander of Troop Training Unit, Atlantic, in 1950, and two years later was Marine liaison officer to the office of the Vice Chief of Naval Operations.

Gen Good's last three commands were the 2d Marine Division (1953-54), Camp Pendleton (1954-57), and Department of the Pacific, from 1957 until he retired in 1958 and was advanced to the rank of lieutenant general for having been awarded a combat decoration.

### *LtGen James L. Underhill*

LtGen James L. Underhill, USMC (Ret), 100, the oldest living retired Marine general officer at the time of his death, died on 7 October in Pacific Grove, Monterey, California.

Commissioned in 1913, prior to World War I, he served the normal tours at sea, on foreign shores, and at stateside posts and stations. He went to France in October 1918 in command of the Eighth Separate Battalion. During the interwar years, he served in Nicaragua and had tours in China with the 4th Marines and later with the 6th Marines. From April 1942 to March 1943 he commanded the Marine Corps Base, San Diego, and then transferred to Camp Lejeune, which he commanded as well as being commander of the East Coast Echelon of the 4th Marine Division. He was assistant division commander of the 4th in the Marshalls operation in early 1944, following which he was appointed island commander of Tinian. In November 1944, Gen Underhill was transferred to Hawaii to become Deputy Commander of FMFPac, and later Inspector General of the command.

At the time of his retirement at Headquarters Marine Corps on 1 November 1946, after 33 years of active service, he was President of the Post-war Reorganization Board which was concerned with integrating Reserve Marine officers into the Marine Corps and selecting out other officers whose services were no longer needed. Upon retirement, he was promoted to the rank of lieutenant general on the retired list for having been awarded a combat decoration.

### *MajGen William R. Collins*

MajGen William R. "Rip" Collins, USMC (Ret), died on 16 October in Richmond, Virginia, age 78. Gen Collins was a member of the Basic School class of 1935, the year he was commissioned following graduation from Georgetown University.

At the time of the attack on Pearl Harbor, he was serving on board the cruiser *New Orleans*, which took part in the Coral Sea and Midway operations in 1942. He became a tank officer early in his career and commanded the 5th Tank Battalion in the battle for Iwo Jima. For conspicuous gallantry in the fighting, he was awarded the Silver Star Medal.

After the war, he had a mix of assignments, including one as an instructor at the Marine Corps Schools and another as a student at the National War College. He played an important role as chief of staff of Joint Task Force 4 at Fort Monroe during the Cuban Missile Crisis. From May 1964 to June 1965, Gen Collins wore two hats as commander of both the 3d Marine Division and III Marine Expeditionary Force. His last assignments before retiring in November 1966 were at Headquarters Marine Corps, where he served as G-2 and G-3.

Gen Collins was buried in Arlington Cemetery with full military honors on 23 October. □1775□

*MajGen William R. Collins in 1964.*



## MiG-15 Fagot

*by Michael E. Starn  
Curator of Aviation*

**D**URING WORLD WAR II, the world was watching a war which was being waged on the land, the sea, and in the air. Little did anyone suspect that the V-1 jet bombs which were being used so effectively against England by the Germans would be the basis of design for the next generation of fighter aircraft. While the war continued in the European and Pacific Theaters, two Russians, Artem Mikoyan and Mikail Gurevich, were working on the design for an as yet unheard-of fighter jet aircraft, the MiG-9, the first of what would be several

formidable aircraft produced by these two men.

In 1946 Gurevich led the team that was to design the aircraft which would prove to be superior in some ways to those of the United States during the Korean War, the MiG-15, code name "Fagot." The team incorporated some of the advanced design features in swept wing aircraft which had been developed by the Germans during World War II. One of the problems during the design phase was the lack of a suitable power plant. This was solved when

Rolls-Royce "Nene" engines were imported into Russia in early 1947. The Rolls-Royce engines were disassembled and analyzed, redesigned and prepared for production as the power unit for the MiG-15.

When the MiG-15 took to the skies in 1949, it had the newly designed RD-45 power plant. Its successor, the Klimov KV-I, became the standard in later production and would prove to be superior in many areas to the engine used in the F9F-2 "Panthers" used by Marines. The MiG-15 was found to be faster, lighter, and have a higher service ceiling, and have an initial rate of climb that was twice that of the F9F. Marines did find comfort in the fact that, with better training, greater aggressiveness, superior gun sights, and the use of G-suits, they were more than a match for the North Korean and Chinese pilots. Only the Russian pilots gave a good accounting of themselves.

**W**HEN HOSTILITIES began in Korea, little was known about the MiG-15. However, on 21 September 1953, a North Korean lieutenant defected to Kimpo Air Force base with a MiG-15 in flying condition that was able to be flown, studied, and evaluated at great length by the Air Force. At the completion of the evaluation, it was confirmed that the aircraft was unstable at speeds in excess of Mach 0.92 and that it had a slow cycle rate of fire, thus making it a poor gun platform. The evaluation also helped to define tactically important modifications to future U.S. aircraft, such as the importance of the all-moving "flying tail" for high-speed pitch control.

The MiG-15 currently on display at the Marine Corps Air Ground Museum at Quantico in the Korean War exhibit was manufactured in China and is painted with Chinese markings, since MiG's that were flown by Chinese and Russian technical advisors carried the markings of the pilots' nationality. The museum acquired the unrestored aircraft from Arizona's Champlin Fighter Museum in 1985. □1775□



*The MiG-15, shown here after restoration has been completed, is being prepared for installation in the Korean War exhibit at the Air-Ground Museum, Quantico, Virginia.*

### Technical Data

**Manufacturer:** Soviet (Chinese).

**Type:** Single-seat jet fighter.

**Accommodation:** Pilot.

**Power Plant:** One VK-1 centrifugal-flow turbojet engine (2,700 kg. 5,955 lb. s.t.).

**Dimensions:** Span 10.1 m. (33 ft., 1 1/2 in.); Length 17.25 m. (36 ft., 4 in.).

**Weights:** Empty 3,780 kg. (8,320 lbs.); Loaded 5,028 kg. (11,085 lbs.).

**Performance:** Max Speed 1,100-1,200 km./hr. (684-746 m./hr.); Rate of Climb 3,170 m./min. (10,400 ft./min.); Service Ceiling 15,550 m. (51,000 ft.).

**Armament:** One 37 mm. cannon with 40 rounds on starboard side of lower front fuselage; Two 23 mm. NS cannon each with 80 rounds on port side.

## The U.S. Marine Corps and the Vietnam War: 1973-1975

by Robert V. Aquilina  
Assistant Head, Reference Section

**T**HIS FINAL INSTALLMENT of *Fortitudine's* chronological series on Marine Corps participation in the Vietnam War concludes by focusing upon the period 1973-1975. The chronology opens with the January 1973 signing of the Paris Peace Accords, and ends with the May 1975 recovery of the SS *Mayaguez*. The majority of the following entries were excerpted from the History and Museums Division monograph, *U.S. Marines in Vietnam: The Bitter End, 1973-1975*. Readers desiring a more detailed examination of Marine Corps activities and operations in Vietnam during the period 1973-1975 will find it in that volume.

### 1973

**27 Jan**—The United States, the Republic of Vietnam (South Vietnam), the Democratic Republic of Vietnam (North Vietnam), and the Provisional Revolutionary Government of South Vietnam (Viet Cong) signed a peace agreement in Paris, France. The Paris Accords provided for three commissions to oversee the implementation of the agreements and resolve any differences.  
**27 Jan**—Secretary of Defense Melvin Laird announced the end of the military draft in the United States.

*In mid-April 1975, Marines who will form the ground security force for Operation Eagle Pull in Phnom Penh move across the*

**27 Mar**—The Marine Advisory Unit of the Naval Advisory Group in Vietnam was disestablished and replaced by the U.S. Vietnamese Marine Corps Logistics Support Branch. This was the last day of the 60-day ceasefire period during which the North Vietnamese released American prisoners of war and in turn the United States turned over to the South Vietnamese its military bases and withdrew its last military forces from the RVN.

**29 Mar**—The U.S. Military Assistance Command, Vietnam (USMACV), officially ceased to exist, and was replaced at 1900 Saigon time by the U.S. Defense Attache Office (DAO).

**13 Jun**—The U.S., South Vietnam, North Vietnam, and the Viet Cong signed the implementation agreement to the Paris Accords.

**24 Jun**—Graham Martin was sworn in as the new U.S. ambassador to the Republic of South Vietnam, replacing Ellsworth Bunker.

**30 Jun**—Fewer than 250 military personnel, which included the 50 at the DAO, remained in South Vietnam, the maximum allowed by the Paris Peace Accords.

**1 Jul**—New fiscal year began with a reduction from \$2.2 billion to \$1.1 billion in U.S. assistance to South Vietnam.

*flight deck of the USS Okinawa to board helicopters. They are members of the 2d Battalion Landing Team, 4th Marines.*





**22 Aug**—President Richard M. Nixon announced the appointment of Dr. Henry Kissinger as Secretary of State, replacing William P. Rogers, who resigned the same day.

**15 Dec**—Communist troops ambushed a Joint Military Commission-sanctioned MIA recovery mission, killing a U.S. Army officer and wounding four American and several South Vietnamese soldiers.

#### 1974

**Jun**—LtCol Anthony Lukeman replaced LtCol George E. Strickland as Chief, VNMC Logistics Support Branch, Navy Division, DAO.

**1 Jul**—Fiscal Year 1975 began with funding for South Vietnamese military forces set at \$700 million, down from \$1.1 billion.

**Dec**—The North Vietnamese Army (NVA) 968th Division moved into South Vietnam's Central Highlands from Laos, the first overt deployment of a North Vietnamese division into the south since the ceasefire agreement.

**31 Dec**—NVA units encircled Phuoc Long City (Song Be), capital of Phuoc Long Province, near the Cambodian border in Military Region 3.

#### 1975

**7 Jan**—The NVA captured Phuoc Long Province.

**27 Jan**—The last allied Mekong River convoy from South Vietnam entered Phnom Penh. The Cambodian Communist Khmer Rouge had successfully halted resupply to the embattled Cambodian capital, threatening the downfall of the anti-Communist Cambodian Government.

**10 Mar**—The NVA attacked Ban Me Thuot in the Central Highlands, marking the start of its 1975 Spring Offensive.

**19 Mar**—The South Vietnamese abandoned Quang Tri City and Province.

**24 Mar**—Quang Ngai City and Tam Ky in I Corps fell to the advancing NVA.

**25 Mar**—Hue fell to the Communists.

**26 Mar**—The NVA captured the former U.S. Marine base of Chu Lai.

**28 Mar**—President Gerald R. Ford announced that he ordered U.S. Navy transport ships to assist in the evacuation of South Vietnamese fleeing their coastal cities from advancing North Vietnamese forces.

**30 Mar**—The NVA entered the major port city of Da Nang and captured the Da Nang Air Base.

**12 Apr**—Marines of the 9th Marine Amphibious Brigade (9th MAB) executed Operation Eagle Pull, the evacuation of American and other foreign nationals from Phnom Penh, just before the city fell to the Khmer Rouge.

**21 Apr**—Nguyen Van Thieu resigned as President of South Vietnam and departed Saigon four days later for Taiwan, leaving the control of the government in the hands of his vice president.

**28 Apr**—General Duong Van Minh became the new President of the Republic of Vietnam.

**29 Apr**—Marines of the 9th MAB executed Operation Frequent Wind, the evacuation of Americans, foreign nationals, and various Vietnamese officials and citizens associated with Americans from Saigon to ships of the Seventh Fleet.

**30 Apr**—The North Vietnamese Army entered Saigon and placed General Minh and his cabinet under arrest. Organized South Vietnamese resistance to the NVA had collapsed.

**12 May**—A gunboat of the new Cambodian Khmer Rouge seized an American ship, the SS *Mayaguez*, in the Gulf of Thailand.

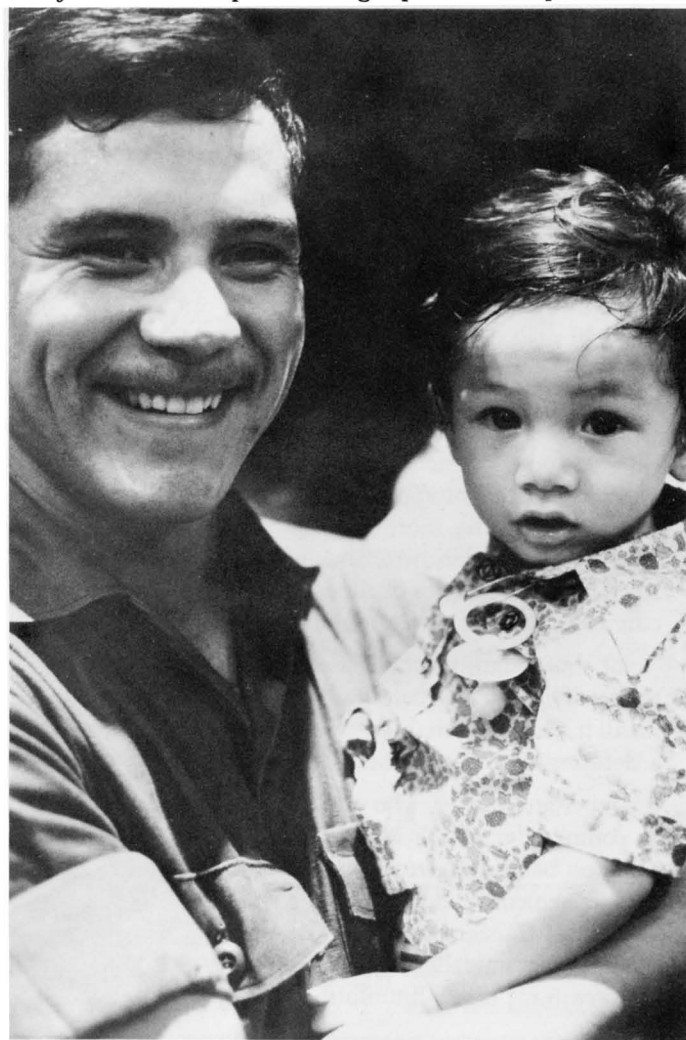
**14 May**—Marines of BLT 2/9 in U.S. Air Force helicopters made a helicopter assault on Koh Tang Island off the Cambodian mainland, where the crew of the *Mayaguez* was believed to be held. At the same time, Marines from Company D, 1st Battalion, 4th Marines, boarded the *Mayaguez* only to find it deserted. The Cambodians in the meantime released the crew of the *Mayaguez* who later were recovered at sea by the U.S. destroyer *Wilson*.

**15 May**—With the recovery of both the *Mayaguez* and its crew, the Marines withdrew from Koh Tang Island. The American forces sustained total casualties of 15 killed, three missing in action (later declared dead), 49 wounded, and other personnel killed in a related helicopter crash. U.S. forces inflicted an unknown number of casualties.

**16 May**—The U.S. Congress appropriated just over \$400 million to fund a refugee aid program, which included the resettlement of South Vietnamese and Cambodian refugees in the United States.

**14 Nov**—Secretary of State Henry Kissinger announced that the U.S. Government was prepared to hold discussions with Vietnam and Laos and Cambodia with a view to normalizing relations. □1775□

*PFC David C. Martin of Company G, BLT 2/4, holds a Vietnamese child who was evacuated from Saigon to the USS Okinawa by Marine helicopters during Operation Frequent Wind.*



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## Spoken Histories of Pearl Harbor Useful to Authors

by Charles R. Smith  
Historian

THE ATTACK ON Pearl Harbor is vividly brought to life in the History and Museums Division's oral history collection. These eyewitness accounts and others are providing material for a large number of authors of both official and unofficial publications, as the Department of Defense begins its commemoration of the 50th Anniversary of World War II.

Early on the morning of 7 December 1941, 50 years ago, six Japanese aircraft carriers, which had sailed undetected to within 200 miles of Hawaii, launched 353 aircraft in two waves to attack without warning American forces on the island of Oahu. For approximately two hours that Sunday morning, Japanese torpedo planes, bombers, and fighters severely punished ships of America's Pacific Fleet, aircraft, and ground forces.

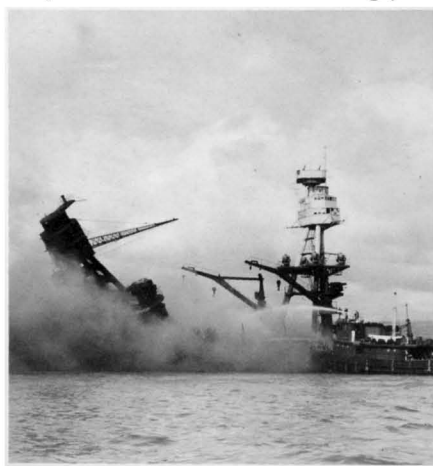
For those Marines who were there it was terrifying and yet breathtaking. But for all it was unforgettable—it would be a defining moment in their lives.

Maj Alan Shapley, who was relieved as commander of the Marine detachment on board the *Arizona* as of 6 December, remembered that morning well: "I was just finishing my breakfast, and I was just about ready to go to my room and get in my baseball uniform to play

the *Enterprise* for the baseball championship of the United States Fleet, and I heard this terrible bang and crash. I thought it was a motor sailer that they dropped on the fantail, and I ran up there to see what it was all about. When I got up on deck there, the sailors were aligned on the railing there, looking towards Pearl Harbor, and I heard two or three of them say, 'This is the best damned drill the Army Air Corps has ever put on.' Then we saw a destroyer being blown up in the dry dock across the way.

"The first thing I knew was when the fantail, which was wood, was being

*USS Arizona lies sunk as a tug continues to pour water on the remaining fire.*



splintered when we were being strafed by machine guns. And then there was a little bit of confusion, and I can remember this because they passed the word on ship that all unengaged personnel get below the third deck. You see, in a battleship the third deck is the armored deck, and so realizing what was going on, this attack and being strafed, the unengaged personnel were ordered below the third deck.

"That started some people going down the ladders. Then right after that, the *Pennsylvania*, which was the flagship of the whole fleet, put up these signals, 'Go to general quarters.' So that meant that the people were going the other way too. Lt [Carleton E.] Simensen did quite a job of turning some of the sailors around, and we went up in the director."

On the way up the mainmast tripod, Lt Simensen was killed. "He caught a burst through the heart and almost knocked me off the tripod because I was behind him on the ladder, and I boosted him up in the searchlight platform and went in to my director. And of course when I got up there there were only seven or eight men there, and I thought we were all going to get cooked to death because I couldn't see anything but fire below after a while.

*(Continued on page 17)*