

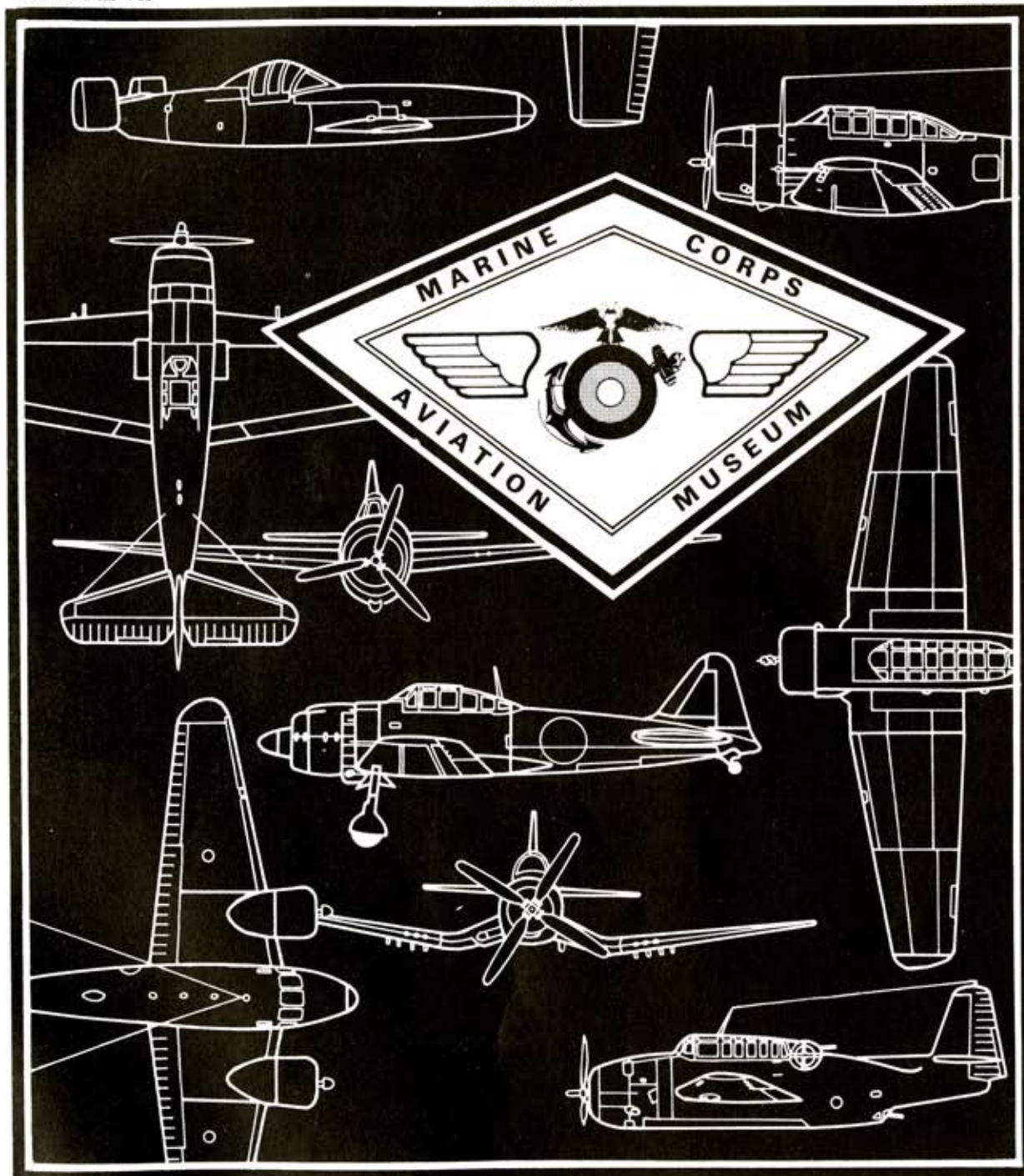
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FORTITUDINE

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

Volume VII

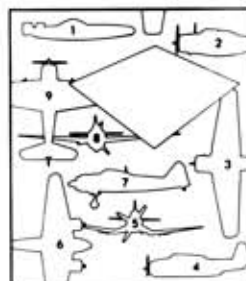
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THE COVER

The cover drawing is the work of SSgt Jerry L. Jakes, USMC, Illustrator, Publications Production Section and shows some of the aircraft on display at the Marine Corps Aviation Museum. They are: Yokosuka "Ohka" Model II Baka Bomb (1), Douglas SBD-5 Dauntless dive bomber (2), North American SNJ Texan trainer (3), Grumman TBM-3 Avenger torpedo bomber (4), Vought F4U-4 Corsair fighter (5), Beechcraft JRB Expeditor utility transport (6), Mitsubishi A6M-2 Zero fighter (7), Grumman F4F-4 Wildcat fighter (8), and a Grumman F6F-3 Hellcat fighter (9). The Aviation Museum logo at 2 o'clock high combines, as design elements, the standard outline of a Marine aircraft wing insignia and, in the center, the device worn by the Marine DeHavilland DH-4 and DH-9A bombers of the Day Wing of the Northern Bombing Group. The World War I device was designed in France by QMSgt John J. Englehardt, Wing Camoufleur, and Sgt James E. Nicholson, Wing Administrative Chief. It was one of three designs submitted to Maj Alfred A. Cunningham for approval.

Director's Page

As I write this, it is a nice spring day and just about a year since the History and Museums Division moved into the Marine Corps Historical Center here in the Washington Navy Yard. Looking out the windows of my office I can see painters at work giving a fresh coat of paint to our immediate next door neighbor, Second Officer's Quarters or Quarters B. We both face onto Leutze Park, named for Prussian-born RAdm Eugene H.C. Leutze, who was Superintendent of the Naval Gun Factory from 1900 until 1902 and again from 1905 until 1909.

The park is used increasingly by the Navy as a



View of the historic Latrobe Gate as seen from Leutze Park. Marine sentry post is reputedly the oldest in the Corps.



BGen Simmons

parade deck. There is a turnaround immediately in front of our entrance which the dignitaries use. Soon, also, it will be time for the Wednesday night parades and band concerts, the Navy's counterpart to our Friday night parades at Marine Barracks, Eighth and Eye, just up the street. For those readers not familiar with the Navy Yard and this part of Washington, Eighth Street, Southeast, ends at M Street. The brick wall marking the northern limits of the Navy Yard is pierced at this point by the old Latrobe Gate, named for its designer, Benjamin Latrobe, "Engineer of the Navy Department." The original 1806 gate is now overwhelmed by the three-story Victorian building which engulfs it, but a close look will reveal its Greek Revival antecedents. Though still the "main gate," the Latrobe entrance is too narrow for much vehicular traffic and its uses are chiefly ceremonial. It is reputedly the oldest Marine sentry post in the nation and is still manned by two sentries from the Marine Barracks.

Just inside the Latrobe Gate and to the left as you come through the gate, is Quarters A or Tingey House, named for Capt Thomas Tingey who was the Commandant of the Navy Yard when the British paid their infamous visit in 1814. It was Tingey not the British who burned the Navy Yard and his purpose was to keep the stores and equipage from falling into enemy hands. Prudently he did not set fire to his own Federal-style set of quarters which was built in 1804 and rivals the Commandant's House in historic significance.

Tingey House has just undergone a much-needed structural rehabilitation and is scheduled to be the future home of the Chief of Naval Operations. (You will remember that the former home of the CNOs, Admiral House on the grounds of the Naval Observatory, is now the official residence of the Vice President.)



The historic Tingey House was spared when the Navy Yard was burned in 1814. It is presently being rehabilitated for occupancy by the Chief of Naval Operations.

Coming around Leutze Park from Latrobe Gate clock-wise fashion, Tingey House is at about one o'clock, Second Officer's Quarters is at three o'clock, and the Marine Corps Historical Center is at about four-thirty. In the six o'clock position and at right angles to us is a building which looks enough like the Marine Corps Historical Center to be its fraternal, if not identical, twin. Presently it houses the Chesapeake Division of the Naval Facilities and Engineering Command but it is programmed to become the Naval Historical Center.

The Director of Naval History is RAdm John D. H. Kane, USN (Ret). The Naval Historical Center, including its fine naval library, is already in the Yard and has been for years but its present space in industrial-type Buildings 220 and 210 can be best (and charitably) described as marginal. Co-located with the Naval Historical Center is the Naval Historical Foundation whose president is retired VAdm Walter S. Delaney. Adm Delaney, who keeps regular office hours, was Class of 1912 at the Naval Academy and the first ship in which he served after graduation was the coal-burning battleship *Minnesota*.

The left rear corner of Building 76 (all these buildings have numbers — the Chesapeake Divi-

sion's is 57, ours is 58), which houses the Navy Memorial Museum, is at the seven o'clock position in the clock-wise turn around Leutze Park. It is a vast long building where naval guns (Careful Reader has cautioned us that to call them naval *rifles* is lubberly) of calibers up to the legendary 16-inch were fabricated. Capt Roger Pineau, USNR, who learned his naval history as apprentice and journeyman to the master, RAdm Samuel Eliot Morison, is Director of the Navy Memorial Museum.

A broad blue line on the street leads visitors in from the 9th and 11th Street gates to the Navy Memorial Museum. We have a work order in with Public Works that will give us a scarlet or scarlet-and-gold line leading visitors into our museum. With or without the line, the Marine Corps Museum is not hard to find as the Marine Corps Historical Center is at the first (and only) traffic light as you come in either gate.

In the year since 12 May 1977 when the Marine Corps Museum first opened (see *Fortitudine*, Spring 1977) we have had 18,399 visitors who have found their way to us without benefit of the scarlet-and-gold line. We have a guest book that a fair number of visitors sign and their comments are interesting and reassuring.



The Marine Corps Historical Center as seen from the location of the mammoth anchor from the aircraft carrier USS Enterprise (CV 6). To the left of the Center is the Second Officer's Quarters and in the rear looms the tower of the old Optical Shop.

"Outstanding" seems to be the most common single word remark followed closely by "Great," "Excellent," "Wonderful," "Very good," "Splendid," "Impressive," "Fantastic," "Terrific," "Beautiful," "Superb," "Magnificent," and "Inspiring." Another favorite is "Ooragh" spelled various ways. A few entries are more restrained: "Nice . . . Pretty nice . . . Very nice . . . Pretty good . . . Amusing." One person wrote "Gude be bader." So it could, but then so could the writer's spelling. There have been visitors from many foreign countries as borne out by *Muy bonito* (Guatemala), *Bon!* (France), and *Molto bello* (Italy).

Some of the other comments which have pleased us are: "Feels like going home . . . A fine tribute to a great service . . . Proud to be a Marine . . . Motivating & inspiring . . . My daddy was a MARINE . . . Done just beautifully . . . Beyond all expectation . . . Brings back memories . . . Exciting tribute to the brave . . . A credit to the Corps . . . Makes me proud . . . Interesting, different, & superb . . . Very impressive and what has been needed for some time . . . Unforgettable! . . . Took me a while to get here & 1000 miles but worth it . . . I hope I don't have to go on the next one! Doc . . . A lump in my throat . . . Makes me proud to be a Marine's wife . . . No words . . . Invaluable resource for learning about the Corps . . . Remarkable yet sad . . . Heart touching . . . Breath taking . . . The Best!"

The David D. Duncan exhibit of Korean and Vietnam photographs, which has been hanging in

the Special Exhibits Gallery since last fall, has brought forth many specific compliments: "Duncan exhibit striking . . . The photographs tell the story . . . Your Khe Sanh pictures brought back memories . . . Photos were the best . . . The pictures were great."

So it is with considerable satisfaction that we report on the completion of our first year here in the Marine Corps Historical Center. If you haven't yet visited us, please do so. If you have visited us, come back — you will find many new things. The exhibits are not static. The research collections are constantly increasing.

A good deal of the rest of this issue of *Fortitudine* is given over to the long-awaited opening of Marine Corps Aviation Museum at Quantico. This is a first and necessary step toward the larger objective of attaining an Marine Corps Air-Ground or Combined Arms Museum. There is a guest book at the new museum. We will be reading the visitors' comments with interest. And we will be reporting to you in future issues of *Fortitudine*.

The pen-and-ink sketches are by MSgt John C. DeGrasse, USMC (Ret), formerly of the History and Museums Division and presently with the Marine Corps Association.

The Readers Always Write

Dear Editor:

Allow me to make a small correction in that portion of your "Oral History Report" on page 15 of the Winter 1977-78, Volume VII, Number 3 issue of *Fortitudine*.

In the Carl interview, General Carl is quoted as saying that, on 2 January 1944, Major Boyington asked him to trade flights on January 3 and that Boyington already had 26 planes to his credit.

As the Squadron Intelligence Officer of VMF-214, I kept all the records and made all the reports. I still have my original hand-written War Diaries which I expect to turn over to you one of these days. My records show that Boyington came to the South Pacific credited with 6 planes from his Flying Tiger service. He saw no action on his first combat tour.

His 14 planes on his first tour as Commanding Officer of the Black Sheep ran his total to 20. He got 4 on 23 December and one on 27 December to reach 25. He *did* act as Tactical Commander of the 3 January mission after having served in the same capacity on 2 January without a score.

He was shot down on the 3 January mission but it was on that mission that he tied and broke the Foss record by getting three kills for numbers 26, 27, and 28.

This is, perhaps, a small point but as the years roll by errors tend to get set in concrete. They should be set straight wherever possible.

Sincerely,
Frank E. Walton
Colonel, USMCR (Ret)

Aviation Museum Opens

The Marine Corps Aviation Museum at Quantico, Virginia was officially opened to the public on 6 May 1978. Invited guests heard LtGen Thomas H. Miller, Jr., DC/S for Aviation HQMC, who represented the Commandant, call the new exhibit "a measured first step in the development of the Marine Corps Aviation Museum." He was referring to plans to triple the aircraft display within two years, adding World War I- and Korean War-era exhibits to the existing World War II display.

Guests included former Commandant of the Marine Corps, Gen Wallace M. Greene, Jr., retired LtGens Carson A. Roberts and Edward S. Fris, LtGen Andrew W. O'Donnell, retired MajGen Alan J. Armstrong, MajGen John H. Miller, and BGens William H. Fitch and Leo J. LeBlanc. The senior foreign military guest was MajGen Tsuneo Azuma, Japanese Air Self Defense Force, senior military

attache at the Japanese Embassy, and valued friend of the Marine Corps Aviation Museum.

The brief ceremonies, originally scheduled for outside the Museum's hangar, were shifted inside due to inclement weather. Later in the day, however, the weather cleared and the Museum received more than 800 visitors. The exhibits appeared to offer something of interest to all visitors. A Japanese family carefully examined the display commemorating their country's World War II aviators. Small children were fascinated by the mannequins performing maintenance on the various aircraft and lounging about in the simulated operations tent. Outside the hangar, a young Marine helicopter pilot stood gazing up at the big, gullwinged Corsair as he told his girl friend, "Just one flight, that's all I want, just one flight."



After the opening ceremonies, LtGen Thomas H. Miller and MajGen Tsuneo Azuma pose for photographs with a Zero fighter in the background.

Marine Corps Aviation Museum

-The Old and The Bold-

The Marine Corps Aviation Museum at Quantico, Virginia, is home to some of the most meticulously restored military aircraft in the world. The Museum, directed by veteran Marine aviator Col Thomas M. D'Andrea, presently exhibits nine fully operational historic aircraft, is engaged in renovating two others, and has many more staged in various locations awaiting work.

The exhibit portion of the Aviation Museum occupies one of four old metal hangars which parallel the Richmond, Fredericksburg, and Potomac Railroad tracks near Officer Candidates School at what was Brown Field 2. The Museum also uses two of the other three hangars in addition to work facilities in Larson Gym and office space in the old base brig.

The hangars themselves can be classified as historic artifacts. Erected originally in the early 1920s on the river side of the railroad tracks at Quantico at what was then Brown Field 1, the portable structures have been moved several times. During the 1927-33 2d Nicaraguan Intervention three of them were shipped to Managua where they housed VO-7M's aircraft. The hangars are easily among the oldest in naval aviation.

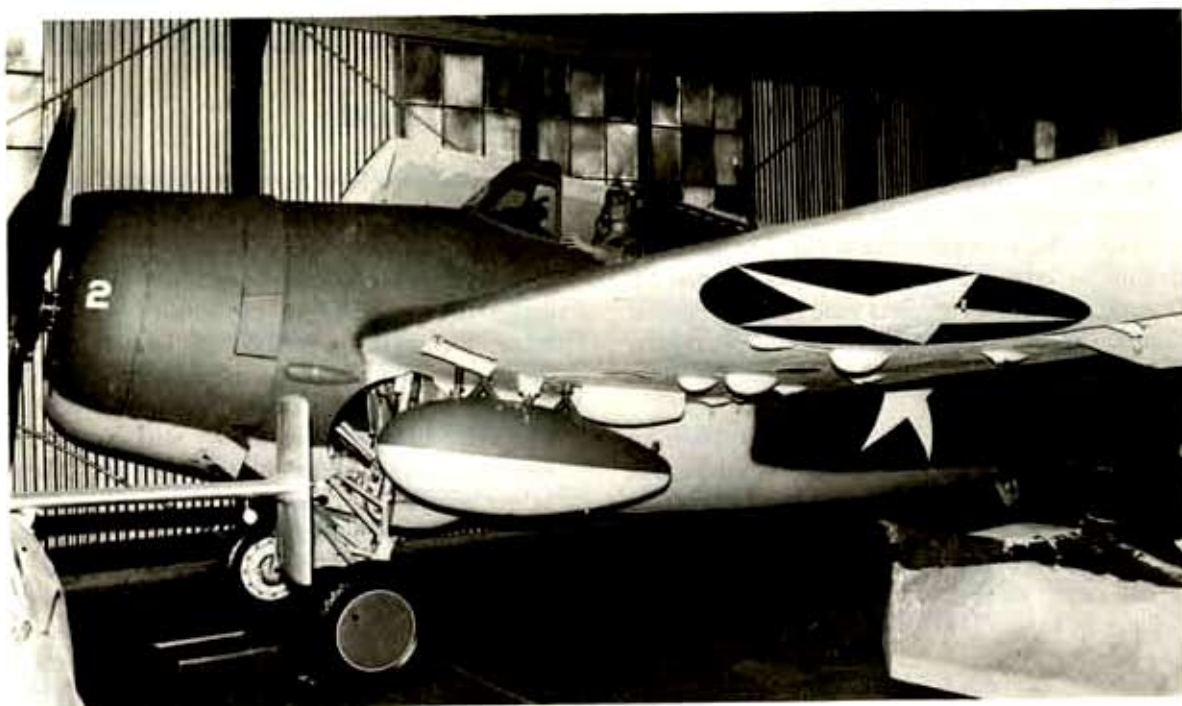
Of the nine fully-restored World War II-era aircraft presently on display, six are inside the hangar while three are staged just outside. Additionally, numerous other pieces of military equipment are displayed around the hangar: artillery pieces, tanks, and unrestored aircraft.

The three outside restored aircraft are a North American SNJ Texan trainer, a Beechcraft JRB Expeditor utility transport, and a Vought F4U-4 Corsair fighter. The SNJ, one of a host of famous North American trainers, bears the same peace-time, high-visibility paint scheme and markings as did the single SNJ present at Ewa airfield, Hawaii, on 7 December 1941. That aircraft, and all but five of LtCol Claude A. "Sheriff" Larkin's MAG-21 aircraft present at Ewa, was destroyed by Japanese Zero fighters. The Beechcraft JRB is restored exactly as one of its counterparts appeared in 1943 when it served as MajGen William H. Rupertus' personal aircraft when he was Commanding General, 1st Marine Division.

Overpowering both the SNJ and the Beech is the Vought F4U-4 Corsair. The big, inverted gull-wing fighter is probably more closely identified with Marines than any other plane ever built. The original design concept called for the smallest feasible airframe to be built around the largest available powerplant. The result was the fighter the Japanese called "Whistling Death." Marine combat squadrons initially were armed with Corsairs in February 1943 and by August all eight Marine fighter squadrons in the South Pacific had the F4U. The reason the land-based Marines got the Corsair was that a design modification had put the cockpit so far to the rear that reduced pilot visibility made the plane difficult to land during carrier operations. The Marines, at this time not concerned about carrier operations, were quite happy to finally get a fighter that could fly and climb faster than the Japanese Zero. Later, when the Marines were fighting to get on board carriers, other design modifications, including higher pilot seating and a longer tail wheel strut, had made carrier operations a safer proposition.

Entering the hangar, the visitor is guided past suspended panels and display cases that amplify various aspects of Marine aviation in the Pacific War. Opposing Japanese air forces are handsomely represented as well. Passing under a bright red torii, the first aircraft encountered is a Japanese Mitsubishi A6M-2 Zero fighter.

Acquired from a Canadian collector, the airplane is flyable and 100 percent restored, except for a substituted U.S. engine. Col D'Andrea has an original Japanese powerplant on hand and an engine swap is scheduled. This particular Zero has the unique distinction of being the only surviving aircraft, U.S. or Japanese, of those present during the attack at Pearl Harbor. It was originally salvaged from the island of Ballale where it had been offloaded by the Japanese aircraft carrier *Zuikaku* after the battle of Midway. The plane subsequently flew against Marines at Guadalcanal and almost certainly tangled with elements of the Cactus Air Force. Col D'Andrea's examination of the research material used by Mr. Robert L. Sherrod for his *History of Marine Corps Aviation in World War II* leads him to



The last Wildcat. The stubby, early World War II fighter appears poised for flight. The bent propeller in the lower right hand corner is from Capt Henry T. Elrod's Wake Island Wildcat.

believe that the Museum's Zero was put out of commission on its Ballale airfield in December 1943 by an airstrike flown by Marine F4Us from VMF-214, the famous "Blacksheep" squadron, and Marine SBDs from VMSB-143.

Another fully-restored Japanese aircraft is an extremely rare Yokosuka "Ohka" Model II Baka Bomb. This rocket-assisted suicide bomb was designed to be taken aloft hung from the belly of a bomber, flown to the target area, and released. Stubby wings allowed it to glide (with a rather severe sink rate) at up to 288 miles per hour. The pilot could also fire three rockets in the tail to either evade attacking fighters or make a final dash to the target at up to 400 miles per hour. Although they frequently missed their target for a variety of reasons, the 1,000-pound warhead, coupled with potential pinpoint accuracy, made the Baka a weapon to be reckoned with. During the invasion of Okinawa, Bakas heavily damaged three U.S. troop transports and the battleship USS *West Virginia* (BB 47).

The Museum's Baka is the only fully restored operational model in the United States. It was captured by Marines when they overran its airfield on Okinawa. When the Museum finally acquired the mainly-wooden weapon in the late 60s, it was in

terrible shape. The restoration process has taken nearly 10 years, some of the help coming from the Japanese themselves. MajGen Tsuneo Azuma, Japanese Air Self Defense Force, the Washington embassy's senior military attache, rendered assistance in deciphering the bomb's cockpit markings. The general, himself a Navy Zero pilot during the last year of the war, became familiar with the Bakas while stationed at Nagoya.

Nearby sits a huge Grumman TBM-3 Avenger, the standard U.S. Navy torpedo-bomber throughout most of World War II. Many of these aircraft still exist; quite a few are doing duty with various state forestry services as water and chemical bombers for fighting forest fires. Very few, however, remain in original configurations. The Museum's Avenger, acquired from the Georgia Forestry Service, has a fully functional gunner's plexiglass bubble turret, painstakingly constructed by hand in the Museum workshop.

The only surviving Grumman F4F-4 Wildcat fighter stands under the hangar roof. The F4F design was Grumman's first monoplane and eventually more than 1,100 of the F4F-4 model were produced. Their predecessors, the F4F-3 Wildcats, fought with VMF-211 in the heroic defense of Wake Island. The

F4F-4 saw action at the battles of the Coral Sea and Midway and at Guadalcanal where it was flown by VMFs -121, -212, -223, and -224. Wildcats, flown by Marine pilots such as John Smith, Marion Carl, and Joe Foss, exploded the myth of the "invincible" Japanese Zero. Flying an F4F-4, Marine 1stLt James E. Swett shot down seven Japanese Val bombers in 15 minutes.

The Wildcat was the sole carrier-based U.S. fighter in the first half of the war in the Pacific and the primary Marine fighter until replaced by the Vought F4U Corsair in 1943. The Wildcat's heavy use in major air battles early in the war accounts for its virtual extinction. The Marine Corps' specimen survived as a matter of pure chance; it was used as a training aid in a Navy airframe and engine school and was never exposed to the rigors of combat.

Nearly as rare as the Wildcat is the Museum's fully-restored Douglas SBD-5 Dauntless dive bomber. Of 2,409 made, only five survive, and of these, only two are in flying condition. The Douglas "Slow But Deadly" was the principal U.S. carrier-based bomber during most of the war. Its finest hour, when flown by Marines, was during the Philippine

campaign where the close air support it provided the U.S. Army was perhaps the best in the war. The value of Marine pilots flying in support of ground forces was not lost on Gen Douglas MacArthur. Six years later when his forces were reeling backwards to the port city of Pusan, Korea, MacArthur specifically called for a Marine air-ground team.

Rounding out the inside aircraft display is a fully-restored Grumman F6F-3 Hellcat fighter, a design outgrowth of the already mentioned F4F Wildcat series. The Hellcat remains to this day naval aviation's most successful fighter. Although it became operational 10 months after the Corsair and could not claim the same high performance, F6Fs accounted for more than 5,000 air-to-air kills, nearly 75 percent of the Navy's wartime total. It, not the Corsair, became the primary carrier-based fighter.

Two displays inside the hangar deserve special mention. In the southwest corner is a faithfully reproduced Marine aviation operations tent, similar to hundreds once found in the duty coral and sand of South Pacific islands. The display is complete with a sandbagged .50 caliber machinegun position and a very rare restored World War II jeep.



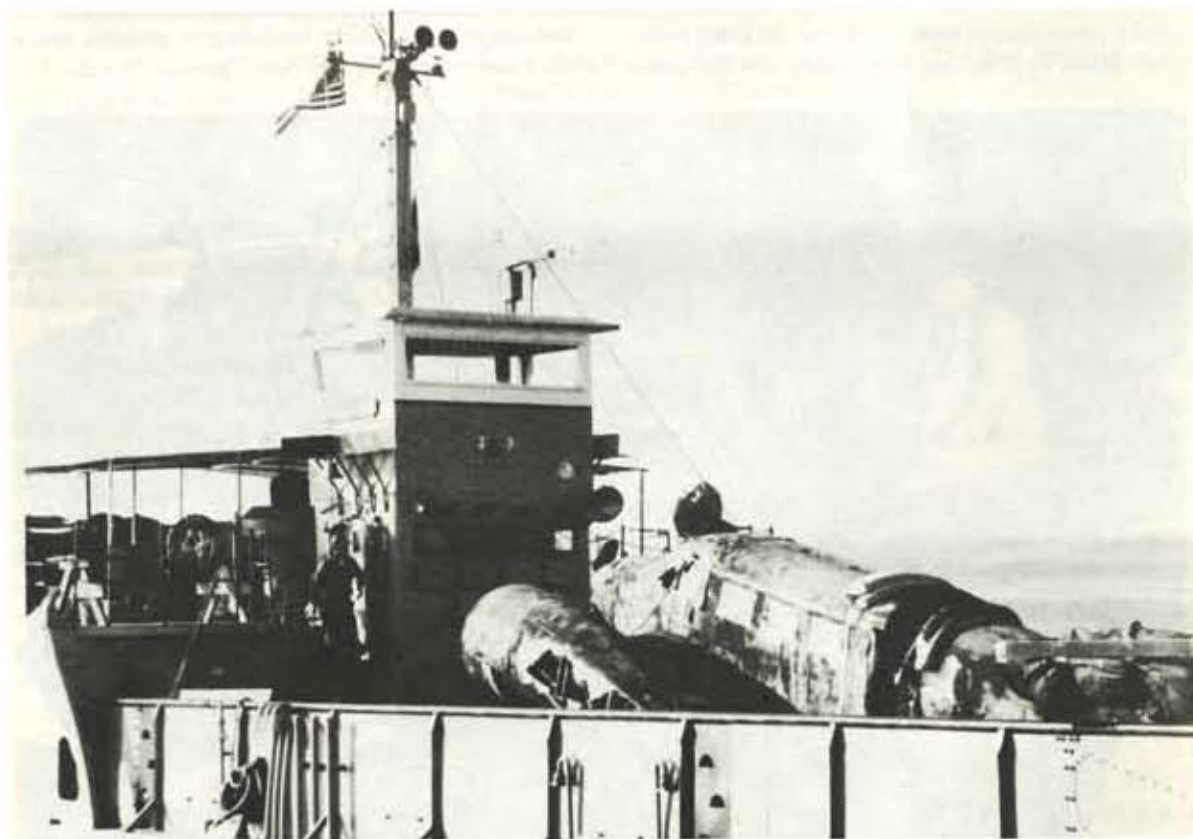
A Hellcat is readied for action. One of its six .50 caliber machineguns is "loaded" by a life-like mannequin.

A rusty, bent, three-bladed Wildcat propeller lies on a low stand near the center of the hangar, a memorial to VMF-211's aerial defense of Wake Island. Originally part of a memorial on the island itself, the propeller came from the Wildcat assigned to Capt Henry T. Elrod, posthumous recipient of the Medal of Honor. After shooting down two enemy bombers on 10 December 1941 and helping sink the Japanese destroyer *Kisaiagi* the next day, his damaged airplane crashed just short of the airfield. Escaping serious injury, Capt Elrod fought on as an infantryman, as did all members of VMF-211 once the last Wildcat was destroyed. He was killed on 23 December counterattacking the Japanese landing.

Long-range plans call for the Aviation Museum eventually to relocate to another, permanent site at Quantico. Several locations are under consideration; two on the mainside portion of the base and one across I-95 in the Guadalcanal Area. The old hangars, historic as they are, are not well suited for prolonged aircraft display. They lack heating and air

conditioning and, although patched innumerable times in the last half century, regularly develop new leaks. Until the move to new facilities, however, they will continue to serve.

In May 1979, Col D'Andrea intends to open a second hangar to the public. This will house an exhibit of aircraft from the biplane era. At present, six aircraft and associated displays are planned. The "oldest" aircraft will be a completely accurate reproduction of a 1911 Curtiss "E" Model Pusher, the first airplane bought by the U.S. Navy. Another fine reproduction is a DeHavilland DH-4 bomber, popularly known as the "Flying Coffin" by those who flew her. Composite versions of the DH-4 (British airframe with American Liberty engine), were flown by Maj Alfred A. Cunningham's Day Wing of the Northern Bombing Group during World War I. This reproduction was built at Quantico by two members of the Museum staff, Ordnance Curator Mr. Leo S. Champion and MSgt Fritz Gemeinhardt, USMC (Ret).



Nearing the end of its journey, a Beechcraft JRB utility transport approaches Quantico on board an Army landing craft. This JRB has been fully restored and painted in wartime colors.

A second variation of the DH-4 to be displayed is a O2B-1 bomber. One of only 29 built, the O2B-1 is a welded steel-tube fuselage version of the DH-4 built by the Boeing Airplane Company in 1923-25. Mainly used by Marines, the O2B-1 saw service in Nicaragua and was the aircraft that delivered the Marine Corps' first dive bombing attack at Ocotal in 1927.

Having little to do with the Marine Corps, but sure to be a great crowd pleaser nonetheless, is the Museum's Sopwith Camel fighter. A number of these British aircraft were supplied to the U.S. Navy during World War I and six later flew from U.S. battleship turrets.

A Boeing FB-5 fighter will be displayed. A model of the first Boeing fighter, both it and its predecessor, the FB-1, saw service with the Marines. One of only 27 built, the Museum's FB-5 is being extensively rebuilt.

Rounding out the biplane exhibit will be the unique Curtiss Gulfhawk I, painted in its original glossy blue and orange Gulf Oil colors. This one-of-a-kind aircraft is essentially a modified Curtiss Hawk II export model. It was flown by Marine reservist Maj Al Williams on publicity stunt flights for Gulf Oil.

In the future, but depending heavily on the acquisition of additional storage and work facilities, will be the Korean War-era exhibit. Several fully restored aircraft are now ready for display. One of these is a specimen of the only reciprocating twin-engine fighter-bomber ever flown by Marines, the Grumman F7F-3N Tigercat. Another aircraft for display is a Grumman F9F-2 Panther fighter. The Panther, Grumman's first jet fighter, was of such a sound design that it successfully transitioned from its straight wing configuration to the swept-wing Cougar, the latter aircraft retaining the F9F designation.

Another early jet aircraft to be displayed is a Douglas F3D-2 Skyknight all-weather fighter. The first of its type to be jet powered, the Skyknight was the most successful fighter flown by Navy or Marine pilots in Korea. Some of the Marine planes were converted to electronic counter-measure aircraft and ended their service during the Vietnam era nicknamed "Willy the Whale."

A pair of reciprocating engine aircraft will round out the Korean War era exhibit: another Vought Corsair, this one a F4U-5N, and a Douglas AD-4 Skyraider attack-bomber. The Skyraider, in

production for 12 years and serving in two wars, was popularly known as the "Spad" during the Vietnam War.

Col D'Andrea strives to acquire aircraft having a special relationship with the Marine Corps. Top priority goes to those aircraft that are rare because of limited production. Most aircraft in the pre- and post-World War I eras fall in this category.

Several notable specimens have been acquired as a result of phase out from naval inventory. The Museum will soon acquire from the National Air and Space Museum an XF8U-1, one of two prototype Ling-Temco-Vought Crusaders. First flown in 1955, this aircraft was naval aviation's last pure fighter. Another modern acquisition is the Museum's McDonnell F-4A Phantom II fighter-bomber which is stored by the 2d Marine Aircraft Wing at Cherry Point, North Carolina. This aircraft is one of the first Phantom IIs made. For nearly 20 years the Phantom II has been the standard by which the world's fighters have been compared.

The Museum's acquisition program is ambitious and tenacious. Aircraft have been located on "sticks" in front of schools or abandoned in Southeast Asia. The 15,000-mile odyssey of the beautifully restored Beechcraft JRB is a case in point. In late 1974 Col D'Andrea heard from a friend that the Air America Company had left a JRB in Thailand. The friend was persuaded to have it flown to Taiwan where it was crated in a very large wooden box. A contact at CinCPacFlt Headquarters then arranged for its expeditious shipping to San Diego. When questions began being asked about the big box on the pier, Col D'Andrea asked a Navy contact to "get it somewhere on the Atlantic side." The boxed JRB, now perched on the bow of a destroyer, transited the Panama Canal, eventually arriving at Pascagoula, Mississippi. Following yet another move, this time to Norfolk, the airplane was loaded on board an Army Reserve landing craft which chugged up the Chesapeake Bay to the Potomac River. It was off-loaded at Quantico at the old seaplane ramp not 500 feet from where it sits today.

Once aircraft are acquired by the Museum they are restored to exacting standards. A unique team has been assembled for this purpose. As the Marine Corps phases out the Douglas R4D troop transport series, the Museum is fast becoming the last duty station for Marine reciprocating engine aircraft mechanics. Some of these SNCOs are working on engines that were obsolete before they were born.



A Marine pilot and his operations officer discuss business "somewhere in the Pacific."

When restoring aircraft, only original parts are used if possible, but when this is not feasible new parts are manufactured to original specifications. The lengths to which Museum personnel go to insure authenticity may seem extreme to the layman. For example, specifications for the Boeing FB-5 called for a covering of Irish linen, 600 threads to the inch, cut not with standard scissors but by pinking shears with exactly eight pinks to the inch. Under the dope and paint of the FB-5 is exactly what Boeing specified 51 years ago.

During the restoration of an aircraft the only departures from original specifications that are allowed are those that effect preservation. An extensive and time-consuming process was used to preserve the inside of the FB-5's framing. The aluminum tubing first was filled with hot linseed oil. This was drained and followed by zinc chromate which was sloshed around, drained, and the tubing quickly capped. What remains is a permanent, non-hardening film which will prevent future oxidation.

The restorers have discovered that using original materials is, at times, not merely aesthetic but actually the only workable solution. When trying to reconstruct the FB-5's bent-wood wing tips they found that no available wood was holding the proper shape after steam bending. As the last resort they special ordered what the Boeing plans specified; blue spruce from Portland, Oregon. The old timers at Boeing certainly knew what they were doing. The blue spruce from Portland bent perfectly.

When asked if this minute attention to detail is

really necessary, Col D'Andrea flatly states that it is. He is "rebuilding for the future" and is convinced that 100 years from now the Marine Corps Aviation Museum will have the only entirely original specimens of many aircraft. All instruments will be calibrated, all guns and bomb release mechanisms will be functional, and the aircraft will be able to fly. This flying capability at times hampers an outsider's understanding of the purpose of restoration. Col D'Andrea emphatically says he has no desire to fly any of the restored aircraft. Nothing would be gained and the aircraft would be hazarded for no reason. It is logical to assume that if an aircraft is 100 percent restored it can fly. Flying is not the purpose of museum restoration, but flying capability is the natural end result of total restoration.

As time passes, the wrecked and abandoned aircraft located in the World War II and Korean War zones are becoming a primary source of parts, and foreign aircraft disposal listings are examined regularly. In their drive to provide the finest possible aviation museum to Marines and the public, Col D'Andrea and his staff have set out on an active, aggressive, program to secure additional aircraft and parts which has put them on a first-name basis with manufacturers, other restorers, and numerous aircraft collectors. An excellent working relationship has developed between the Marine Corps Aviation Museum and the Smithsonian Institution's aircraft restoration facility at Silver Hill, Maryland.

Marines — active, inactive, and retired — are requested to advise the Aviation Museum of aircraft and parts that are of potential value to the collection. Marines stationed abroad will be requested to follow up on leads that develop concerning specific aircraft.

High on the Museum's dream list are the Brewster F2A-2/3 Buffalo fighter, the Boeing F4B-4 biplane fighter, and the Vought SB2U Vindicator scout/dive bomber. Only two Buffalos are known to exist, one in Finland and one reported rotting on an abandoned Dutch airstrip somewhere in Indonesia. Col D'Andrea hopes to acquire an F4B-4 but is practically resigned to building one in order to have a display specimen. As for the Vindicator; none are known to exist but there is always a chance that in some backwater of the world . . .

The Aviation Museum will be open to the public from 6 May to 28 November, Tuesday through Friday from 10 a.m. to 4 p.m., and on the weekend from 10 a.m. to 5 p.m. Parking and admission are free.

Oral History Report

The Marine Corps Oral History Collection has been expanded by a number of recently transcribed interviews as well as by several interviews conducted in the Historical Center. One of the newly accessioned memoirs is that of Roland L. McDonald, a native of Boston who enlisted in 1915 and served in Haiti alongside the legendary Dan Daly when he accomplished those deeds which earned him a second Medal of Honor. McDonald served in France with the 6th Machine Gun Battalion, participating in all of that unit's actions during World War I.

The Oral History Program also conducts structured interviews to support the ongoing Vietnam historical writing projects. Two such interviews, with LtGen Hugh M. Elwood and MajGen Ross T. Dwyer, have just joined the collection. During the Vietnam War, Gen Elwood was Assistant Wing Commander of the 1st MAW; Chief of Staff of III MAF; Assistant Chief of Staff, J-3, for CinCPac; and was Deputy Chief of Staff (Plans and Programs) at HQMC. In addition to answering specific questions about Vietnam-related matters, Gen Elwood replied to questions relating to Marine Corps aviation in general. Questions asked MajGen Dwyer concerned his tours in Vietnam as CO of the 1st Marines; Assistant Division Commander, 1st MarDiv/CG, Task Force Yankee; and Assistant Chief of Staff, G-3, III MAF. Gen Dwyer augmented his answers to specific questions with some interesting and timely comments on the contemporary Marine Corps.

Also accessioned were interviews conducted several years ago by Chief Historian Henry I. Shaw, Jr., with Herbert J. Darden, Obie Hall, Alex Johnson, Jr., Robert D. Little, and Norman Sneed in support of the history, *Blacks in the Marine Corps*. Other interviews Mr. Shaw conducted to support this history were with the late SgtMaj Gilbert H. Johnson and SgtMaj Edgar R. Huff. Both of these memoirs were previously accessioned.

Another recently transcribed interview was one with 1stLt Joseph E. "Caribou" Johnson, an old China hand who, in his 31-year career, served a total of 12 years in China during five separate tours. He was interviewed by Col Joseph B. Ruth, CO of Mobilization Training Unit (Historical) MA-6. Long



MajGen Dwyer LtGen Elwood MSgt Johnson

involved with Marine Corps team shooting in the 1920s and '30s, Johnson's interview contains much of the flavor of the prewar Marine Corps and especially duty in China.

A number of interviews have been conducted by the Oral History Section since the first of the year. One of the more significant of these was with retired Marine Reserve MajGen John R. Blandford, for many years Chief Counsel of the House Armed Services Committee and, as such, completely familiar with all Marine Corps-related legislation enacted since World War II. A second interview of note was recorded recently with former Marine LtCol Nicholas G. Thorne, currently a Foreign Service Officer, who was the Senior Civilian Coordinator of the Camp Pendleton refugee camp during the time of its existence. His views and comments on the Vietnamese refugee program should prove to be of great value in the preparation of the official history of that period.

In the past few years, the Oral History Section has worked closely with the Marine Security Guard Battalion in debriefing Marines returning from State Department assignments abroad. Two such interviews recently conducted were with MSgt Roosevelt Howard, Jr., and 1stSgt James W. Winborn, Jr., both of whom had been non-commissioned officers in charge of the Special Interest Detachment in Havana.

Upcoming interviews to support ongoing Vietnam writing projects are tentatively scheduled with Gen Leonard F. Chapman, Jr., former Commandant of the Marine Corps, and retired MajGen Fred E. Haynes, Jr. It is anticipated that they will be conducted in May.

Cunningham Solo Date Firmly Established

A recent request to confirm the date of a landmark event in Marine Corps aviation proved to be no easy task for Division historians. The event was the first solo flight by the Marine Corps' first aviator, 1stLt Alfred A. Cunningham. Though the search for the actual date led far afield, the answer ultimately lay in the Personal Papers Collection held in the Historical Center. As an unexpected reward for persistence, the search yielded a bonus of 352 negatives of early Army, Navy, and Marine Corps aviation.

In November 1977, the Marblehead, Massachusetts Chamber of Commerce requested confirmation of 1 August 1912 as the date of Cunningham's first solo. The information was to be used on a commemorative marker to be erected in his honor. The 1 August date had been generally accepted and widely used by many historians but, as it turned out, never actually confirmed.

Cunningham had become interested in aviation long before he accepted a commission, in 1909, as a second lieutenant in the U. S. Marine Corps. In his native state of Georgia in 1903, he had flown as a passenger in a balloon inflated with illuminating gas and was determined to seek a career in aviation.

Later, 1stLt Cunningham was able to lease an airplane for 25 dollars a month while stationed at the Philadelphia Navy Yard Marine Barracks. RAdm Albert W. Grant, Commandant of the Yard, was approached by Cunningham for permission to use a half-mile-long open field as a make-shift aerodrome. The admiral, after some caustically expressed doubts as to the desirability of having such a noisy contraption around and several equally caustic predictions as to what would surely happen to anyone fool enough to try and fly it, finally gave his permission. The consent of Lt Cunningham's com-



manding officer, Col George Barnett, was obtained without difficulty.

Cunningham's airplane, "Noisy Nan," had been made by an inventor named Brown and had a two-cycle, four-cylinder engine of the motorboat type which had been made somewhat lighter by the use of an aluminum crankcase. Unfortunately, the weight of the engine, combined with the home-made airframe was too much for the power of the tiny engine and Cunningham was never able to get "Nan" in the air for any length of time. Later Cunningham admitted that it was probably fortunate that "Noisy Nan" never gained enough altitude for a turn, for RAdm Grant's dire prediction of calamity surely would have come true.

Between his encounters with "Nan" and his official duties with the Marine Barracks, Cunningham convinced a local flying club that the Marine Corps should have airplanes of its own and, of course, its own airfield. Philadelphia had been the birthplace of the Marine Corps, why not the birthplace of Marine aviation? The club members got busy pressuring their Congressmen and Senators and soon the idea received expression in Washington. Cunningham immediately was summoned to Marine Headquarters to explain to the Major General Commandant, William P. Biddle, exactly why he, Cunningham, had been stirring up the local population concerning Marine aviation. The end result, after two such meetings, was that Cunningham agreed to use his influence to have the politicians cease their efforts for a separate Marine aviation department. In return he received orders to the Naval Aviation Camp at Annapolis, Maryland, for flight training.

Cunningham was detached from duty at the Navy Yard on 16 May 1912, reported for duty at Annapolis six days later, and Marine aviation had its official beginning. He remained at Annapolis only until 25 May when he was ordered on board the USS *Georgia* for temporary expeditionary service. He returned to Annapolis and flight training on 9 July 1912, only to find that there were no planes available with which to fly. At the end of the month he received orders to the Burgess Company and Curtis factory at Marblehead, Massachusetts for "detached duty in connection with aviation."

During those early aviation days, in order to train its pilots, the Navy usually ordered an aviator to an airplane factory for training. As an incentive for training the aviator, the Navy usually bought a plane

from the factory that trained him. The Navy had ordered a seaplane from Burgess and Cunningham was being sent to learn to fly and take delivery of it. It was during Cunningham's stay at the Burgess plant that he first soloed.

He describes his first solo flight after having received only two hours and 40 minutes of instruction and two landings:

I took off safely and felt confident in the air until I thought about landing and wondered what would happen when I tried to do it alone. Every time I decided to land I would think of some good excuse to make another circle of the bay. The gas tank was in plain view, and a small stick attached to a float protruded from the top of it for a gasoline gage. As the gas was used the stick would gradually disappear within the tank . . . As this stick got shorter and shorter, I became more and more perturbed at having to land with little idea of how to do it. Just as the end of the gasoline gage stick was disappearing, I got up my nerve and made a good landing, how I don't know . . . This was my first solo.

Although the description of the flight is quite vivid, the date of the solo must have seemed insignificant and had been allowed to escape into obscurity.

Maj Gary W. Parker, aviator, and one of the Division's historical writers, consulted with Dr. Graham A. Cosmas, a historian for the Division and editor of *Marine Corps Aviation: The Early Years, 1912-1940* and checked several sources for the actual date of the solo. Most of the sources listed the 1 August date, but none adequately referenced the source of their material. Maj Parker then turned to the Museums Branch Personal Papers Collection, under the cognizance of Mr. Charles A. Wood, and searched the Cunningham papers. Unfortunately, they contained nothing either to substantiate the 1 August 1912 date or to offer an alternative date.

The papers did include orders showing that Cunningham had been sent to the Burgess Company and Curtis factory from Annapolis on 29 July 1912. The 29 July departure date led Maj Parker to believe that if Cunningham had indeed left Annapolis on that date, not enough time had been available for him to travel to Massachusetts, receive flight instruction, and solo by 1 August 1912.

During the initial search of the Cunningham papers, copies of aircraft log book entries from Annapolis revealed that Cunningham had flown at Annapolis, but always with an instructor. During this early stage of Marine aviation, pilots did not have personal log books as they do today. All flights, crew, and passenger information was recorded in the back of the aircraft log books. Since Cunningham

first soloed at Marblehead, finding the aircraft log book from the Burgess plant seemed a likely way to confirm the actual date.

In the search for the Burgess logs, Maj Parker was aided by Mr. Richard A. Long, head of Special Projects at the Marine Corps Museum, and Maj John D. Elliott, USMCR (Ret) of the Smithsonian Institution. The search spread to the Bradley Air Museum in Connecticut which graciously consented to search their records for the Burgess logs, as well as for backdated Marblehead newspaper articles. All leads drew a blank.

Maj Parker then returned to the Cunningham personal papers seeking a clue that would help pin down the elusive date. An article about Cunningham by Mr. James W. Jacobs was located which gave Cunningham's solo date as 20 August 1912, but again the date was not referenced. Mr. Jacobs, the Executive Administrator of the Aviation Hall of Fame, Inc., Dayton, Ohio, had written the article for Cunningham's induction into the Aviation Hall of Fame in December 1965. When called, Mr. Jacobs stated that he had gotten the 20 August date from a May 1931 *Marine Corps Gazette* article written by Maj Edwin N. McClellan. Unfortunately, the article referenced no source of the 20 August date.

One again Maj Parker, this time with Dr. Cosmas, returned to the Cunningham papers and searched

thoroughly for some evidence of the correct solo date. Still nothing was found. As a last resort, the two historians searched the personal papers of McClellan, the author of the *Gazette* article. Included among the McClellan papers was a draft of the article with a letter and several comments by Cunningham himself. Obviously McClellan had sent his proposed manuscript to Cunningham for comments and corrections before submitting it to the *Gazette* for printing. One of the notes to McClellan, in Cunningham's own handwriting, clearly states that his first solo was on 20 August 1912. The search was over.

Significant benefits from the rediscovery of the correct solo date were realized immediately. Dr. Cosmas was able to correct the date in *Marine Corps Aviation: The Early Years, 1912-1940*, before it went to press, and further correspondence with Mr. Jacobs provided the History and Museums Division with 352 copy negatives of early Army, Navy, and Marine Corps aviation. The collection has many pictures of Cunningham's flights from 1912 through World War II including the two used in this story. While the original negatives are held by Mr. James W. Jacobs and Associates, Dayton, Ohio, the copy negatives are currently on file with the Still Photographic Archives in the Historical Center.



Early Aviation History and Publications Catalog Finished

The most recent history published by the History and Museums Division is *Marine Corps Aviation: The Early Years, 1912-1940*. It recounts the development of Marine aviation from 1stLt Alfred A. Cunningham's solo flight in August 1912 to the eve of World War II. Based on extensive research in the Marine Corps Historical Center's Oral History Collection, as well as on original documents and published sources, the history is profusely illustrated with photographs of the aircraft and personalities of these colorful pioneer years of Marine aviation.

The author, Col Edward C. Johnson, USMC, is himself an experienced fighter pilot and squadron and group commander. His initial draft was edited and expanded by Dr. Graham A. Cosmas of the Historical Center staff.

In addition to 82 pages of text and photographs, the book includes notes, an index, and appendices listing the Directors of Marine Aviation to 1940; the first 100 Marine Corps aviators; all of the aircraft types used by the Marine Corps from 1913 to 1940, with their specifications; and a list of Marines who received the Medal of Honor, the Navy Cross, the

MARINE CORPS AVIATION: THE EARLY YEARS 1912-1940



HISTORY AND MUSEUMS DIVISION
HEADQUARTERS, U.S. MARINE CORPS
WASHINGTON, D. C.

Distinguished Service Medal, and the Distinguished Flying Cross for aviation duty between 1912 and 1940.

The history is available for purchase from the Superintendent of Documents, Government Printing Office, Washington, D.C. 20402 in a soft-bound edition for \$1.70 (Stock No. 008-055-00102-1). Automatic distribution of the history will be made Marine Corps-wide down to and including company level.

The new Marine Corps historical publications catalog is now available upon request from the History and Museums Division. The catalog lists all those Marine Corps historical publications still in print and available from the Government Printing Office (GPO) through the Superintendent of Documents or from the History and Museums Division. Publications sold by GPO are identified by GPO stock number and price.

The 81 publications listed include general and unit histories, bibliographies, chronologies, registers of personal papers, catalogs, and the Division's quarterly newsletter, *Fortitudine*.

Marine Corps Historical Publications In Print 1978



History and Museums Division
Headquarters, United States Marine Corps
Washington, D.C. 20380

Reminiscences of an OD

The inclusion of MGen Charles H. Lyman's "movie order" in the Fall 1977 edition of *Fortitudine* jogged the memory of at least one reader. Col Roger Willock, USMCR (Ret), a frequent correspondent and contributor to *Fortitudine*, was moved to set down some of his reminiscences of duty at Quantico in the mid-30s. Those young officers who think that current duty as the Officer of the Day, prescribed as it is by myriad rules and directives contained in bulky folders, is more complex and challenging than that in "simpler, quieter" times should read on with care. They may develop a kindred spirit with those countless young ODs who went before them.

Reference General Lyman's preoccupation with the code of conduct displayed by certain parties attending motion pictures at Quantico's post gymnasium in the mid-1930's; some of the standing post rules and regulations in force at that time are equally revealing. The Officer of the Day was that individual directed to implement the Commanding General's decisions, a task which placed considerable strain on the capabilities of a young, relatively inexperienced second lieutenant only recently graduated from Basic School. During any normal tour of guard duty (at least once every two weeks), he could expect to be confronted with any number of unforeseen situations including emergencies of a serious nature, which he had to solve as best he could and for which he had to bear the responsibility. It was a wonderful school for the development of initiative, resourcefulness, and sound judgement. It could also speedily lead to disaster, not to mention guaranteed censure, on an instant re-play basis by the Commanding General of the Post in the event the latter was displeased with the lieutenant's handling of any matter large or small.

High among the post orders in order of unpopularity was one concerning the CG's attitude toward pets. In the 1930's there was a post General Order which clearly stated: "There will be no barking on this Post after 10 p.m." Naturally, this included weekends and all holidays. Doubtless the CG resented the annoyance of barking dogs in that part of the Married Officer's Quarters within close proximity to Quarters No.1, not only to himself and his family, but also to members of his staff as well as to the staff and students of the Senior Course of the Marine Corps Schools. But it was a difficult order to enforce. Aside from the time and distance involved for the Officer of the Day or the Sergeant of the Guard to arrive on the scene from the guardhouse and to investigate the cause was the matter of rank and protocol. Inevitably the owner of guilty dog (or dogs) was far senior in rank to that of the Officer of the Day; quite frequently the OD was confronted with the senior's wife or children,

and he was duty bound to silence the dog right on the spot, regardless of how the dog or the owner felt about the matter. Complications abounded: on one occasion the writer was practically "treed" by two vicious, snapping chows; meanwhile his sergeant was struggling to muzzle a yapping fox terrier, much to the amusement of the occupants of a set of Married Officers' Quarters.

Time was paramount. The first bark might go undetected or unreported, but the second meant an immediate telephone call from the General's aide (if not the General, in person) demanding that remedial action be taken; hence, the OD had literally to drop everything else to devote his entire attentions to locating and silencing an animal which was doing only what it considered natural. Were he tardy or unsuccessful, he was reminded of the fact by another telephone call from Quarters No.1 instructing him to report in person at the CG's office the following morning right after formal guard mount to account for his actions or failure to comply with Post Regulations, etc. Retribution was certain, swift, and severe as more than one second lieutenant was to discover.

Another pitfall concerned the utilization of the post ambulance, of which there seemingly was exactly one. In an emergency involving injury or illness, the OD became the immediate target, for invariably people contacted the OD for assistance rather than the Post Hospital, and the OD — like it or not — became the vehicle dispatcher. Naturally, there were times when the ambulance's services were in great demand at more than one location, and the OD had to decide which had priority. It became almost legendary at Quantico that exactly nine months and twenty minutes after the return of the 1st Marine Brigade from winter maneuvers in the Caribbean held annually in the mid-1930's, there was going to be a run on the maternity quarters at the Post Hospital. To schedule the ambulance runs to accommodate the pregnant wives (usually on a crash basis) meant a hectic two-week period for OD's. If a non-dependent emergency arose in the midst of this confusion, the OD had to make a decision and he had to make it fast — he had also better make the right decision or suffer the consequences.

Confronted with this special situation it was the writer's only occasion that he had to consult the Senior OD. Normally, resort to the latter was seldom utilized lest it be construed as an admission of incapability on the part of the Junior Officer — one did not request aid from above without justifiable cause. Herein, in the midst of a series of "delivery runs," a case arose involving the dispatch of an ambulance off the post. A self-propelled, tractor-driven, armored vehicle mounting a howitzer on its way from the Army's Proving Ground to Fort Bragg ran off Highway No.1, instantly killing the Army driver and seriously injuring a crew member. The incident occurred after dark on a curve about three miles south of the main gate. In due course the state and local police

advised the post requesting medical assistance for the injured party and a truck equipped with a crane to right the overturned vehicle under which the victims had been pinned. In this case a decision was made to send the ambulance off the post to the scene of the accident, accompanied by the OD and the guard truck. Meanwhile the senior OD temporarily took over the guardhouse during the junior's absence. Fortunately for all parties concerned, the ambulance's presence was not required on the base during its brief off-the-reservation excursion.

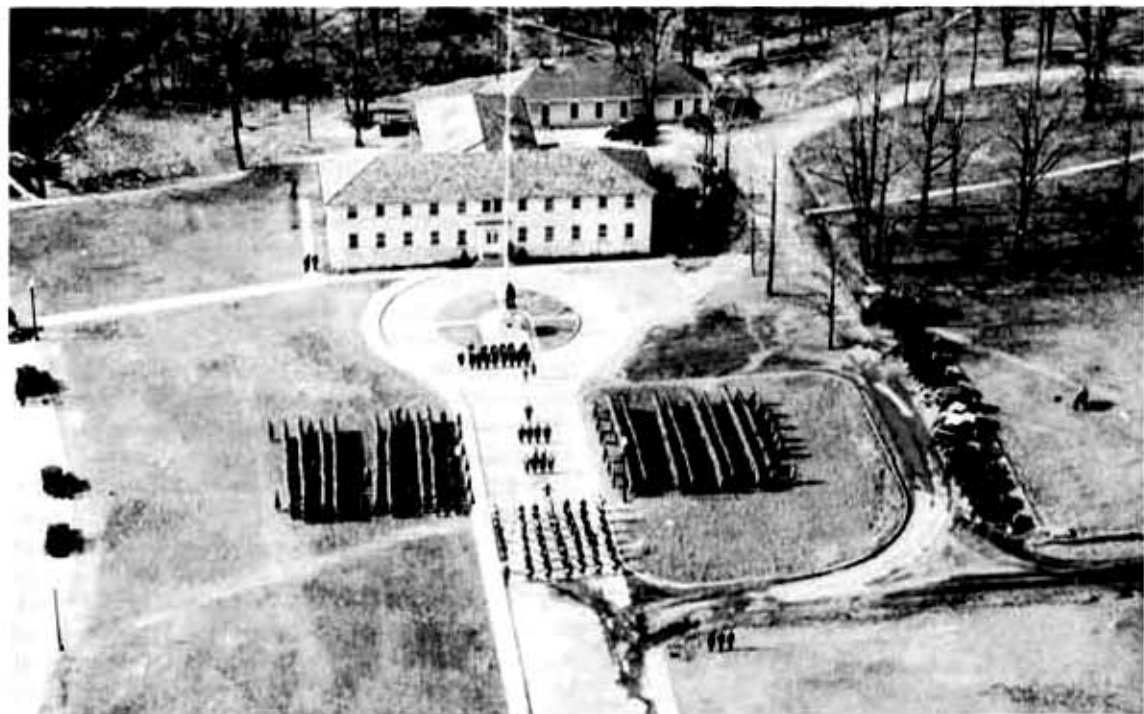
Other unpleasant duties for the OD concerned the disposition of prisoners, AWOL's and AOL's, and deserters. Frequently, right after formal guard mount, the new OD had to walk over to the railway depot to meet an incoming southbound train from Washington with a consignment of men picked up by the shore patrol in the Capital for some offense (especially over weekends) as well as General Court Martial prisoners forwarded from other locales, escorted by MP's. The GCM personnel had literally to be "signed for" and then delivered immediately to the post brig; others, depending on the nature of the charges had to be escorted to their parent organizations for appropriate action. Seemingly, the only people who gave any trouble were those assigned to Aircraft One. Rightly or wrongly the CO of Aircraft One felt that his aviation personnel were the victims of unnecessary rough handling by ground components of the FMF, and the OD was blamed for the appearance and condition of the returned evil-doers. Having three times in succession had to deliver errant aviation mechanics,

communicators, and cooks to the hangar at Air-1, the CO, who also acted as his Executive Officer and Adjutant, became so exasperated with the writer's repeated appearance, he was summarily ordered to "get out and stay out" despite the fact that he was only there on official business.

In substance, many of the post regulations in force at Quantico some forty years ago were difficult to enforce, particularly when the agent was such a relatively junior officer. Additionally, at that time many aids which today seem commonplace were nonexistent. We had no heated pick-up trucks or sedans equipped with two-way radio and/or telephone communications gear. Sentinels walked their lonely posts in all weather at all hours. They were inspected by the Sergeant of the Guard or the OD at any time of the day or night. We had one personnel carrier in the form of a Dodge or International pick-up vehicle to post and relieve sentinels. We might have one Harley-Davidson motorcycle (with side car) or even a bicycle. Otherwise, we had our two feet, and even in the 1930's the post covered a lot of ground with many isolated installations all of which had to be patrolled. If nothing else, the duty of Officer of the Day at Quantico was a distinct challenge: it most certainly separated the men from the boys in a hurry. I like to think we all benefited from the experience despite its frustrations.

Respectfully submitted:

Roger Willock
Colonel, USMCR (Ret)



The Post Headquarters at Quantico as it appeared in the mid-1930s.

In Memoriam



BGen William N. Best, USMC (Ret) died 3 March 1978 in La Jolla, California. He initially enlisted in the Marine Corps branch of the Naval Militia of California on 3 February 1916. Soon commissioned, he was called to federal service in April 1917 with the rank of captain in the Naval Militia.

He was serving at the Marine Barracks, Mare Island, California when, on 29 August 1917, he was temporarily appointed a second lieutenant in the Marine Corps.

In September 1918 he was transferred to Quantico where he served for one year before reporting to the Marine Barracks, Pearl Harbor. After three years in Hawaii, Gen Best briefly served on mail guard duty before joining the 5th Brigade at San Diego. In 1924 he reported to the Constabulary Detachment at Port au Prince for duty as the CO of the Haitian National Penitentiary and Chief of Police.

Gen Best was assigned to Quantico in 1927 where he served three years as post quartermaster. In 1930 he was attached briefly to the 2d Brigade in Nicaragua and at HQMC before reporting for duty as post quartermaster at the Marine Barracks, Cavite, Philippines. Returning to the U.S. in 1932, Gen Best again served briefly at HQMC before being attached to the Electoral Mission in Nicaragua for six months.

A two-year tour at Quantico followed during which he commanded an artillery battery and two infantry companies. Other prewar tours included membership on the Naval Examining Board; instructional duty at the Army Industrial College; and quartermaster duty at Quantico, with the Marine Detachment, Peiping, at the Depot of Supplies, Norfolk, and at HQMC. In early 1942, Gen Best began a two-year quartermaster tour at Quantico broken by temporary duty with HQ, Amphibious Corps, Atlantic Fleet.

Transferred to the Pacific in July 1944, he served as CO, 6th Service Battalion, 6th MarDiv and as division quartermaster during the Okinawa campaign. In 1945 he held the same billet with the 1st MarDiv during the occupation of North China. Returning to the U.S. in April 1946, Gen Best served briefly as quartermaster of the Marine Corps Base at San Diego before retiring on 1 December of that year.

Gen Best's decorations included the Legion of Merit Medal with Combat "V" and the Bronze Star Medal with Combat "V".



LtGen Pedro A. del Valle, USMC (Ret) died 28 April 1978 in Annapolis, Maryland. He was commissioned a second lieutenant upon graduation from the U.S. Naval Academy on 5 June 1915.

Following instruction at the Marine Officers' School,

Norfolk, he joined the 1st Provisional Marine Brigade in Haiti and served with the Artillery Battalion. In May 1916 he participated in the capture of Santo Domingo City and in the subsequent occupation of the republic. During WW I, Gen del Valle served as CO, Marine Detachment, on board the battleship USS *Texas*. Postwar duty included service at Quantico; another tour at sea, this time on board the battleship USS *Wyoming* (BB 32), and service as aide to MajGen Joseph H. Pendleton. He was stationed at HQMC for two years before reporting for a three-year tour with the Gendarmerie d' Haiti in 1926. Following his return to the U.S., Gen del Valle attended the Field Officers Course at Quantico. His subsequent duty as an instructor at Quantico twice was broken by temporary assignment to the U.S. Electoral Mission in Nicaragua. Leaving Quantico, Gen del Valle next served a third tour at sea, this time as Squadron Marine Officer on board the light cruiser USS *Richmond* (CL 9).

In 1935 he was appointed assistant naval attache to the American Embassy in Rome. In this capacity he served as the only American observer with the Italian forces during the Ethiopian War. Returning to the U.S. in 1937, Gen del Valle attended the Army War College before becoming the XO, Division of Plans and Policies, HQMC.

Assigned as CO, 11th Marines in March 1941, Gen del Valle took the regiment overseas and commanded it throughout the Guadalcanal campaign. In July 1943 he returned to HQMC to serve as President of the Marine Corps Equipment Board. The following year he was appointed CG, III Amphibious Corps Artillery for the Guam campaign. Gen del Valle next assumed command of the 1st MarDiv and led it during the struggle for Okinawa. Following the war, Gen del Valle served as Inspector General and later as Director of Personnel, HQMC. He retired on 1 October 1946.

His decorations included the Distinguished Service Medal, the Legion of Merit Medal with Combat "V" and one Gold Star, the Navy and Marine Corps Medal, and numerous foreign decorations. Gen del Valle participated in the History and Museums Division's Oral History Program in 1966. A transcript of the interview is on file at the Marine Corps Historical Center.



MajGen Charles J. Quilter, USMC (Ret) died 18 March 1978 in Laguna Beach, California. He was commissioned a second lieutenant in November 1937 after completion of flight training. Following a brief aviation tour at Quantico, he attended Basic School at Philadelphia. After graduation

he was assigned to Marine Scouting Squadron 2 at San Diego and in 1940 transferred to Pensacola as a flight instructor.

Joining VMF-221 on Midway in December 1941, Gen Quilter spent more than a year with the squadron, flying 21 combat missions over the Solomons and New Hebrides. In February 1943, then-Maj Quilter began an 18-month tour as liaison officer with the Commander, Air Forces, Pacific Fleet.

In November 1944 he was transferred to the Naval Air Test Center at Patuxent River, Maryland. Postwar tours included three years as AC/S, G-3 of the Marine Air Reserve Training Command at Glenview, Illinois; assignment as a student at the Air War College, Maxwell Air Force Base, Alabama; and two years with the Aviation Section, Marine Corps Schools, Quantico. He was promoted to colonel in 1951.

Gen Quilter joined the 1st MAW in Korea in September 1952 as liaison officer with the Fifth U.S. Air Force. Following his return to the U.S. he joined the 2d MAW in Miami and served first as AC/S, G-3 and then as CO, MAG-31. In 1954 he began a three-year tour with the Office of the Chief of Naval Operations. He returned to the 3d MAW in 1957, first assigned as AC/S, G-3 and then as CO, MAG-33. He served as AC/S, G-3, Aircraft FMFPac in 1959 before being assigned to the 1st MAW the next year as C/S. In 1961 he reported to Headquarters, FMFPac as C/S. Two years later he was named Special Assistant to the CG, FMFPac and in September 1963 was promoted to brigadier general.

He reported to HQMC that year and served as Assistant DC/S, Plans until 1966 when he was promoted to major general and assigned as CG, 3d MAW at El Toro. In 1968 he assumed command of the 1st MAW in Vietnam and served concurrently as Deputy Commander for Air, III MAF. He retired on 29 August 1969.

His decorations included the Distinguished Service Medal, the Legion of Merit Medal with Combat "V," the Distinguished Flying Cross, the Bronze Star Medal with Oak Leaf Cluster, the Air Medal with one Gold Star, and the Navy Commendation Medal.



BGen Regan Fuller, USMC (Ret) died 26 April 1978 in Palo Alto, California. He enrolled in the Platoon Leaders Class in 1939 and was commissioned a second lieutenant the following year. After graduation from Basic School at Philadelphia in 1941 he was

assigned as a platoon commander with the 5th Marines at Camp Lejeune. He subsequently commanded platoons with the 7th Marines in Samoa and at Guadalcanal where he was awarded two Silver Star Medals.

Promoted to major in 1943, he returned to the U.S. and was assigned as Detachment Commander, Montford Point Camp, Camp Lejeune and later as XO, 7th Separate Infantry Battalion. He attended the Command and Staff course at Quantico in 1944 and returned to the Pacific as Assistant G-3, HQ, V Amphibious Corps. In this capacity he participated in the battles for Saipan, Guam, Tinian, and Iwo Jima.

Postwar assignments included instructional duty at Quantico, membership on the UN Truce Observation Team in Palestine in 1948, and duty as Assistant G-4, HQ, FMFLant. In 1950 he assumed command of the 2d Amphibious Reconnaissance Battalion at Camp Lejeune. From July 1952 to July 1954 Gen Fuller served as Operational Intelligence Officer with the Commander, Naval Forces Far East in Yokosuka, Japan. Returning to the U.S. he was assigned to Marine Corps Test Unit 1 at Camp Pendleton for three years.

Upon completion of the Senior Course at Quantico in 1958, Gen Fuller served three years at HQMC, both as a section head in the Plans and Policies Division and as director of the Marine Corps Command Center. Ordered to Okinawa in 1961, then-Col Fuller served as logistics officer and C/S, Task Force 79, 3d MarDiv and as C/S and DC/S of the III Marine Expeditionary Unit on Okinawa and in Thailand. Following his Okinawa tour, Gen Fuller was head of the Southeast Asia Plans and Policy Section at HQ, CinCPac for two years. In 1964 he began consecutive service as C/S of the 1st Marine Brigade, the 3d MarDiv, and of FMFPac. He was promoted to brigadier general in September 1966 and assigned duty as CG, Force Troops, FMFPac.

In 1969 Gen Fuller served in Vietnam as Assistant Division Commander, 3d MarDiv/CG, Task Force Hotel. His last tour of duty before retiring on 15 March 1970 was as assistant depot commander of the San Diego recruit depot.

His decorations included the Silver Star Medal with one Gold Star, the Legion of Merit with Combat "V" and three Gold Stars, the Bronze Star Medal with Combat "V," the Navy Commendation Medal with Combat "V" and one Gold Star, and the Joint Service Commendation Medal.

People and Places

On 9 - 10 March reference historian Dr. Martin K. Gordon represented the Division at The Citadel's Third Conference on War and Diplomacy at Charleston, South Carolina. He served as both chairman and commentator at the session, "Evolution of the British and American Marine Corps." Research Grant Fund recipient Alfred Marini of the University of Maine was the first speaker, talking on "Political Perceptions of the Marine Forces in Great Britain and the United States." Maj Donald Bittner, USMCR, the military historian at Quantico's Command and Staff College, spoke next on the Royal Marines, "Officer of Marines, 1914: Representative of the Status Quo or Reflection of Change?" The third speaker, a newcomer to Marine Corps history, was Prof. Dennis Showalter of Colorado College who spoke on "The Evolution of the United States Marine Corps into a Military Elite in the 20th Century."

The following month Dr. Gordon attended the Organization of American Historians annual meeting in New York City and later commented on Mr. Lawrence Suid's paper, "The Military as Enemy: Hollywood Films in the 1960s" at the Popular Culture Association in Cincinnati, Ohio.

The Company of Military Historians' 1978 Williamsburg, Virginia meeting was attended by several Division members. Board of Governors activities on 11 May were joined by BGen Simmons, Mr. Henry I. Shaw, and Mr. Benis M. Frank. Other attending members were Col Franklin B. "Brooke" Nihart and LtCol Lane Rogers. Former Division member, SSgt Mark A. Elrod, displayed part of his collection of antique musical instruments in the Company's display competition.



On 21 March 1978 the Marine Corps Historical Center was the site of a Congressional breakfast from 0730-0900. Approximately 80 former Marines including Congressmen, former Congressmen, and staff members from the Hill attended the informal breakfast, tour of the Center, and social hour. Remarks were delivered by BGen Simmons; BGen Bartlett, USMCR, Clerk to the Minority in the House of Representatives; and Gen Wilson, Commandant of the Marine Corps. The master of ceremonies and Congressional host for the gathering was Congressman Lawrence Coughlin of the 13th District, Pennsylvania.



Backed by the David Douglas Duncan exhibit, Gen Louis H. Wilson, Jr., addresses attendees at the Congressional breakfast.

The Division's artist-in-residence, Maj Charles H. Waterhouse, was guest speaker at the Naval War College on 19 April. As part of the college's Contemporary Civilization Series, Maj Waterhouse presented an illustrated lecture and display of 50 of his original prints, drawings, and illustrations. The two-hour presentation was well received by an audience which numbered more than 250 in spite of heavy Newport rains and competition from the last part of the popular TV series, *Holocaust*.



Since publication of the Winter 1977-1978 issue of *Fortitudine*, the division has presented two professional development seminars in April and one in May. The first, on the 4th of April, featured Mr. Alfred J. Marini, recipient of a Marine Corps Historical Program Research Grant, whose topic was, "Political Perceptions of the Marine Forces: Great Britain, 1699-1739, and the United States, 1798-1804." In addition, Mr. Marini discussed the comparative administrative beginnings of the Royal Marines and the U.S. Marine Corps.

The second seminar in April, presented on the 19th, featured Col John Boyd, USAF (Ret), who is presently a civilian consultant to the Program Analysis and Evaluation Division in the Office of the Secretary of Defense. His topic was "Patterns of Conflict," an historical appreciation of conflict as it has appeared from 500 B.C. to the present.

The guest speaker for the May seminar was Washington attorney, Mr. Nicholas D. Ward, whose topic covered the legal problems of museums, libraries, and historical centers with respect to the new copyright law as it affects oral history, personal papers, and photographic collections. Attending the seminar as guests of the Director were, among others, MajGen John Huston and Dr. Stanley Falk, chief and chief historian, respectively, of the Air Force Historical Office, and representatives of the Naval Historical Division and the Army Center of Military History.



Mr. Charles A. Wood, head of the Museum's Collection Section, represented the Division at three professional conferences during April beginning with the U.S. Coast Guard Maritime Roundtable at the Smithsonian Institution. On the 28th he attended the Mid-Atlantic Regional Archives Conference in



Maj Waterhouse stands next to one of his display panels in Spruance Auditorium, Naval War College, Newport, Rhode Island.

Fredericksburg, Virginia. The working conference featured a number of seminars which addressed archival and collections problems and procedures. Mr. Wood spent the next two days at Annapolis, Maryland attending the North American Society for Oceanic History Conference. A wide variety of papers were presented ranging from "New Jersey Oystering and Oyster Craft" to "Doxies at Dockside: Prostitution and Maritime Society, 1800-1900."



The Director, BGen Simmons, and Deputy Director for Museums, Col Nihart, attended the 12th Annual Military History Conference sponsored by the Council on Abandoned Military Posts (CAMP) and held 27-29 April in Minneapolis. In addition to a full schedule of scholarly papers, the conference featured visits to the beautifully reconstructed Fort Snelling and various sites along the Minnesota River that figured significantly in the Sioux Uprising of 1862. Gen Simmons chaired the joint CAMP and American Military Institute dinner the evening of 27 April. Col Herbert M. Hart, former Deputy Director for Marine Corps History, is National Secretary of CAMP.

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People and Places (Cont'd)



About once each quarter the chiefs of the historical programs for the four Armed Services get together for a discussion of matters of mutual interest. On 24 February the group met at the Albert F. Simpson Historical Research Center, Maxwell Air Force Base. The trip was sponsored by MajGen John W. Huston, USAFR, Chief, Office of Air Force History, and hosted by Mr. Lloyd H. Cornett, Jr., Chief of the Simpson Center. On 2 May the four chiefs travelled to the U.S. Army Military History Institute at Carlisle, Pa., under the sponsorship of BGen James L. Collins, USA (Ret.), Chief of Military History, Department of the Army. The director of the institute is Col Donald P. Shaw, USA. The Director of Naval History, who attended these orientation visits along with BGen Simmons, is RAdm John D.H. Kane, USN (Ret.).

The Center's extensive Personal Papers Collection supported a wide range of outside research during the last quarter. The papers of two former Commandants were examined: Gen Clifton B. Cates' in relation to the post-World War II defense establishment, and Gen Thomas Holcomb's regarding his service as Minister Plenipotentiary and Envoy Extraordinary to the Union of South Africa in the late 1940s. Additionally, the papers of BGen Charles I. Murray were examined regarding his service as Deputy Commander for Military Government, Okinawa in 1945-46.

Research on Marines at the Chosin Reservoir was conducted in the papers of Gens Oliver P. Smith, Robert E. Hogaboom, Graves B. Erskine, Keith B. McCutcheon, Field Harris, Louis E. Woods, and Walter W. Wensinger.

A Time/Life Television project, "Christmas Season During World War II," was supported by the papers of a variety of wartime Marines.