



FIRST LIEUTENANT CHRISTIAN F. SCHILT, USMC (RET)

ca. 1925

GENERAL CHRISTIAN F. SCHILT, USMC (RETIRED)

General Christian F. Schilt, a pioneer of Marine Aviation and winner of the Nation's highest decoration, the Medal of Honor for bravery, retired from the Marine Corps on April 1, 1957. He has seen action with Leatherneck air units in World Wars I and II, the Haitian and Nicaraguan campaigns and the Korean fighting.

The general was awarded the Medal of Honor for heroism from January 6 to 8, 1928, at Quilali, Nicaragua, where two Marine patrols were ambushed and cut off by rebel bandits. Then a lieutenant, he voluntarily risked his life to make ten flights into the besieged town, evacuating 18 casualties and carrying in a replacement commander and badly needed medical supplies. To make a landing strip on the village's rough, rolling, main street, the Marines on the ground had to burn and level part of the town, and since the plane had no brakes they had to stop it by dragging from its wings as soon as it touched down.

Hostile fire on landings and take-offs, plus low-hanging clouds, mountains and tricky air currents, added to the difficulty of the flights, which the citation describes as feats of "almost superhuman skill combined with personal courage of the highest order."

In Korea, where he commanded the 1st Marine Aircraft Wing from July 1951, to April 1952, General Schilt earned the Air Force Distinguished Service Medal and his fifth Air Medal. He also holds the Legion of Merit with Combat "V", the Distinguished Flying Cross, the Bronze Star Medal with Combat "V" and four Air Medals for World War II service. During that conflict he participated in the Guadalcanal campaign, the consolidation of the Southern Solomons and the air defense of Peleliu and Okinawa.

The general was born March 19, 1895, in Richland County, Illinois., and after attending Rose Polytechnic Institute at Terre Haute, Indiana., he enlisted in the Marine Corps June 23, 1917. As an enlisted man he served at Ponta Delgada, in the Azores, with the 1st Marine Aeronautical Company, a seaplane squadron assigned to anti-submarine patrol. This was the first organized American air unit of any service to go overseas during World War I.

Returning to the United States as a corporal, he entered flight training at the Marine Flying Field, Miami, Florida. He was designated an aviator June 5, 1919, and commissioned a second lieutenant five days later. That October, he began

his first tour of expeditionary duty as a member of Squadron "D", Marine Air Forces, 2d Provisional Brigade, in Santo Domingo. He returned to the United States in February 1920, to enter the Marine Officers' Training School, Quantico, Va.

Completing the course in August 1920, he went overseas again the following month, joining Squadron "E" of Marine Aviation Forces, 1st Provisional Brigade, at Port-au-Prince, Haiti. He was transferred to the 2d Brigade the following March to make an aerial survey and mosaic map of the coast line of the Dominican Republic. After completing that assignment he returned to Quantico in October 1922.

Except for service at the Naval Air Station, Pensacola, Florida, from January to July 1923, and completion of a three-month photographic course at the Air Service Technical School, Chanute Field, Illinois, in 1925, the general remained at Quantico for the next five years. While attached to that post he won second place in the Schneider International Seaplane Race at Norfolk, Virginia, in November 1926, flying a special Curtiss racer at a speed of 231.3 miles per hour over seven laps of a triangular 50-kilometer course.

In November 1927, General Schilt was ordered to Managua, Nicaragua, where he joined Observation Squadron 7-M. It was during this tour of duty that he won the Medal of Honor. He returned to the United States in August 1929, and after commanding Fighter Squadron 5-N at Quantico, was named Chief Test Pilot and Flight and Aerological Officer at the Naval Aircraft Factory, Philadelphia, Pennsylvania. He served in that capacity for two years before returning to Quantico in June 1932, to enter the Company Officers' Course at the Marine Corps Schools. He completed that course in July 1933, and a month later entered the Air Corps Tactical School at Montgomery, Alabama.

Graduating from the tactical school in June 1934, the general began another four years at Quantico, where he was Air Officer on the Staff of the Commanding General, Fleet Marine Force, and later a squadron commander with Aircraft One, Fleet Marine Force. He then served from May 1938 to June 1940, as Executive Officer of the Marine Corps Air Station at St. Thomas, Virgin Islands. After that he returned to Quantico to complete the Senior Course in the Marine Corps Schools and serve with Base Air Detachment 1, Fleet Marine Force.

He left Quantico in May 1941, when he was assigned to the American Embassy in London, England, as an Assistant Naval Attache for Air. In that capacity he travelled through

England and Scotland and served as a naval observer in North Africa and the Middle East. He returned to the United States in August 1941, and was assigned to Quantico as Engineer and Supply Officer of the 1st Marine Aircraft Wing.

In September 1942, he arrived on Guadalcanal as Assistant Chief of Staff, 1st Marine Air Wing. After that he was commander of Marine Aircraft Group 11, Chief of Staff of the 1st Wing and Commanding Officer of the Strike and Search Patrol Commands, Solomon Islands. He returned to the United States in September 1943, and commanded the Marine Corps Air Station at Cherry Point, N. C., until March of the following year.

From April to June 1944, General Schilt headed the 9th Marine Aircraft Wing during the organization of that unit. He then served for six months as Chief of Staff of the wing and for another month as its commander before returning to the Pacific theater in February 1945. This time he was Commanding General, Air Defense Command, 2d Marine Aircraft Wing, on Okinawa until October 1945, when he took command of the 2d Wing.

Returning from Okinawa in March 1946, the general reported to the Naval Air Station at Glenview Illinois, the following month. There he headed the Marine Air Reserve Training Command until July 1949, when he was ordered to Norfolk as Chief of Staff, Fleet Marine Force, Atlantic. He served in that capacity until he took command of the 1st Marine Aircraft Wing in Korea in July 1951.

In April 1952, General Schilt returned from Korea to serve in Hawaii as Deputy Commander, Fleet Marine Force, Pacific, until February 1953, when he became Commanding General, Aircraft, Fleet Marine Force, Pacific, at the Marine Corps Air Station, El Toro, California. He left El Toro in July 1955. Ordered to Headquarters Marine Corps, he was promoted to lieutenant general August 1, 1955, and on that same date assumed duties as Director of Aviation, Assistant Commandant of the Marine Corps for Air, and Assistant Chief of Naval Operations for Marine Aviation. He served in this capacity until his retirement from the Marine Corps when he was promoted to his present rank by reason of having been specially commended for heroism in combat.

In addition to the Medal of Honor, Distinguished Service Medal, Legion of Merit, Distinguished Flying Cross, Bronze



Star Medal, and Air Medal with Gold Stars in lieu of four additional awards, the general's medals and decorations include the Presidential Unit Citation Ribbon with one bronze star; the Marine Corps Good Conduct Medal; the World War I Victory Medal with Overseas clasp; the Marine Corps Expeditionary Medal with one bronze star; the Second Nicaraguan Campaign Medal; the American Defense Service Medal with Base clasp; the Asiatic-Pacific Area Campaign Medal with two bronze stars; the American Area Campaign Medal; the World War II Victory Medal; the Navy Occupation Service Medal with Asia clasp; the National Defense Service Medal; the Korean Service Medal with one silver star; the United Nations Service Medal; the Nicaraguan Medal of Merit with silver star; the Nicaraguan Cross of Valor; the Korean Order of Military Merit TAIGUK; and the Korean Presidential Unit Citation.

## CONTENTS

	PAGE
1. Session I	1
2. Session II	100
3. Index	137

Q: Well, you are in good shape, you look <sup>chubbier</sup> ~~good~~. I guess with all those grandchildren you have to be.

Schilt: Oh, I stay pretty active.

Q: Was your father a farmer? Was this farmland out there?

Schilt: Yes, he was a farmer in <sup>Grand Prairie</sup> ~~Grant Perry~~, Illinois.

Q: Did you intend to become a farmer yourself? Was this where you were heading?

Schilt: Well, it all depends what age. When I was a youngster I thought there was nothing like it. When I got a little older I found there was a hell of a lot of work to it, and I thought I would go in for some other vocation.

Q: When you graduated <sup>from</sup> high school, did you go on to college?

Schilt: Yes.

Q: And that was where?

Schilt: <sup>Rose</sup> The Polytechnic Institute at Terre Haute, Indiana.

Q: How many years of engineering did you have there?

Schilt: Two years, and then I left when the war came along.

Q: What made you join the Marine Corps in the war? Did you know anything about it before you came in?

Schilt: Well, during the summer months, during vacation, I used to work for ~~CONGRESSMAN~~ <sup>Dr. Foster</sup>, who was also our family physician in Olney, Illinois, and during one of the trips down to Washington, sitting in the office I watched the Marine Corps band and a company of Marines.

So Dr. Foster said, "Well, Frank, what are you going to do about this war?" I said, "I am going down, go home, and then I am going to enlist in the Marine Corps."

I always felt it was a pretty good outfit.

Q: His name was Falk?

Schilt: Foster. He was our family physician and a retired congressman.

Q: What did you do for him during the summer?

Schilt: I drove his automobile, and I acted as clerk in the office.

Q: What was it like being on Capitol Hill in those days?

Schilt: Well, nothing particularly outstanding about things. Listening to the congressmen talking sometimes was very



interesting. But they were always busy in their office, sending out literature, trying to get elected again the next time.

Q: You were there for two summers, then.

Schilt: Right.

Q: Summer of 1916 and summer of 1917. Or the summer of '15 and '16?

Schilt: '15 and '16.

Q: The United States got in the war in April of '17.

Schilt: '16 and '17, then.

Q: '16 and '17. You were there in April, in the spring.

Schilt: Yes.

Q: Do you remember any of the congressional reactions regarding the war, or congressional reactions to President Wilson's stand on the war?

Schilt: (Pause) No, I can't say that I do. It's a long while ago.

Q: President Wilson was unwilling to become committed, and he held back, and there were quite a few war hawks in Congress, I believe.

Schilt: Well, I was a youngster then, I didn't think much about these things. I really don't remember, I couldn't comment on that with any degree of certainty.

Q: Now you joined in June of '17, is that correct?

Schilt: Yes, I believe it is. June 26th '17.

Q: Did you go through Parrie Island?

Schilt: I went home first to Olney, Illinois, from Washington. I went down to St Louis, enlisted and was sent to Parrie Island. I was received down there like everybody else, they took away all my clothes and marched me right up to the *shower*, and they assigned me a Marine Corps uniform for drill purposes and whatever was necessary in Parrie Island.

Q: Of course St Louis is west of the Mississippi. I take it that in those days there was no recruit depot in San Diego.

Schilt: Oh, St Louis and San Diego are 2000 miles apart!

Q: Yes, but if you recall a lot of recruits west of the Mississippi would be sent to San Diego, and all recruits east of the Mississippi. *(To Parrie Island, etc.)*

Schilt: I don't know anything about that, about what their administrative program was at ~~the~~<sup>that</sup> time. I was a recruit! I wasn't involved in anything like that. I enlisted as a private.

Q: What was it like out at Parris Island?

Schilt: It was pretty rugged. They met you there and took all your clothes away from you and gave you some dungarees, which you put on right away; they sent the clothes that you wore down there home. The routine was rather strenuous. We got up about 4.30 in the morning, as I remember, took a physical exercise, and had a drill; then we had classroom studies, and kept going for about three months as I remember. We completed our basic training and were sent to various units throughout the Corps.

Q: Was basic training pretty rugged?

Schilt: Very rugged.

Q: The D.I.s were pretty strict?

Schilt: They were very strict, but they were square in everything they did, and nobody was mistreated, to my knowledge.

Q: You had no thumping?

Schilt: No, not in our company. We had a sergeant by the name of Sgt. Tobin. He had had about 15 years in the Marine Corps at that time, and he was a master at drilling, but he wouldn't allow any rough stuff in his company at all. Some of the companies, I have to say, were not quite as strict.

Q: What was Parrie Island like physically in those days?

Schilt: We had headquarters down there. Parrie Island had been headquarters for Marine recruits for some time. They had a nice headquarters. But the personnel who had come in at that time -- during World War I -- they were all in tents, and some of them had to sleep outside of a tent for a short period until they could get enough tents down there to take care of the recruits that were coming in daily.

Q: Who was commanding general of the base down there, do you recall?

Schilt: Yes, Eli, K. Cole.

Q: Oh really?

Schilt: Kelly Cole, a brigadier general.

Q: Do you remember any of the other officers who were down there at this time?



Hoban.

Schilt: Well, I remember my drill sergeant, Sgt. Hogen, very well. He was a master at drilling, he had no foolishness in his outfit, he was a square shooter, he made everybody work, everybody do an equal amount of police work, which was taking care of miscellaneous work around the camp, one thing or another. He was a square shooter. There were some drill sergeants down there whom I didn't think much of. They didn't meet with my approval. Which didn't amount to anything! (laughs)

Q: Did you have to carry oyster shells?

Schilt: Yes, we had to carry a certain number of buckets of shells every day, after our drilling was over. I think it was three or four buckets, which really was good for you, it made you use your muscles, and some of 'em certainly needed it!

Q: You must have been in pretty good shape after having been a farm boy, and having worked on a farm for a while, were you not?

Schilt: Well, by that time I had given up the idea of the farm and of being a farmer, ~~was going to take~~ <sup>from</sup> and I took an engineering course at the Polytechnic Institute in <sup>Terre Haute, Indiana</sup> ~~xxxxxxHuntsville~~ Ohio, to be a mechanical engineer, but then the Marine Corps changed my mind.

Q: Were you involved in athletics when you were at school?

Schilt: Yes, I played basketball and football. I wasn't very good at football. But at basketball I was pretty good.

Q: Where did you go after Parris Island?

Schilt: Let's see. (Pause) Went down to Santo Domingo, as I remember, in the Dominican Republic. We went to Haiti first, and then went over to Santo Domingo. We had a brigade in each place -- in Haiti and in Santo Domingo.

Q: Were you disappointed that you weren't being sent over to France?

Schilt: Wait, I am ahead there. We went to the Azores Islands. I got into aviation right after recruit training and I was sent down to ~~the~~ Cape May, N.J., where we had an aviation training outfit with Maj. Evans, who was commanding officer at that time.

Q: Is that Khaki Evans?

Schilt: Yes. Shortly thereafter we were transferred to the Azore Islands in World War I, and there we had seaplane patrol around the islands of that area.

Q: I guess Evans was the first man who *looped* a seaplane as I understand it.

Schilt: Yes.

Q: What were the duties of enlisted men? It was the first Marine aeronautic company, was it not?

Schilt: That's right.

Q: Did you have crew chiefs?

Schilt: Oh yes, each airplane had its crew chief, and then they had assistant crew chiefs and several mechanics. Of course you had to have an administration detail to take care of the administration work and everything else that went along with the aeronautical company.

Q: Who did the armor work?

Schilt: We had regular people who had been sent to school, or had had experience in taking care of aircraft guns and the artillery which we had to take on with us to the Azore Islands for the defense of the islands.

Q: Did you have enlisted gunners as well?

Schilt: Yes, I was an enlisted gunner.

Q: You were an enlisted gunner for a while.

Schilt: The way it worked there -- the crew chief usually was the first gunner. After being there a while and got familiar with the aircraft I was a crew chief and I was a gunner.

Q: Did you get special training for this? <sup>Was</sup> there a special school for this?

Schilt: Yes, Pensacola, Florida has a special school for gunners and I went to Pensacola and then went over to <sup>the</sup> Azores Islands. But now I am ahead of myself. Down in Cape May <sup>New Jersey</sup>, ~~XXXXXX~~, we had the gunnery school down there which taught us the use of weapons.

Q: How about a school ~~of~~ for mechanics? Or was this on-the-job training?

Schilt: That was on-the-job training, but also they had a school at Philadelphia for training mechanics.

Q: Were there any enlisted pilots in those days?

Schilt: Yes, they had several, but as a rule the people that came in during the war were commissioned shortly after they finished their training.

Q: What kind of aircraft were you flying in those days?

Schilt: We had what they called the RC 6; that's a Curtiss two-place  
seaplane.

Q: Did it have much power?

Schilt: ~~The power?~~

Schilt: 200 horsepower Curtiss engine. <sup>water cooled.</sup> Not much power, nowadays.



Q: They had the Curtiss M 9, the first Burgess.

Schilt: Yes, that was a trainer plane with less horsepower than the R 6 that we are talking about.

Q: And then I think they also had the <sup>HS 2L</sup> ~~F-52~~, the first flying boat.

Schilt: They didn't have that when I was over there. They got them later on, but I had no experience with those.

Q: What led you into flying?

Schilt: Well, I went along, I got some training in Cape May, New Jersey, and over in the Azore Islands, and I came back to Pensacola, and got my training down at Pensacola.

Q: You went through flight school as an enlisted man?

Schilt: That's right.

Q: Was this unusual?

Schilt: No.

Q: What rank were you at this time?

Schilt: A private when I came in, then I went up to corporal,  
then sergeant, then gunnery sergeant when I got some training,  
and then was commissioned as 2nd lieutenant in the Marine Corps  
Reserve; while I was enlisted I stayed with them; when I got a regular  
commission by going through the Officers Training School at  
Quantico, Virginia.

Q: What planes were used when you were training?

Schilt: The ~~G-4~~<sup>SNT</sup>, the land plane, and the R 6, and the flying boat, I don't know what the name of it was -- a Curtiss flying boat. I can't remember what the designation was.

Q: It wasn't G-<sup>JN</sup>~~A~~ 4, was it? That was a land plane.

Schilt: 苏珊娜 Q Jenny 知道xxxxxxx

Q: Yes. Now, what did your <sup>training</sup> consist of?

Schilt: We had basic training. First you'd go through a mechanics school where they taught you about the engine and how to take care of the engine, and then they taught you about the plane, how to take care of it, and then they sent you down to a flight line and you went out with an instructor.

Q: Did you have any opportunity -- well, did you particularly care to go in aviation? Or . . .

Schilt: I enlisted for aviation.

Q: So this was in your mind when you came into the Marine Corps.

Schilt: Oh yes.

Q: What interested you in aviation?

Schilt: Well, I saw a lot of flying going on, people flying, and I just decided I wanted to fly too. I had a great desire to fly, and when I got in a flying outfit, they didn't know much about it, but later on it was a very successful outfit.

Q: Was it easy to fly in these days?

Schilt: It was hard to get in a flying outfit. As far as flying, it's hard to tell: some people learn easy, and some people don't. I had no trouble, I <sup>solved</sup> learned in less than four hours. I had no trouble, and I think one reason was because

Some people even in aviation didn't want to fly. And I've seen people get killed just because they were stuck with it; they weren't qualified to fly; they had no desire to fly; but they were stuck with it.

Q: Then why did they choose aviation?

Schilt: I don't know --

Q: Glamor?

Schilt: I suppose so.

Q: Going into aviation was no assurance of being commissioned in these days. You'd have to ...

Schilt: Well, if you mean success, nothing was guaranteed as far as that goes. Those who made a success of it, though, were commissioned. It depended on the record.

Q: How long were you in the Azores for?

Schilt: I think about nine months. 5

Q: What was it like out there?

Schilt: Oh, it was a beautiful place. There was wonderful flying weather, people were very friendly. These are Portuguese, of course, of course, Punta Delgada. They took <sup>us</sup> right in their homes and did everything they could for us, so it was good to be there. Of course they had an ulterior motive in doing that because they were expecting



submarines to come right out of the water all the time. They were really scared.

Q: Did any German submarines in fact show up?

Schilt: We saw a few out there; in fact we dropped a few bombs, but as far as we know we didn't damage anything. We had 125 and 200 pounds bombs, which wasn't very much. You'd have to get a direct hit, and then be lucky to sink one.

But we kept them submerged, I think.

Q: Did some air groups go to France from the Azores?

Schilt: Not from the Azores. They went over to France from the United States. The northern bombing group was composed mostly of Marines over there.

Q: Gen. *Mulcahy* was in that.

Schilt: Yes.

Q: And Geiger, I guess.

Schilt: Yes, Geiger. Cunningham had the command and Geiger was -- well, I don't know how they worked it.

Q: Do you think Cunningham <sup>*had*</sup> ~~carried~~ command?

~~Redaction~~

and *Robert* had a squadron.

aviator.

Q: What were aviation personnel like in these days?

Schilt: No different than they are now. I think the people that come into aviation now are better educated than ~~they were~~ those people during World War I, and their schooling is better also. But as far as the personnel is concerned there's no difference that I can see. They are human beings, they like this that and the other thing, and if they don't like it, well then . . .

Q: I was thinking in comparison with the ground Marines.

Were they a different breed of cat?XXXXXXXXXXXXXXXXXXXX

**Schilt: Compared to aviators?**

Q: Yes, sir.

Schilt: No, I don't think so. No difference. Of course, in aviation you have to have certain qualifications, <sup>physical</sup> and education also.

They don't have to be college graduates, but a lot of them are.

They try to get -- they find good men and they send them to school to qualify them for whatever is necessary.

Q: From the Azores you went back to <sup>the</sup> flying field, is that correct, at Miami?

Schilt: Miami, Florida.

Q: This was the first division squadron D, is that correct? Do you recall what the unit was?

Schilt: A,B,C,D -- I think . . . It seems to me that squadron D was an engineering squadron.

Q: I think it was probably the Santo Domingo squadron D.

Schilt: Yes, or . . .

Q: Now what aircraft did you use in Miami? Were they advanced?

Schilt: The Jenny.

Q: Still the Jenny? Was the D H 4 still there at this time? Did you do any flying in that?

Schilt: No, we didn't get any DH 4s down there at all. We got the first DH 4 at Quantico when I was transferred there.

Q: You were at Quantico.

Schilt: Uh uh. They may have had them at other places, I don't know. But that's where I got my training.

Q: You were only there for several months, and you went down to Santo Domingo.

Schilt: That's right.

Q: What kind of duty was it ~~XXXX~~ at Santo Domingo? Was that aviation or ground duty?

Schilt: Aviation. They had ground forces down there too.

Gen. *Logan Feland* ~~Feld~~ was the commanding general there of the Brigade, as I remember. We had one squadron -- squadron D, I believe it was -- and then I think we got another squadron down there, if I am not mistaken.

Q: Gen. *Feland* ~~Feld~~, was he an overall commander of both ground and aviation?

Schilt: He was the senior Marine officer down there, and as such he commanded all Marines.

Q: Who was the senior aviator down there?

Schilt: Cunningham.

Q: Cunningham still?

Schilt: Yes.

Q: And Turner hadn't come into the picture yet?

Schilt: No. I believe he came in just as I was ready to leave.

Q: What was the nature of your duty down there?

Schilt: Well, we'd carry a lot of mail. Transportation down there was mostly by ox cart across the mountains from one headquarters to another, and it was difficult on horseback, so most of it was done with ox carts; and shipping to the coast of course. Our aviation expedited delivery of mail and took care of passengers. If somebody from Washington -- the commandant of the Marine Corps -- came down for an inspection, we'd take him around to various places where he wanted to go.

It was a hell of a job.

Q: Did he come down there often?

Schilt: About once a year he'd get down. *I was only down there two years!* ~~He~~  
I think he was down there twice, or sent a senior representative down there to inspect. Inspectors were coming down all the time.

Q: So generally speaking you were just acting as a freight service, a transport service, really.

Schilt: Not necessarily, because our ground forces were out in the field all the time, and we supported them a hell of a lot, besides the transportation of various other necessities. Our main mission was support of ground forces out there, and several times we got them out of a pretty tight hole.

Q: What was the nature of the tactics that aviation used?

Schilt: Well, we'd locate them and the ground forces sometimes gave us directions where to go and we'd go locate the find bandits and drop a bomb on them or shoot our machine guns. That's the only thing we could do. Quite frequently we saved the ground forces from being severely <sup>attached</sup> affected.

Q: This was very rudimentary close air support, then.

Schilt: Right.

Q: Was it stuff that was in the book, or things that you just ~~xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx~~ felt were expedient?

Schilt: Well, we had some ground training before we went down there, what was necessary.

Anybody down there that had a rifle, they were bandits. We would attack if we saw fit. You usually had pretty good intelligence information as to where bandits were. If we found

anybody in the area ~~that~~ the intelligence people had given information, that were carrying rifles . . .

Of course when we got down there all rifles and guns were taken away from the natives, and if we found anybody with a rifle we knew darn well what he was, and we had authority to go ahead and use our own judgment.

Q: Was there any form of ground control at this time?

Schilt: Of course, not when we were attacking out in the hills like I just described. Is that what you mean? Or ground control of aviation?

Q: Yes, ground control of aviation.

Schilt: Well, Gen. <sup>Feland</sup> Field at headquarters, they controlled everything.

Q: I mean ground control of individual strikes, during during operational phases.

Schilt: No, we had nobody down there.

Q: Would somebody brief the pilots?

Schilt: Well, we'd get our instructions from headquarters that told us where the bandits were located. This information would



come in from people in the field. And when we left the place we usually had information on where they were, and instructions to attack if we found it desirable to eliminate these bandits. They could pretty well tell; our ground forces had signals down on the ground, and they were advised to lay down the signals, friendly forces, and tell us where the bandits were, and at that point indicate an area where they were, and mark down there by signals, and how far away, and the number. And by that we went into action.

Q: In other words then you did have ground panels?

Schilt: That's right.

Q: Signals, <sup>colored</sup> smoke, something like that?

Schilt: We didn't have any smoke, I don't believe, we had a ground panel. Later on they developed the smoke.

Q: Pre-arranged signals, pre-arranged codes.

Schilt: Yes.

Schilt: You were only down there a short time, actually -- about four or five months?

Schilt: I was down there twice.

Q: This was your first tour down there? Then you went up to Officers Training School at Quantico.

Schilt: Yes. I went to Haiti, <sup>was</sup> transferred to Santo Domingo, and then to Officers School, and then back down there again.

Q: Between October of 1919 and February of 1920 you'd gone over to Haiti?

Schilt: I don't know how it was. I was in Haiti for a while. It's a ~~long~~ <sup>long</sup> while ago. I went to Haiti first -- or -- I don't . . .

Q: No, you went back to Quantico for Officers Training School, and then you left there for Haiti, you went to the Brigade, and then you were transferred over to Santo Domingo.

Schilt: I was transferred, and I was assigned a job down there of mapping the coastline of Haiti and Santo Domingo, which took a long while.

Q: Was this basic school that you were sent to at Quantico?

Schilt: Officers Training School.

Q: Yes, it was Officers Training School.

Schilt: ~~Amx2xzxxxt2~~ I don't recall basic or what was it called.

Schilt: Not as a student; he might have been there. *I've been with him several times.*

Q: Sanderson and you were pretty much contemporaries, I guess.

Schilt: That's right, yes.

Q: Did he get his commission about the same time as you did?  
He was a former enlisted man too, was he not?

Schilt: Yes. Well, he went through training school before I did and he was a few numbers ahead of me; senior.

Q: He was quite an athlete, I think.

Schilt: Yes, he was a star football player, a very fine athlete. Tough as nails, though. Do you know him?

Q: ~~Did you know him?~~ <sup>I didn't</sup> ~~xxxxxxx~~ interview him, someone else did, but I understand he was pretty no-nonsense.

Schilt: Yes, athletically.

Q: You were down in Haiti with Marine Aeronautical Force, the 1st Brigade, from September '20 to March '21. Was this the time that you did ~~xxxxxx~~ your air ~~(aero)~~ survey?

Schilt: Yes, I did part of it at that time -- most of it except

Q: Well, did they have a basic school? Of course they had the School of Application earlier. This was a period of about six months or seven months.

Schilt: Yes.

Q: Who was up there with you at this time, do you recall?

Schilt: At Quantico?

Q: Yes, sir.

Schilt: Do you mean who was in command of the post?

Q: Well, who was in command of the post -- that was probably Smedley Butler at this time.

Schilt: Yes, Smedley was up there, and Logan Feland was there, I believe, and <sup>Barkeley</sup>~~Burkey~~. I can't remember.

Q: Who were some of the students that were there with you at this time?

Schilt: Sanderson I believe was there, Rovino.

Q: <sup>Log</sup>~~Log~~ Shepherd was there?

for weather interference, then I had to come back and do that again.

Then I was transferred to Santo Domingo to continue, to get the whole island of Santo Domingo and Haiti.

That's a long while ago, but that's the gist of the thing.

Q: I've got a question here. The type of aircraft that were down in squadron E, was were GM 4s and DH 4Bs still in service down there?

Schilt: Yes. They had seaplanes down there too. Patrol boats.

Q: The *Loening* amphibian?

Schilt: No, twin-engine boats. We had a few boats. I don't know . . . (voice trails off)

Q: How long did the DH 4s stay in service?

Schilt: Oh, gosh, they were there for a long while! I would say 10 years.

Q: Until '25 or '26, maybe?

Schilt: *Yes*  
~~Yeah~~ -- longer than that.

Q: Now when you went to Santo Domingo with the 2nd Brigade -- this was in March of '21 -- Jennys and the DHs were still in service there?

Schilt: Right.

Q: Had the <sup>VE7s</sup> come in yet?  
Vought

Schilt: No, not to my knowledge.

Q: According to the notes I have the VE7 had many modifications -- the VE9, the O2U, the O3U.

Schilt: It hadn't come out in the service down there. I don't know in the States.

Q: In Santo Domingo, that was for about a year and a half. Was that strictly flying service?

Schilt: Yes. Well, I was on aviation duty all the time, so I was designated <sup>a</sup>naval aviator.

Q: Santo Domingo by this time had pretty well become pacified?

Schilt: Yes. Except up in the hills there were some pretty rugged places, but generally speaking it was pretty well pacified.

Q: What was life like down there?

Schilt: Very nice, people were friendly, there was plenty of good food, and the duty was very pleasant.



Q: Was it a healthy place?

Schilt: Yes.

Q: Did you have your family down there? Were you married yet?

Schilt: No, I wasn't married till later on.

Q: Still a young bachelor officer?

Schilt: <sup>Yes</sup> Yeah.

Q: Who else was down here about this time that you recall?

Schilt: In Haiti there was Sanderson and Brown.

Q: Which Brown was this?

Schilt: An athlete. I can't . . .

Q: Remember him being called Alphabet Brown?

Schilt: No, I never heard him called that.

Schilt:  
An Polan (?) I believe was there, and Harold Major. These  
are aviators.

Q: Harold Major.



Pause

Q: Now were you aware . . .

Schilt: Bourne was commanding officer.

Q: Louis Bourne?

Schilt: Yes.

Q: He got killed in the 30s, didn't he? Or died in the 30s?

Schilt: He died, he didn't get killed.

Q: Were you aware of any politics or any <sup>conflict</sup> conferences between Turner and Cunningham and Brainerd?

Schilt: Oh, they were more or less friendly. Politics, I don't know, I was down at the lieutenant stage. These were majors and lieutenant colonels. I don't know. There was some animosity or <sup>jealousy</sup> antagonism between them, but nothing serious. They were friendly to each other. There wasn't enmity or anything like that.

Q: Well, it would appear that there was some sort of conflict as to who was going to head aviation, and I think Turner was (would) <sup>showed</sup> ~~showed~~ them off in <sup>to</sup> quartermaster duties, I believe.

Schilt: He was head of aviation for a while. There was some friction between Turner and . . .

You see, Turner came into aviation late. Cunningham was with Marine Aviation, I think he was the first Marine aviator. /

Q: Yes, sir.

Schilt: Then Turner came in some years later and he took number one priority there, not that -- I was still at the lieutenant stage and it didn't bother me any.

Q: Did Brainerd ever have command? Was he ever in the running here?

Schilt: Well, he was head . . .

Q: He was head of aviation too.

Schilt: Brainerd, Cunningham, Turner, and others.

Q: Did you know Geiger well?

Schilt: Very well.

Q: What was he like?

Schilt: A rough and ready gogetter. As square a shooter as ever lived. He had no nerves.. He was hard. He sort of roughed me up, I am very proud of it. I am very fond of him.

Q: You and Louie Woods and a few others <sup>could</sup> call more or less call yourselves Geiger's boys.

Schilt: I think so, in a sense, yes. We were very close to him. Yeah, I like Geiger very well. He's a deep thinker. ~~Maxxxxxxxx~~ ~~himself~~ He's been in a responsible position all the time. I'd served with Geiger as an engineering officer — an engineering officer<sup>in an</sup> was a very important aviation outfit and I had had education for that purpose and went through school for it.

And he was a square shooter (voice trails off) He'd get you in his office and sort of look at you as though he was going to give you hell.

He was peculiar that way. (laughs)  
But he was a square shooter. If they wouldn't do what he told them to do, he'd give them hell.

Q: He was a hard liver too, I understand. He lived and played hard also.

Schilt: Yes, that's right. But whatever he did

Q: He put everything into it.

Schilt: Uh uh.

Q: Who were some of the others in aviation at this time that you remember well, that became either famous or infamous?

Schilt: Well, there was Louis ~~Wood~~<sup>Wood</sup>, a very good friend of mine; I don't know whether you know him or not.

Q: Yes, I know him very well.

Schilt: He is a very fine gentleman. Great Farrell, Harold Major, one of the first aviators, <sup>Northern</sup> ~~he is~~ of the bombing group in World War I.

And Khaki Evans. Farrell, I mentioned him, he came later on. That's all that comes to my mind right now.

Q: Of course <sup>e</sup> ~~Mages~~ came in <sup>later on</sup> ~~then~~ too.

Schilt: Yes, <sup>e</sup> ~~Mages~~.

Q: Now from Santo Domingo you went up to Quantico for a period of about four months -- October 1922 to January 1923. What was this duty for?

Schilt: Ground school. Quantico was our educational center, and ~~schools were~~ up there for ~~various~~ various grade officers. They ~~would be sent~~ there to learn the latest tactics, and bring them up to date.

Q: Then you were transferred from Quantico in January of '23 down to Pensacola for about six or seven months.

Schilt: Yes.

Q: Was that further schooling?

Schilt: No, I was an instructor there, an aviation instructor.

Q: Who were some of your students?

Schilt: Lonnie Talbot, I remember him very well. Offhand I can't tell you.

Q: During this period of <sup>and later on at Quantico</sup> time/did you have anything to do with the Thomas Morse MB3 fighters?

Schilt: ~~Er~~, No. I flew it, that's about all.

Q: You had nothing to do with testing them? For any reason.

Schilt: No.

Q: How about the Fokker, D 7 and C 1?

Schilt: We had several Fokkers down there. What was the other one you said?

Q: The C1, the Fokker C 1.

Schilt: I don't remember. They were all Fokkers. They were very fine and easy to control.

Q: These were Fokkers that were brand new, crated, brought over from Europe at the end of the war?

Schilt: They were in operation when I got there, so I can't answer that.

Q: I think Gen. Rogers told me that he had one of his own assigned to him.

Schilt: Well, at that time we had such few pilots that he could have an airplane of his own if he wanted it! We didn't have very many.

Q: Did you have anything to do with the Martin MBT bomber?

Schilt: Yes, quite a bit. I was commander of the squadron there for a while.

Q: Oh really?

Schilt: What was it like? What were its characteristics?

Schilt: It was a big plane, used in World War I as a bombing plane. It had two liberty engines, one on each side. Quite slow, 80 miles knots, I think.

Q: Oh really?



Schilt: As I remember it lifted around 4000 pounds of bombs.

Q: That was a pretty good load for those days.

Schilt: Yes, that's the maximum load gasoline. But this was an easy plane to fly. It was heavy, but it actually controlled very nicely.

Q: How about the Boeing FB 1 fighters?

Schilt: Very fine, easy to control. We had a squadron of them there at Quantico.

Q: I didn't know that Boeing had been in fighter aircraft production before it went into the bombers. I guess this was their initial involvement with aircraft manufacturing, is that correct?

Schilt: I can't answer your question, why we had some Boeing fighters at Quantico. I can't help you out on that.

Q: Was this the first modern fighter assigned to the Marine Corps?

Schilt: I would think so.

Q: Up to that time you had either the Jenny or -- what was the other fighter? I guess the Jenny was the main only fighter.

Schilt: We had DHs. Yes, I think that's the first fighter we had at Quantico.



Q: Wasn't the DH a bomber?

Schilt: Uh uh.

Q: But the Jenny was a fighter.

(interruption)

End of Side 1 of Tape 1, Session 1

Tap 1, Side 2, Session I

Q: I went out on a limb ~~to~~ <sup>my</sup> show my ignorance, stating that the Jenny was a fighter. It's a training plane.

Schilt: Well . . .

Q: In this World War I period and in the post World War I period was Marine Aviation limited strictly to a DN type plane or the bomber type plane? What did it have as a fighter?

Schilt: I remember the first fighter we had was a Boeing?

Q: Oh really? So there was no . . .

Schilt: We had no fighters at all, no.

Q: (Pause) In 1923 you were assigned to -- you were at Quantico at the Marine Barracks. By the way, how did you manage to get off of instructional duty after about six months? Those people were there for more than that, and bemoaned the fact that they are ~~were~~ assigned as instructors and can't get out and fly with the squadron. Or was this a normal tour as an instructor?

Schilt: I had nothing to do with getting out of there. I don't remember. I think I went up to Quantico to command a squadron, but I am not sure. I just can't answer that. It's very long ago.

But I was sort of glad to get away from Pensacola although I enjoyed it down there.

Q: You went up to the international air races in St Louis in 1923. Was the Marine Corps quite active with all these international races?

Schilt: Well, the Navy was. The Marine Corps was part of the Navy, of Naval Aviation. The Marines were designated naval aviators, not Marine aviators. I am a naval aviator -- that's my designation -- as are all Marine fliers. And we worked together hand in hand. I could go to the naval station and take command of a squadron there.

So all Marines <sup>who</sup> were designated as aviators were naval aviators, the same as naval aviation men.

Q: What was the purpose of the Navy getting involved with these races?

Schilt: Well, it enhanced <sup>the</sup> ~~advanced~~ Naval Aviation to get into one of those things. The manufacturer that put the planes in there had to do a lot of research in aviation work, engines, planes, things like that, so as a whole you get a plane for racing purposes, and certain things may develop and may not; it may develop a weakness. And when they put the thing into mass production they know what the weakness might be, and it makes for a better service plane.

Q: Of course it's liable to kill the pilot that's flying it too, while they discover it.

Schilt: Well, it has been done, yes. I had several good friends who got killed on account of a weakness in the planes. George Cudahy I think got killed in a plane crash, if I am not mistaken. Of course it was very long ago! I've forgotten a lot of things.

Q: Essentially, then, the service pilots were acting as test pilots for the <sup>various</sup> frame and engine manufacturers.

Schilt: Absolutely, you are absolutely right. *Chance Vought and I -*  
~~we~~ we were very good friends. I used to fly several of his planes out there. Good planes, too.

*was* Test pilots in several places

You are liable to get some hairy experiences.

Q: Yes, I imagine. Were the aircraft being flown at these international races -- at the various top races -- quite advanced, quite modern?

Schilt: Most advanced things we had. Some of them were taken into factories and had special engines put into them, perhaps a part of the wing was replaced, they got a different tail surface. They were modified to a certain extent in order to get more speed out of the things, or what they thought might result in more speed.

Q: Now, the Schneider Cup Races, what were they?

Schilt: Well, it was a seaplane speed race. *I flew in one of them*  
 second place

down in Norfolk.

These Italians came over.

We had a Curtis racer, twin wing. But the Italians came over with a brand new monoplane. I ~~guess in a certain place;~~ <sup>got second</sup> they got first place. Major DeBernardi. They had brand new planes and *they had about 200 more horsepower than we had.*

Q: Why were they seaplanes? Why was it a seaplane race rather than a land plane race? ~~Were~~ <sup>there</sup> any benefits to this?

Schilt: Schneider wanted to have a seaplane race.

Q: Who was Schneider? Who put the Cup up? Was that an American?

Schilt: I don't know. All I know is that it was called the Schneider Cup. But just how they got that thing, I don't know. I flew the race. As I say the Italians had brand new monoplanes.

Q: I think I've seen a picture of that. It's quite modern.

Schilt: There's a picture over there.

Q: Oh yes, I've seen that.

Schilt: That was down at the naval base there.

Q: I've seen that picture, it's the one the Marine Corps used in recruiting, for posters, and so on.

Schilt: That's the one I flew in the race.

Q: Yes. Now after these races you went to the Expeditionary force, and were conducting maneuvers down at Culebra. This was in January of '24. What were the maneuvers like in these days?

Schilt: Well, you see, in the wintertime you can't do too much training with the squadron, and each squadron would go down there either to St Thomas or Culebra -- one of the islands down there <sup>or to</sup> ~~near~~ Puerto Rico, depending on the type of plane.

Culebra <sup>was used as</sup> ~~was used as~~ a bombing target. You'd drop a bomb, or shoot a machine gun, or whatever was on the program for advanced training.

Q: Were there many changes in aviation tactics in these days? Was there anything forming, was there ~~anything~~ <sup>anything</sup> coalescing that you recall?

Schilt: During that time, dive bombing was ~~new~~. They didn't have it when I came into aviation, and that was progressively advanced. Most of our bombing was dive bombing.

Of course the Air Force, most of their bombing was horizontal, but we still used dive bombing and it evolved to a full extent.

Q: Who instigated this tactic in the Marine Corps? Was there any one person, or was it just that it evolved?



Schilt: Well, it's hard to tell. Several of us got together. Norton, he was a very fine aviator, in fact the best I've ever seen, I think. And Sanderson, and Lamb and myself, we all got together and tried to work things out, and ~~xxxxxxxxxxxx~~ the Navy people too; they were in there. I don't know whether the Navy got it first or the Marine Corps. But we sort of worked the thing out together, and it proved to be so successful that it was the type of bombing they used. We used it in our tactics whenever we had bombing. No one person that I know could take the credit for developing the thing. It was just a series of trying things out.

Norton got killed. He was a first rate aviator. In fact I think he's the best I ever saw. He could do anything.

The thing just progressed, improved and went along -- what was the best angle for ~~glide~~ <sup>glide</sup> bombing.

Q: You say glide bombing. This is different from dive bombing.

Schilt: No, it's the same thing, glide bombing or dive bombing.

Some people say glide bombing -- at an angle like that.

Dive bombing, we get it at an angle like that.

Q:

Schilt: Yes, yes.



Q: Wasn't it kind of hairy in those days? Were the planes capable of taking this steep angle dive without fear of . . .

Schilt: Well, the fighters were, I think. But you sort of watched the speed. They weren't quite as strong for that.

They could take a hell of a lot, but the diving itself, if you got <sup>up</sup> too much speed and built up too much centrifugal . . .

Some wings ~~DOXA~~ / ~~RABON~~ to come off.

Q: Of course you had pilot casualties in those cases. You had a lost pilot.

Schilt: Well, a lost plane. The pilot might get out by parachute.

Q: What kind of speed could you build up in a dive?

Schilt: There again it depended on what kind of plane you were in. In the fighter plane you could get a lot of speeds, and in those observation planes you didn't want to go so fast, and then that's all the speed you could get out of the thing. You got the highest speed in a fighter plane. Of course when you do that and you come out you have to watch your step, because if you get out like that you are just liable to snap the tail right off. You have to come out easy.

Q: Sort of pancake out.

Schilt: You pull out gradually -- the controls.

Q: Could you hit 300 knots?

Schilt: Oh yes. ~~I was going to say~~ <sup>was</sup> 600 miles, I guess. That's a special racing plane. The dive bomber wasn't that fast. Those they got now can do that.

Q: Did the controls ever reverse in dives like this?

Schilt: Not to my knowledge/. I've heard some people say that the controls reversed. I don't know how the hell the speed would have any effect on the controls. It may, I am not disputing it, but I've never had it happen to me.

Q: There's something that just came off the top of my head. Something just triggered my memory, that I heard maybe one of these wild aviation aces -- a pulp magazine -- World War I aces, when they were going to these dives and the controls were reversed, and ~~they~~ <sup>if you</sup> tried to pull out then you nosed over rather than nosing up -- this type of thing. But I have no concept . . .

Schilt: The only way that could happen, I think,  
(loud noise & interruption)

push over, you come back here rather than pull out.

That's the only way I could think of controls reversing.

Now <sup>if</sup> you are flying out on the wing

I don't know what the hell would make <sup>those</sup> ~~it~~ reverse

But you operate your controls ~~the~~ the same way.

That may be what they mean. I have never been able to figure it out myself.

Q: Your navigational aids and your other equipment were very rudimentary at ~~that~~ this time, were they not?

Schilt: Oh, when I first started flying all we had was a magnetic compass, and that wasn't too accurate. Since that time they've got all kinds of aids for navigation. There are so many stations <sup>aids</sup> ~~you~~ <sup>en route</sup> you can follow. You really don't need a compass any more, you follow your station aids. Well, I won't say you don't need a compass, but what I am trying to say is that these navigation aids are such now that ~~it's~~ it's difficult for you to get lost.

Then the ground stations can pick you up and tell you to fly this way or that to get to a certain place.

Q: Of course you had no radio or anything of the kind.

Schilt: No, not when I first started.

Q: What do you think was the greatest need as you flew, as far as equipment went? Radio communications, navigation aids?

Schilt: What stage are you talking about?

Q: Say in the mid-20s: ~~What~~ ~~the~~ ~~greatest~~ the greatest problem ~~for~~ <sup>of</sup> pilots?

Schilt: Finding a landing field! (laughs softly)

Q: Oh really? Landing fields were nonexistent?

Schilt: There weren't many landing fields. There were no <sup>aids</sup> ways to get in the landing fields.

You had no way to contact, the radio wasn't as developed <sup>to help</sup>

you had to contact your station where you wanted to go. you were

<sup>hanging</sup> by the seat of your pants.

Q: I was just going to say. When I used that term, this was literally it.

Schilt: You had to follow a railroad. Many times I would ~~run~~ follow a railroad. (laughs)

Q: Now at this time also -- in this period from August of '23 to November of '27 -- this was the period you were at Quantico, with Squadron No. 1. You went to Chanute Field at Rantoul, Illinois for a course in ~~xxxxxxx~~ photography.

Schilt: At Quantico I <sup>was with</sup> ~~had~~ the base squadron there, I think. 77  
Engineering you might say, overhaul, things like that. I did testing work on the overhaul thing.

Capt. Coker was engineering officer, I was assistant engineering officer and test pilot. There were planes to be overhauled there at Quantico, Virginia -- overhauling engines and everything else, and then ~~they had to be~~ tested.

I was a flight officer.

Q: What kind of aerial photography was being done at the time?

Schilt: Aerial mapping.

Q: Aerial mapping strictly?

Schilt: Yes. That was what the course was for. You'd take pictures of ground targets on the ground, either camera focus forward, or if I was in a two-place job I'd be the pilot and have the photographer in the rear seat and he could get the picture, or viceversa: I might be the photographer. It was a good course in aerial photography, on how to do that -- and



develop and complete the process.

Q: Were you one of the pioneer photography <sup>officers</sup> in Marine Aviation?

Schilt: I would say so, yes. I can't think of anybody else right now.

There wasn't much equipment at that time. Later on there <sup>was</sup> a lot of <sup>it</sup> them.

Q: You conducted an aerial survey at Cuba during this period.

Schilt: I photographed the coastline and all the Coast & Geodetic stations they had around there for quite some time. We did that along the east coast of Central America, all the way down to Panama.

Q: You had three or four hats at Quantico. You were the officer in charge of the photo laboratory; you were a test pilot, and inspector of aircraft.

Schilt: I was engineering officer down there part of the time too, and Capt. McCaughtry.

Q: That's Mc Caffrey (?) ? McCaughtry?

Schilt: Yes.

Q: Walter McCaughtry ?

Schilt: Yes. I served under him. A very fine gentleman. Liked to drink a little! (laughs)

Q: ~~Which~~ wasn't unusual in those days, I guess.

Schilt: No!

Q: Now in May of '26 you were down at Langley Field, with machine gun and bombing matches, and you won 3rd prize, according to my records here. Was this something that was common to the period of intraservice aerial target and bombing?

Schilt: Uh uh. I was down there twice, I think.

Q: I think you went to the Air Force Tactical School while you were there.

Schilt: Mmm. That was out at Chanute Field, wasn't it?

Q: No, I think the Tactical School was at Langley and then later transferred down to Maxwell.

Schilt: ~~Q:~~ Maxwell is where I went.

Q: I see. June of '27 is when you conducted the Cuban aerial survey.

Schilt: Uh uh.



Q: What did the Marines and the aviators do -- the Marine squadrons -- in connection with the Mississippi flood area relief. Sounds awfully modern considering what happened earlier this year.

Schilt: Well, a lot of people isolated down there. You tried to get in to them wherever possible; if they needed something we'd take food to them; a lot of times we made rescue missions. We rescued several people. *I picked up several people floating around.*

Q: With seaplanes?

Schilt: Uh uh.

Q: What? They would fly down from Quantico to Baton Rouge, down to Louisiana?

Schilt: Yes, they left Quantico, went down to Baton Rouge and then reported to some town above Baton Rouge. There is a big oil place there. That was my base for a while, and then as things got better I moved farther out, wherever the necessity arose -- to drop food, or pick up somebody, or whatever needed to be done -- they'd send me out.

Q: That was quite a trip to fly down there, though, wasn't it? From Quantico? It wasn't like just taking a hop down in a matter of a couple of hours then.

Schilt: It was about a six-hour flight.

Q: Really? From Quantico to Baton Rouge?

Schilt: I think so.

Q: Now, you went to Quantico, and to Nicaragua again, with Observation Squadron 7 A, which was assigned to the 2nd Brigade. What were your duties down there?

Schilt: We supported ground forces when they got mixed up in an attack down there. There were bandits, and we were sent down to put a little money in the place and also to protect the natives down there. There was a lot of trouble and a lot of bandits out there, and a farmer couldn't put out his crops or do anything. So they sent ground forces there and a squadron of aviation. I happened to be an aviator there with that squadron. And we would support the ground forces in attacks. Sometimes they'd call in, we'd know overnight where they were going to make an attack and what they were going to do, and we supported them if attacked. That was our mission down there.

Also at that time we had a trimotor transport and we hauled an enormous amount of food and ammunition to places up in the hills, because there were no railroads there at that time, and the only way to get the stuff up in the hills was by ox cart, which was very slow transportation. And we hauled lots and lots and lots of food and ammunition and personnel, and hauled out the sick from places up in the hills to Managua in a hospital. Such work as that was our primary mission.

Q: Now without my asking you questions, how about -- if you would please, sir -- putting on record the events leading up to and occurring at the time, for which you were awarded the Medal of Honor. The events at Quilali.

Schilt: Quilali (stresses last syllable). Doesn't make any difference, but . . .

Q: I've heard Quilali.

Schilt: What do you want there, the incident where I landed -- the rescue -- the people at Quilali?

Q: Yes sir, how did it start, what happened, what plane you flew.

Schilt: Mmmm, that's a long while ago! (laughs) Well, to start out, we had a brigade of ground forces, and a squadron -- or a group I guess it was called then -- of aircraft assigned in Nicaragua to support the commanding general (Hoyan Toledo ~~Stead~~) at that time, in a mission down there which was to pacify the country. The country was in an uproar, and the bandits went into the towns and they'd *kill the ruling people* and run off with the women, rape the women, burn the towns -- everything like that was happening down there.

For that reason the State Department sent a brigade of Marines down there, and with this was a squadron of aviation.

Things got pretty hot. The ground forces were well supplied. When they went out on the ground, <sup>they'd take</sup> ~~by taking~~ excarts. But they had to ~~supply~~ be resupplied with a certain amount of ammunition and special weapons once in a while, and drop ~~some~~ clothes. You know Big Foot Brown?

Q: Oh yes.

Schilt: We ~~was~~ very good friends.

Q: The poor fellow is dead now.

Schilt: He is. We were good friends and we would kid each other a lot; so he'd send him in a request (he had big feet) "I need a new pair of shoes." I was <sup>squadron</sup> operations officer and I would either go myself or send *someone up there to* drop one shoe at a time *to him!*

Oh, he was so damn mad!

(laughs)

Q: He laughed ~~shit~~ ~~about~~ at that story because he told me about it.

Schilt: Is that right?

Q: Oh yes.

Q: I think he said Harold Major was the one who dropped the note that said, "Have to drop the other one tomorrow, the plane won't hold both."

Schilt: I don't think Harold was down there, but it doesn't make any difference.

Now where the hell were we, ~~I am sorry~~ before I got sidetracked.

Q: What you were doing in Nicaragua. We were leading to the events of . . .

Schilt: The aviation we had down there consisted of certain people. I was flight officer and I assigned all flights.

We got a message that Roger Peard and his outfit were surrounded by the bandits ~~that~~ at Quileli, and there wasn't any field there so we could go in and do anything about it. He was surrounded and they couldn't get out. So we dropped tools -- pick axes and shovels and stuff like that -- so they could clear off an area big enough ~~was~~ for a small plane to land. It took them about <sup>three</sup> ~~2 1/2~~ days to do that, and I think he had about 400 feet there, and we told him to get in 400 feet.

One end of the ~~area~~ would drop down about 2000 feet, the other end was still rough, it had trees and stuff in it.

So at the end of three days  
 got in there. Maj. Rowell assigned me to the mission  
 of getting in up there.

Oh hell. The first trip I made I took the <sup>new</sup> commanding officer, and brought out the <sup>severely</sup> wounded.

All in all, in the three days I made 10 trips in there and brought out all the seriously wounded, and the commanding officer. They of course were handicapped by having the wounded, because they couldn't march, they couldn't do anything, but when we got the wounded out it was an entirely different unit. My gosh! When I went in there -- you don't often see a Marine <sup>detachment</sup> down at the mouth, but they were down at the mouth. They didn't see any way of getting the injured out of there. They would go themselves, they could fight their way out, but they couldn't take the injured with them.

After a few days and 10 trips they were ready to go again.

That's about it.

Q: It was pretty rugged landing there. Didn't the Marines have to come down as soon as you landed, <sup>and were tying</sup> ~~with traction~~? Didn't they have to grab hold of the wings and sit on the wings and everything, to stop you?

Schilt: Several times they grabbed the wings there, and on takeoff they'd have two <sup>men</sup> on each wing and they'd hold it back while I revved up the engine, and would signal for ~~me~~ <sup>them</sup> to let go.

Yes, several times they stopped the damn thing. One time they stopped one over the precipice, a 2000 foot drop! (laughs)

Q: What plane did you fly?

Schilt: The Corsair. It was an ideal plane for that. It was light and had a lot of power. It handled easily. We didn't have helicopters at that time.

Q: Of course the trimotor <sup>Ford</sup> A was too heavy.

Schilt: Oh yes. You could get in, but you couldn't get out.

<sup>I only</sup>  
took half a tank of gas, and also . . .

On takeoffs you had two men on each wing over there, and

Q: Bandits were shooting at you all the time.

Schilt: So they tell me, I don't know. I was busy with other things. I don't know.

This plane had a couple of holes in it.

Q: This was pretty well written up. I guess <sup>they</sup> you went all the way up and down the line. You were recommended for the Medal of Honor at this time.



Schilt: ~~Rags~~ Roger Peard as I remember now was commanding officer for the troops there at Quilali. And he recommended it.

I don't know anything about that. I saw him when I went in there.

He recommended it to my commanding officer, Major <sup>Rowell</sup> ~~Rowell~~. <sup>It went</sup> ~~These~~ <sup>through</sup> ~~were~~ two channels.

Q: How much time before you received it? I believe you were called up to Washington.

Schilt: That's right. <sup>a rough guess...</sup> ~~I left at the end of~~ three months.

Q: There were ceremonies?

Schilt: Well, on the White House grounds. There was a battalion of the Marines out there, and the President presented the ~~the~~ thing, old "Silent Cal."

Q: Did he say anything?

Schilt: I stepped front and center and stood before the President there. He said, "Turn ~~turning~~ around just a little<sup>so</sup> they can get our picture. "I congratulate you for this feat." (laughs)

Q: That was it?

Schilt: Yes.

Q: How did this affect your career, both immediately and long range -- receiving the Medal of Honor?

Schilt: It's hard to make an estimate on it. It didn't hurt me any, I'll say that, but whether it did me any good --- *I got favorable* publicity in a lot of papers, the Marine Corps got that. But ~~sh~~ that's a hard question to ~~answer~~. As I say, it didn't hurt me a bit. Undoubtedly it helped me. It's a hard question to answer.

Q: What was your reaction when you heard that you'd been awarded it?

Schilt: I was tickled to death.

(laughs, then cross talk)

I got a little leave to go home, to see my girl, my present wife. That's what I liked best about it.

Q: *That was about the extent of it.*

Schilt: They had a <sup>battalion</sup> lieutenant of Marines at the White House. *Colin Coolidge* pinned it on me and I got some leave and went home.

~~White House~~

I got home to see my family. A couple of weeks leave and then back to *Quilali*.

Q: I imagine it was hard to get back to Quilali. Or did you want to get back?

Schilt: Quilali was a ground station. I am an aviator.

Q: I didn't mean ~~to~~ Quilali. I meant go back to the Dominican Republic. Or Nicaragua. I am getting lost here.

Schilt: Well, I only had a couple of more months there.

Q: What was the length of the tour at this time?

Schilt: I think it was 15 months.

Q: You couldn't take your wives down there?

Schilt: No.

Q: These were unaccompanied tours?

Schilt: I think Gen. <sup>Burkley</sup> ~~Burkley~~ had his family down there, to carry on the social side of it.

Q: You were glad to get out of Nicaragua, then?

Schilt: Yes, it was quite a stretch down there. I was planning to get married as soon as I got out of there.

Q: Oh really? Did you fly back?

Schilt: I flew back with Lindbergh.

Q: With Lindbergh, really? How did that happen?

Schilt: Well, at that particular time Pan American was interested in doing ...

Q: Down to Latin America.

Schilt: Yes. Lindbergh was assigned to make the original flight. And he spent the night with us in Nicaragua there.

In the meantime Pan American wanted somebody to go ~~and~~ with them and <sup>take</sup> over that ~~from~~ Key West down to Panama.

I got three months' leave and ran that thing and got it going.

They wanted me to ~~possibly~~ <sup>region</sup>, but I ~~was~~ <sup>had</sup> quite a bit disturbed of ~~service~~ <sup>source</sup> that I didn't want to lose.

They wanted me to get the thing started, which I did,

and then you go out ~~from~~ <sup>in</sup> the Pacific and start up the airways there, which was a nice job. But I decided against it because I didn't know whether it was going to be successful or not.

~~They offered me~~ ~~a lot of work to~~

~~get the thing started, which I did.~~

~~And then you~~ <sup>go</sup> ~~go out in the Pacific and start up the airways~~

~~there, which was a nice job. But I decided against it because I didn't know whether it was going to be successful or not.~~

I went to New York and talked to them about it.

Q: Was that Tripp?

Schilt: The man under him, and I can't think of his name now. Tripp was the head of the thing. The man under him, a very fine gentleman, he's the one I talked to.

Well, it would have been a nice thing, and I have reason to believe that I would have done all right.

Q: Of course you could have been a <sup>multi-</sup>~~small-time~~ <sup>and lived</sup> millionaire in <sup>Greenwich</sup> also.

Schilt: Yee, I could have <sup>also</sup> too.

Q: For the three months that you took leave of absence you were an employee of Pan American then.

Schilt: That's right.

Q: They paid you.

Schilt: Yee. Let's see now -- the Marine Corps paid me and Pan American paid me. And Over \$1000 a month, I think.

Q: That was big money in those days.

Schilt: Oh boy, it was to me!

Q: You were still a 1st lieutenant?

Schilt: Yes.

Q: A 1st lieutenant I think was probably making about \$200 a month or something like that.

Schilt: No -- I don't remember -- \$400 or 500 a month maybe. I had a lot of service, although not much rank. Promotions were very slow in those days, but every two or three years they increased your pay, and then I had aviation pay on top of that. But I wasn't being hurt.

Q: Following Nicaragua you went up to Quantico for a year -- March of '29 to June 1930. You commanded a squadron -- I guess the base squadron there.

Schilt: <sup>Yes</sup> I was the engineering officer, commanding . . .

Q: Anything unusual during this tour of duty?

Schilt: No. I was flying down there and overhauling the planes. We ~~up~~ 'd get planes from various other units to overhaul, and I was test pilot and engineering officer at the time, and tested all planes after overhaul.

Q: You went up to Naval Aircraft back in Philadelphia as a test pilot for about two years.

Schilt: Uh uh.

Q: That was kind of a weird place to have an aircraft place in a big metropolitan area.

Schilt: The most peculiar thing about it was why they had a Marine there as chief test pilot.

Q: You were chief test pilot?

Schilt: Yes. All the new planes up there, I had the final -- except the manager who had the final say on it.

It was nice duty, I enjoyed it a lot, examining these planes that were coming out -- seaplanes, land planes. It was very interesting.

Q: What important type aircraft came out at this time?

Schilt: They had fighters, and observation planes at that time, and they were working on transport planes, and they were overhauling them and everything too.

We tested, and I was chief test pilot up there.

Q: Was this the facility that *later went to* Patuxent River

Schilt: Yes.



Q: Of course it became ~~the chief~~ Navy test facility.

Schilt: Yes. That's what they had up there at the time.

Q: Did you have any of these aircraft fall apart on "you" ~~the~~ air?

Schilt: No, we were very lucky. ~~Some of the~~  
~~ones~~

Q: I would say so, or else maybe my memory is . . .  
My knowledge is based on the movies of the 30s, where ~~the~~ test pilots  
were ~~all~~ of these fearless individuals that go up in any type of weather,  
and the plane invariably fell apart several times during the  
course of the show.

Schilt: ~~These boys who went~~  
~~up~~ in any kind of weather in those  
days ~~because~~ you didn't have the instruments to do it, so they  
got killed for being so brave. I'd rather be a coward than a  
dead hero.

Q: They say there are old aviators and bold aviators, but there  
are no old bold aviators. You've probably heard that one.

Schilt: <sup>Yes.</sup>  
Yeah.

Q: What specific types of aircraft were being tested?

Schilt: Seaplanes, flying boats, that was the principal thing. But they were overhauling other aircraft there too, that they had in the naval service. I tested everything that came out of there.

Q: Both the rebuilt ones and the new ones.

Schilt: The rebuilt ones and the new ones -- anything. I was chief test pilot there.

Q: Now every new plane that the service accepted -- that the Navy accepted -- had to be tested?

Schilt: Right.

Q: Every single aircraft? In other words, say Sikorsky or Chance-Vought had a contract to sell the service -- to sell the Navy or the Marine Corps -- 50 Corsairs. Each and every one of these planes had to go through the test, is that correct?

Schilt: Uh uh, that's right. Well, they did have to go through our acceptance test; ~~they~~ <sup>they</sup> had to fly ~~them~~ <sup>at the factory</sup> to see that everything was all right. But before they got to Patuxent, somebody had to test the thing out and bring it up to see if it answered the purpose for which it was designed.

Q: These were the *prototypes*.

Schilt: Yes.

Q: What would the test be like? What did you do when you were testing a plane?

Schilt: You'd sit in the thing for a while to get familiar with the controls and see what to do, taxi up and down. I did. The planes were new to me and I didn't know what the hell they were going to do, so I would taxi up and down the runway a while, then maybe get in the air for a little while, then come right down again. I wanted to be sure all the controls were working. And after you got up there you flew it around to see that the engine was working properly, and the controls worked the way they were supposed to work, then you'd come down and have the engineer look it over again. Then they'd load it down with the maximum weight it was supposed to carry -- not all at once. With this sort of procedure they would see if the plane fulfilled the contract.

Q: By the time you got done with the plane, you probably knew as much or more than the man who designed it, or the engineer on the project.

Schilt: Well, my job was to see that they flew right, to see that the controls worked properly, that it was a response to what it was supposed to be, to test the landing gear out -- the

landing may be harder than I expected -- then bring it out, go up in the air again, to see ~~that~~<sup>if</sup> everything worked fine, that the controls when you came out of a spin, and whatever was ~~thatxxxxxxx~~ necessary.

Now each plane was different. With a flying boat there were a lot of things you wouldn't do. There were things you wouldn't do with a flying boat that you did with a fighter plane or an observation plane. Each ~~type~~<sup>type</sup> plane had a certain procedure ~~signature~~ you had to go through.

Q: Did you ever come up with any innovation or any recommendation during the course of your testing, which could be utilized in the final design?

Schilt: No.

Q: In other words there was nothing innovative about this?

Schilt: No, I didn't see any radical changes. Well, if the elevators did not work properly they gave them more service there, but I can't remember anything that . . .

End of Side 2, Tape 1, Session One.

Tape 2, Side 1, Session I

Q: We were talking about your duties as a test pilot. Did you very often find it necessary to reject an aircraft, a type of aircraft?

Schilt: No, not rejecting. Certain changes had to be made once in a while. An aircraft might be wing-heavy or tail-heavy -- things like that. It was in no condition to be sent out and for people to use it in an operating squadron. Those things had to be corrected before the aircraft could be used. You might have to realign the wings. Sometimes they had planes that *you couldn't take the fault out of and you* had to put some <sup>weight</sup> ~~plane~~ back in the tail before they could operate properly, things like that. Later on they found out how much ~~very~~ weight it takes to make the proper balance in flight and could take ~~some~~ corrective measures for the ~~weight~~ weight that would be necessary in a plane.

Q: Was there any particular <sup>type of</sup> aircraft that you tested at this time that was unique, that you remember for any particular reason?

Schilt: I can't think of any right now. Most of the planes were planes that had predecessors, had been flown, they were smaller models or larger models, and they had the engineering pretty well worked out. I can't think of anything in particular.

I remember one time we took up a seaplane for testing. It had been sitting in the water a long while, one <sup>of the</sup> or two pontoons

<sup>was</sup> pretty well filled with water. It was pretty nose-heavy until it got down and I found out what it was.

Q: Of course that was the problem with a lot of the sea type planes -- the pontoons would get water logged and filled with water. They were supposed to drain off as they took off, were they not?

Schilt: No, I don't believe that's a correct statement.

~~if they drained~~ ~~when you took off~~  
~~the~~ They weren't supposed to have any water in them when you took off.

Q: If they drained off when you took off, then the hole would have been there to fill up in the first place.

Schilt: Well, it's possible.

Q: I have some aircraft types I want to ask you about, if you recall anything particular about them. The FG5 series.

Schilt: That's Curtiss Five. As I remember it's an easy plane to fly, it had pretty good speed for those days, the maneuverability was good.

Q: How about the O2U series?

Schilt: That was a brand new plane built by *Chance* *Vought* *Vought*.  
We <sup>*had them*</sup> ~~had~~ come down in Nicaragua -- the first ones that came out in the service. That was so different and so easy to fly compared to those we'd been flying that it was really a godsend to us down there.

Q: They did the job, though.

Schilt: Oh yes, it was a fine airplane.

Q: They stayed in service for quite a while.

Schilt: Yes, indeed. That's the type of plane I used on a mission, when I went to *Quibali*. If I hadn't had that plane I don't think -- I know of no other plane at that time that could have done the job.

Q: How about the F7C series?

Schilt: I had very little experience with those at that time. I understand from talking to other people that it was a very fine plane, but I wasn't in the fighting squadron, so I can give you no information on that one.

Q: Of course the Ford transports, the *TR-2* 202 -- that was a trimotor.



Schilt: Yes, that was a very fine plane -- tough, it carried a heavy weight -- and we used it down in Nicaragua. We used it quite a bit and I'd say it's one of the better transports we had.

Q: How did that compare with the Fokker tri-motors?

Schilt: Well, the Ford would take more punishment out in the open. It was made out of metal wings.

The Fokker was made out of canvas and wood, and after heavy rains in hot sunshine, down in the tropics, with that kind of weather would tend to make the lamination on the wings get loose.

A

Q: Uh-hh. Of course this was a problem out in China, and you never went out to China in this period of time.

Schilt: No, I wasn't in China.

Q: I think Wallace was out there.

Schilt: That's one place where the Ford metal transport had it over Fokker. Not that we had any great trouble with the Fokker, but they did need repairing every so often.

Q:

Schilt: Yes.

Q: How about the *Loening* ORSA? That was a *Loening* landing amphibian, was it not?

Schilt: Yes. That was very fine, also but very sturdy and well built plane. We used it in Nicaragua and it was very fine for going on the lakes there and the rivers and getting people out who were in a jam -- combat people who had got caught short and the enemy would surround them. We used them for that purpose.

Q: Did the *Loening* have any place in *the tactical scheme?* attacks?

Schilt: Yes, we put bomb racks on the thing and we could drop bombs from it.

Q: Much like the PDY, two ways, during the war, there was a black out, that's what they called it.

But the *Loening* *a tactical sense* was used in attacks also.  
The *Vought* ~~Vought~~ UO1.

Schilt: What's the question?

Q: Do you recall that plane?

Schilt: Yes, that plane I used into *Quikly*.

Q: That was the one?

Schilt: Yee, I know that one pretty well. An outstanding combat plane: very light, had a lot of power in it, air cooled, *Pratt Whitney* engine. ~~When we got~~ <sup>When we got</sup> ~~xxxxxx~~ had that down in Nicaragua we were very happy to get it because of outstanding performance, ease in handling, quick takeoffs and landings.

Q: You were flying E-8s down in Nicaragua.

Schilt: Before we got the <sup>Vought</sup> ~~Vought~~, yes.

Q: Now the <sup>O2U</sup> OTU I asked you about -- that was an observation plane.

Schilt: The O2 *is the one we were talking about.*

Q: I've got UO1 here. I don't know. The O2U is what we were talking about.

Schilt: Yes.

Q: The Curtiss OC1 and OC2, *the Boeing* and Consolidated. Were these trainers?

Schilt: No, they were combat planes. The Curtiss -- what's that?

Q: OC1 and OC2.

Schilt: OC or O2U1?

Q: He's got OC1 here. I guess maybe ~~thaznxxn~~ he doesn't know what he's talking about.

Schilt: I don't know.

Q: I know the F4U.

Schilt: It may have been a Curtiss that we had down there, but it doesn't seem right. I can't comment on that. I don't know.

Q: Did they have any more Marines up there? You were the only Marine. You were the chief test pilot at Philadelphia. You as a Marine were the chief test pilot.

Schilt: That's right.

Q: Were there any other Marine test pilots there?

Schilt: Not while I was there. I think a Navy pilot relieved me, I am not sure, it might have been a Marine, I am sort of vague on that.

Q: How many test pilots did they have at this facility?

Schilt: They had the chief test pilot -- I had that assignment while I was up there -- and an assistant test pilot.

Q: Just two test pilots?

Schilt: That's all, when I was there.

Q: Of course aircraft production wasn't that extensive.

Schilt: Oh no. The production was a very small part of the aircraft factory at Philadelphia. ~~It was the overhaul plant where they had more planes for test and overhaul . . .~~

Q: Well, overhaul, but new aircraft being tested and planes being accepted for duty, you gave a checkout.

Schilt: That's right.

Q: Even this would ~~nt~~ keep you pretty busy, flying . . .

Schilt: There were quite a few.

Q: You'd <sup>be</sup> going up constantly, day after day?

Schilt: Nearly every day, yes, there would be a flight. Maybe two or three flights a day. Sometimes we just had a small adjustment to make -- correcting the balance of the plane, a little wing heavier, tail heavier, something like that, and I could fly out, come back and make the change, take it up again, correct whatever was necessary.

XXXXXXXXXXXXXXXXXXXX

Q: How long did it take you to check a plane out?

Schilt: For an overhaul we'd put three or four hours on the thing, usually, before we'd send it out to a combat unit. Of course, it might develop some trouble, something might happen, so we put at least four hours on the thing before we sent it out for use and operation in a squadron.

Q: Normally speaking, a plane that goes out to the fleet or to the field to a Marine Corps unit, had to be checked and overhauled after so many hours of flying, is that correct?

Schilt: Yes.

Q: What? Which would be how many hours? . . .

Schilt: It would depend on the type of plane. A fighter plane gets more punishment than anything else that would come in for an overhaul or checkup. An observation plane was slower and didn't take the punishment the fighter does. A transport plane would ~~need~~ go many more hours before they would be brought in for overhaul.

Q: Let's say an overhaul of a fighter plane, on the average. It would have to be overhauled after how many hours?

Schilt: Well, things have changed since I had that job. At that time a fighter plane ~~was~~ in for 200 hours, I'll say. On active

duty it would have ~~xxxx~~ a maximum of hours of flying before going in for overhaul. As I remember it was around 200 hours. That could be more or less.

Q: That's quite a bit of time.

Schilt: That's right, it is quite a bit of time. But during that time of course they had it checked by the mechanics in the squadron.

Q: Who provided maintenance and so on.

Schilt: That's right, they provided maintenance, and change on engine maybe, or a tire, or whatever necessary. For a plane to fly, it has to have a lot of work done on it.

Q: Now, during this period of time, the whole nature of Fleet Marine Force operations was undergoing change. In '33-'34 down at Quantico -- you were down there from June '32 to July '33, when the amphibious warfare doctrine was being developed. The Langley I think was the first carrier that went to the Fleet. Were you aware of the new concepts of fleet-air operations? Did you get involved with that at all? Were the Marine pilots involved with this at all?

Schilt: At Quantico I didn't get involved in it, no.

Q: But do you recall what your attitude was, or what you thought about carrier operations meant to the Marine Corps?



Schilt: Well, yes, through~~out~~<sup>the</sup> the Schools at Quantico the Marine Corps ~~is~~ was an educational center and through our Schools there we realized that . . .

State that question again, I am sorry.

Q: Do you recall what your reaction to carrier operations was, what your reaction was to carrier techniques,<sup>to</sup> the concept of carrier operations, how you thought they would affect the Marine Corps, and the Marine Corps mission.

Schilt: The Marine Corps at Quantico ~~had~~<sup>was</sup> a school, and in order to go with the Fleet, for the ground Marines, ~~as covered~~<sup>supported</sup> by aviation, they'd have to go on carriers.

It was necessary that we keep personnel aboard the Navy ships that were going to support the Marines, because they were going there to support our ground forces, and that's one of the things that the Marine Corps Schools taught all the time.

*I don't know*

Now if that quite answers the question, I don't know.

Q: Well, or -- let's put it this way. You were pretty much involved with testing and ~~truly maximum~~ Marine Corps aviation operations.

Schilt: The Aircraft ~~factory~~, in Quantico, I was engineering officer down there.

Q: And this was sort of a nuts-and-bolts type of operation. You weren't dealing particularly in theory, or . . .

Schilt: All our squadrons down there were working with the ground forces at all times; they'd go out to maneuvers, and our squadrons would go out with them; they'd come down to Culebra, San Juan, down in there. Our squadrons were down there with the ground forces and worked directly with them. Otherwise we wouldn't be worth a damn to the ground forces.

Q: What was the mission of Marine Corps Aviation at this time?

Schilt: Supporting ground forces. That's always been our function.   
 aboard carriers and   
 and assist the Navy in their work. Our main operation was support of ground forces.

Q: These were the two aspects of the Marine Corps mission.   
 The primary mission was support of ground forces, and the secondary mission was to support the Navy in carrier operations.

Schilt: Yes, help the Navy when they required us.

Q: Did you ever have to become carrier-qualified?

Schilt: Yes.

Q: When did you receive your carrier qualification?

Schilt: I don't remember. I think when I was active there all the Marines were qualified. We made it a point to qualify all our Marines aboard a carrier.

Q: When you went to Quantico in '32 you went to the base squadron there as engineering officer again. In August of '32 you went up to Montreal for several days. Do you recall what that instance was?

Schilt: Oh, it was sort of a bother. They had aviation races, stunt pilots and things like that, and I think that we were invited to send a squadron up there and perform some of the squadron's trick flying, flying formations, stunts and things like that, as I remember.

Q: Now the Fleet Marine Force was officially formed in late 1933, as a result I think of Navy General <sup>Order</sup> 241, or whatever it was.

Schilt: Sometime around then, I don't remember that.

Q: Gen. Russell had directed that some sort of basic document be written, and the students at the Schools were assigned to the writing of a basic amphibious warfare doctrine, to provide the concept, the techniques to be used.

Do you recall any of the ferment that was going on at this time down there?

Schilt: No.

Q: Do you recall whether or not there was any ferment?

Schilt: Well, ~~they had~~ <sup>the</sup> organization <sup>was</sup> formed, and it was our duty to come out with a plan for operations with the ground forces,

aboard carriers and all that sort of thing. Is that your question?

Q: The students at the Marine Corps Schools were writing this document that . . .

Schilt: I wasn't there at the time that that was done.

Q: It eventually became FTP 167. You don't recall any of the things that went on down there at this time?

Schilt: No, I wasn't there.

Q: So then you were involved as base squadron engineering officer just in training, and . . .

Schilt: Well, as engineering officer down there I would see that the planes were overhauled all the time, and when they got wrecked to see that they <sup>were put</sup> ~~put~~ in proper condition again or surveyed or what it may be. And I usually tested the thing after it had gone through the overhaul.

Q: I understand that the early planes -- in the early 20s, in the early days of aviation, there were quite a few operational accidents, pilot errors, the nature of the planes, people like Sullivan who was killed, I think in '22, because his plane went out of control. Was the performance of the aircraft and the performance of the pilot -- was this improved? Did the accident rate go down? Was there any correlation, any parallel here?



Q: Of course the state of flying improved as -- they've improved planes and improved training -- that there was a decrease of this type of thing.

(Interruption)

The state of flying, the state of types of aircraft had so improved that whatever occurred there was no rhyme or reason to it, as you say.

Schilt: What time are you talking about?

Q: The 30s -- '32 and '33 and '34.

Schilt: Well, it was pretty well stabilized. But as long as you can be going to fly there's going to be accidents. You get a man to go through the training or anything -- there is always the chance of an accident, but the chances are getting less and less all the time because of better materials, better engines, and the jets, they are wonderful.

Q: Did you ever fly one?

Schilt: ~~Um um~~ yes

Q: Of course you were still on active duty when . . .

Schilt: I wasn't on active duty when I flew the thing.

Q: Do you do any flying today?

Schilt: No. I'd like to, but I haven't anything to fly!

Q: You could fly commercially, of course.

Schilt: Well, I could hire a plane out here, I guess, but it would cost a lot of money! A retired officer doesn't get too much money. (laughs softly)

Q: The Air Corps Tactical School was down at Maxwell Air Force Base in Montgomery.

Schilt: I don't know whether it's still there or not.

Q: Yes. Well, it was at this time. Still is. Yale University has acquired it. It's quite a facility, it's really something.

Had you applied for this course, or did they just send you?

Schilt: (Pause) I can't answer that question.

Q: Had you wanted to go there?

Schilt: Yes, I wanted to go there, but I don't remember whether I applied. I don't believe I did. I think I let it be known out there, ~~and~~ I think I was due to go, but I don't think I put in a letter of request to the Commandant. But I wanted to go and I think it was done verbally.



Q: Did you always get what you wanted? Did you apply for what you wanted and generally get it, would you say?

Schilt: Yes, I think so. I usually got what I wanted. If I wanted to transfer some place else, after being in a place . . .

The Commandant used to ~~ask you~~ when you were due for a transfer, "Have you any preference?" I would answer that, or I would say, "No preference."

But I can't remember directly asking to be transferred. I don't remember. It's a long time ago.

Q: What was the school like?

Schilt: At Maxwell?

Q: Yes sir.

Schilt: It was a very fine school as far as the technical subjects they had down there, the latest tactics in the fighter plane, observation plane and bomber. We had the whole course there in air tactics. They had a lot of technical stuff -- I don't remember just what it was now, but ~~practical~~ practical stuff, flying every ~~kind~~ type of plane, flying formations, the type of bombs to use in a certain mission, things like that.

Q: Who were some of the people who were down there with you at this time?

Schilt: Hal George was down there at the Air Force. He was Air force instructor in bombing, and he was a good one. But I can't answer that question, it's been too long!

Q: Were there any other Marines down there with you?

Schilt: No, I think I was the only Marine. Three Marines went down later on. Oh yee, Sherry Parker was out there. We were there together.

Q: Wallace?  
Larson?

Schilt: Yee. He is retired now.

Q: I think he lives in *Los Jolla*, California, I think it is.

Schilt: I think *he lives there*. My wife says he was there, I don't remember. There was another down there and I can't think of his name. They had three Marines down there and I was one of them, Parker and the other.

Q: ~~Wallace~~ *Wallace* had been there before, I guess.

Schilt: No, I think he went down after. I could be wrong though.

Q: Of what value and interest was the curriculum at the school to the Marine Corps?

Schilt: Well, we were getting fighter planes at the time. We went down there and got the information on the way the Air Force were handling their fighter planes, and it gave you a general insight of what a big organization like the Army Air Force ran things. It was quite an education to get ~~an insight into~~ that. You could see the assignments. I think everyone down there -- well, I won't say everybody got an assignment, but nearly everyone got a certain assignment; the commanding general of this force, or a squadron commander, or whatever it may be.

They'd give you a problem and you had to work out the forces you were going to use on this particular problem, just like you were in combat.

Q: You had Air Force <sup>Corps</sup> people down there, Army people down there, at this time.

Schilt: It was Army, yes.

Q: And of course primarily the students down there were Army.

Schilt: I think we had three down there. The Navy had one, I believe. And there were several foreigners?

Q: Oh, there were several foreigners? What countries were they from?

Schilt: I can't answer that now.

Q: What was the attitude of the staff regarding the Marine Corps Aviation debate? Did they indicate one way or another what they thought of it?

Schilt: Oh yes, they'd say, "I don't see any use for Marine Corps Aviation, we can do that for you."

Q: They felt probably the same way about the Navy, about Naval Aviation.

Schilt: I think so. Some did, anyhow.

Q: Most people down there in the Air Corps were oldtime Army fliers?

Schilt: The Navy had one or two people, the Marines had the foreigners down there.

Other than that it was all Army. Some were at the early stage of their career, some were oldtimers. Most of them had considerable experience in the squadron.

Q: Were such people as Kenney or <sup>Eaker</sup> Acker or Arnold down there at this time? Were they on the staff?

Schilt: No. They had gone through the school -- some of them had, just how many I don't know.

Q: I am trying to think of who became prominent in the Air Force later that might have had an effect on the courses that the Air Force took, that was at the time.

Schilt: I can't help you!

Q: You said that this year was of value.

Schilt: Yes indeed. I got acquainted with a lot of the Air Force people. It was a help to discuss problems with them. It's more helpful to discuss problems with people you ~~know~~ than with people you don't know.

Q: Could you apply any of the things you learned down there to Marine Corps situations?

Schilt: I think I could apply everything, although the Air Force had the same setup as they have in the Marine Corps. The Navy is a little bit different. They don't have seaplanes in the Army.

At that time I don't think the Army -- if they did they had very few planes <sup>which</sup> ~~where~~ they could use torpedoes on.

Q: Was there a conflict between -- in the Air Corps -- the fighter pilots and the bomber pilots, which school was to ~~make~~ be supreme in the Air Corps?

Schilt: Well, there might have been a lot of kidding going on between the bombers and the fighters, things like that. But as to any real conflict, I know of none. If I had heard anything like that I wouldn't want to know, so I wouldn't have to take any sides!

Q: Was there any indication at this time that the Air Corps was trying to pull away and become independent of the Army?

Schilt: There was a lot of talk about it. The Air Corps people wanted to do that long before.

Q: It was something that had been going on for a long time.

How about tactical concepts? Was this so-called Dewey *Douhet* theory something that was supreme in the minds of these Air Corps fliers?

*Douhet*  
Schilt: I don't know what the Dewey theory is.

Q: This is the concept of strategic versus tactical bombing, I believe. I am not that familiar with it, but I understand this was the basis of much of . . .

Schilt: Of course the people who were in tactical bombing would stick together and pick on the others, that's the only thing. There were arguments about it, no doubt about that, but I never got in on anything that got heated or where they were going to have a real fight.

Q: It was just friendly rivalry then.

Schilt: Yes.

Q: From there you went up to Quantico again. As a matter of fact you spent most of your career on the East Coast.

Schilt: That's right.

Q: I don't think you ever served on the West Coast.

Schilt: For ~~a~~<sup>short</sup> period only.

Q: How did you manage that?

Schilt: I didn't manage it, it just happened that way.

Q: Did you ever want to go out to the West Coast particularly?

Schilt: Not particularly. <sup>I liked the East Coast.</sup> I never tried to go any place, never asked for any assignment, except to go to the Air Corps Tactical School, I did ask for that, but I was on the West Coast, so it didn't make a difference. They had a school at Quantico and I was attending that, and they usually sent an aviator to Maxwell after that.



Q: You became the CO of VG 6M up at Quantico, which was a Marine fighter squadron, is that right?

Schilt: VG?

Q: VJ rather.

Schilt: That's the utility squadron.

Q: Well, what was the utility squadron, primarily?

Schilt: They had transport planes, and they had planes they had for people who were not attached to the squadron to fly.

They had those *for* people *to get their flight time,* on administrative duty *or* going to school, they were attached to a regular squadron that touched down on the readiness of that squadron going to combat.

So they had the VJ squadron, with a collection of planes, transport planes, fighters, observation and utility.

Q: Did you have this Condor transport there at this time? Curtiss Condor?

Schilt: I don't believe so. I don't remember it anyhow. But I think I would remember if they had it.

Q: How about the Sikorsky?

Schilt: They had a Sikorsky.

Q: That was just a new plane or just . . .

Schilt: I think it was in there for an overhaul or some work at that had to be done.

Q: With the organization of the Fleet Marine Force, and later during the war with the organization and the expansion of the Marine Corps to Division and Corps size, you had a regular table of organization. You had a division, which consisted generally of three infantry regiments, artillery regiment, an engineer regiment or an engineer battalion and a pioneer battalion, plus assorted supporting troops. That was pretty much of a fixed thing. You had the 1st Division which had regular regiments assigned to it, and it fought as a division.

Was there any such stability within the tables of organization of aviation units?

Schilt: Oh yes, ~~they~~<sup>we</sup> had a group. The wing was the highest thing, and we had a group. The wing consisted of so many groups, ~~six~~ three, two or four (that was about the maximum, sometimes we had five), and then in the group you had squadrons. An operating group had four squadrons in it.

Q: That's what I was trying to get to. You had the 1st Wing, say, that would consist of so many MAGs, and each MAG consisted of so many squadrons. Was there a regular formation, say of -- an aircraft group consisting, say, of two fighter squadrons, a scout bomber squadron, and a torpedo bomber squadron?

Schilt: Could be. That would be an organization prepared for a certain mission.

Q: This is the point I am trying to get to. Whereas a Marine ground unit, a division, remained as such, and if there was to be an assault you had the division or two divisions going in, you knew how many regiments and how many special battalions would be in this type of thing; it was a firm type of organization. Whereas with the aviation units these were flexible.

Schilt: They were flexible, but when we went out with a division we usually had a regular wing to go along with them, and a number of groups and squadrons that were supposed to go with the division.

Q: Now let me try to clarify the question because I think I am not clear in my own mind. ~~XXXXXX~~ <sup>The 1st Marines</sup> ~~XXXXXX~~ would always fight with the 1st Division. The 1st Marine Regiment.

Schilt: The 1st Marines -- they go to the 1st Division.

Q: That's right. But VMF 314 -- or 214 during the war for example -- could have fought with either the 1st Wing or be assigned the 2nd.

Schilt: Uh uh.

Q: Yes, this is the type of thing that you would find more in aviation than in a ground unit -- this fighter squadron 214 could be assigned to one aircraft group for one operation and maybe transferred to another aircraft <sup>group</sup> for another operation. Whereas you wouldn't find this type of thing in a ground unit. In other words, the 1st Marines would ~~not~~ <sup>not</sup> be assigned to the 2nd Division or to the 5th Amphibious Corps for an operation that was stabilized within the table of organization.

Schilt: I can't answer that question, I don't know. But I think they have had other than their regular units in combat.

Q: ~~xxxxxx~~ Well, you see, when I was doing research on the organization of Marine units in World War II, I could state almost unequivocally that for each different change in the table of organization -- say for the F series TO -- a Marine Division consisted of such and such, that this was the strength of a Marine Division -- it consisted of three infantry regiments and so forth and so on.

Schilt: Uh uh, that's right.

Q: But I couldn't say that for a wing, because I never knew what the full strength of a typical TO wing would be, or the number of groups it would have, the number of squadrons or the types of squadrons it had.

Schilt: All I can say to that is that a Marine Division has the duty to support <sup>of</sup> a Marine Wing, and it can consist of four groups or whatever it happens to have at the time, but according to the plan a Marine Division and a Marine Wing operate together.

Q: That's true. In other words, the organization of Marine Aviation was a task organization for a specific operation, generally speaking. For one operation the 1st Wing's composition might be such and such, and for another operation the 1st Wing might have had a different kind of makeup.

Schilt: That's <sup>true</sup> ~~not~~ enough. It all depends on the situation.

As I say, you can't always tell what you are going to have.

The Navy takes a certain squadron to do certain things, and they come out of a group or a wing.

But what you just said is generally true. Not always true.

Q: As I say it's pretty hard to track down. I could figure out for instance that at the beginning of World War II we had the D series -- the Dog <sup>?</sup> series table of organization -- for the Marine Division. Of course it was the ~~xxxxxxxxxxx~~ first Marine Division that the Marine Corps had experienced in 1941. And when I tried to get a typical organization for the Marine aircraft wing, it was not so easy. It was not so clear. For instance there was the VMO. The VMO at one time stood for a photographic squadron, I believe, and then later became an observation squadron. Is that correct?

Schilt: Well, the VMO was always an observation organization. A lot of times it ~~had~~ a photographic squadron or a photographic unit attached to it for a specific purpose.

Q: But I was thinking of the letter designation -- VMO or maybe whatever it was -- it was this type of thing.

~~Schilt: Uh uh.~~

Q: Now when you went back to Quantico in June of '34, again the people at the Schools were working on this amphibious warfare doctrine -- writing the book, so to speak. Did you get involved in testing out the theory in actual air tactics?

Schilt: I don't believe so. I don't know.

Q: You remember who was teaching at the Schools at the time?

Schilt: No, I don't right now. I couldn't tell you to save my life! Farrell -- I don't know whether he was there. Harold Major, he might have been there. Maxine Megaw might have been there. But I couldn't tell you.

Q: How about Marine Aviation in the new Fleet Marine Force? Were there special formations . . .

Schilt: Now?

Q: No, then, when the Fleet Marine Force was formed.

Schilt: Well, the only thing I can say about the Fleet Marine force is that it had a wing to go with it.

The division and the wing go together, and that's the way it's supposed to work, but they don't always do that. (?)

Q: Of course, the problem ~~xxxx~~ in this particular time was that even though you had a Fleet Marine Force formed in '34-'35, the Marine Corps did not have the troops to man it properly -- the East Coast Expeditionary Force, the West Coast Expeditionary Force -- and Fleet Marine Force Headquarters was out in San Diego, I believe. (Pause)

How about Marine Aviation . . .

End of Side 1 of Tape, Session II



Side 2 of Tape 1 -- Interview Session II21 November 1969

Q: As we ended last time, General, we were talking about Marine Aviation and the fleet landing exercises, and Marine Aviation and Fleet Marine Force. I think we have pretty well exhausted that.

Your next duty assignment at this time was as executive officer of Marine Scouting Squadron 3 at St Thomas. I think that was June of 1938, that you got that, is that correct.

Schilt: I believe that's correct. I don't have the information before me, but it was around that time.

Q: Who was the squadron commander at this time?

Schilt: (Pause) I guess I don't remember! It's slipped my mind.

Q: What was the nature of your duties down there, in this two-year period? I believe you stayed there until June of 1940.

Schilt: Yes, about two years. Well, training of the new pilots that would come down there periodically, and also one of the major reasons -- which is a rather peculiar one -- was to put some money down there at that time.

You may remember a sort of panic going on around various places. The people in St Thomas and that area down there were very poor, they had no industry down there, so that was one of the main reasons to put additional money in the area, and also training

the pilots who were coming down there at various times.

Q: What were your prewar preparations down there?

Schilt: At St Thomas?

Q: Yes sir, were there any patrols mounted out?

Schilt: Well, we were always preparing for war in Marine Aviation units, and we just continued that program, and as new pilots would come down there we would train them in that program for a period of six months.

Q: Where were the new pilots coming from?

Schilt: From the United States -- some from the East Coast and some from the West Coast.

Q: They were all Pensacola-trained?

Schilt: Yes, at one time or another they were all Pensacola-trained.

Q: Were there any reserves on active duty?

Schilt: Yes, we had some reserves on active duty during that time.

Q: Gen. Rogers, did he come down there about this time?

Schilt: He came down a little bit later. I think he relieved me.

Q: Was there anything outstanding, anything noteworthy during this two-year tour that you can remember?

Schilt: No, nothing in particular. We just carried out our regular training, we visited the islands in that area -- St. Croix, and made regular trips to San Juan to take care of our cross country work, and to train our pilots <sup>and</sup> in getting new landing fields in that area.

Q: A tour of two years was a normal tour down there, I believe.

Schilt: Yes.

Q: Your next one was at the Senior School at Quantico.

Schilt: The Senior Officers School. Quantico was more or less our educational center and these officers went back to school there for training purposes.

Q: You hadn't been to school for a long time, actually, had you?

Schilt: No, it was a considerable length of time. Of course I was always in the process of learning something new, with Marine Aviation coming up.

Q: What was the course like? Was there anything of note? What was the direction of the course during this period of time?

Schilt: To increase your proficiency in anything the Marine Corps might have in mind -- new plans, new tactics might be coming up. The Marine Corps Schools at Quantico were the ones that taught this, and most officers were ordered back to Quantico for school training periodically, and the new tactics that had been developed or were being developed were taught to all the students who went through there.

Q: Was there any particular change in direction or in the thrust of the curriculum?

Schilt: Well, as aviation became more important to the Marine Corps, more aviation was taught in the Marine Corps Schools, so that the ground forces, and all the students who went to the Schools could become familiar with what we were doing.

Q: Who were some of the instructors here at this time, do you recall?

Schilt: Al Pollock was one of them. I can't recall any others right now. There were about 20 of them.

Q: Who was the aviation instructor?

Schilt: Bill Wallace was one of them at the time I was there.

Q: Upon completion of the course, you want where? (Pause)

Schilt: I stayed at Quantico for a couple of years, at the Marine flying field, as commanding officer of that station, for about two years, as I remember.

Q: I see that in March February of '41 you were operations officer of the base, Air Detachment One, 1st Marine Aircraft Group. You did some temporary duty at Anacostia, then San Diego, then Lakewood, and then you joined Headquarters Squadron 11 at the base, Air Detachment One, you were ~~XXXXXXXXXX~~ officer, detachment photo officer, *aeological* officer, intelligence officer, oxygen officer.

Schilt: Oxygen officer! I never heard of that one, that's a new one. You'd better scratch that out, I've never heard of it.

Q: Was this just normal flying duties, training duties?

Schilt: Regular training. We had such students coming in from Pensacola and ~~Wheeler~~ <sup>Wheeler</sup> additional training, squadron training and dive bombing, machine gunnery and everything that was necessary to train a pilot for combat duty.

Q: It was at this same time that you went to -- as did many aviation officers -- to London. I think it was in May of '41.

Schilt: I believe that's about right. I was over there.

Q: It's unusual -- most of the people who went over at this time would go by way of the far East, through the Middle East and up to London, and yet you flew directly from New York to Lisbon to London. Was there any particular reason for this?

Schilt: It just happened to be the best means of transporting over at the time, I presume. I have no real answer for that.

Q: What was the nature of your mission?

Schilt: We were assigned to various squadrons and schools over in London -- aviation schools primarily -- and we were to learn their tactics, so that if we found something that was better than what we were doing, we could back to our organizations in the States and see that all our pilots were trained along those lines.

Q: Did you learn any new tactics? Did the British have anything to teach as a result of their air operations?

Schilt: Nothing new that I remember. They were using our tactics. We were pretty well up on everything they had.

Q: Were they cooperative?

Schilt: Very cooperative, yes. We could see everything they had, everything they were doing. There couldn't have been more cooperation. They tried to teach us what they were doing and what their plans were.

Q: Now radar has been attributed -- I mean the winning of the Battle of Britain has been attributed to the radar, to the secrecy surrounding it, to the fact that the enemy didn't know about it. And from what I've been told, to some degree they were secretive about it. Did they tell you about the radar and show you the radar installations and so on?

Schilt: They showed us everything they had over there: the radar, the confidential files, and as far as I know everything that could help us to help them, or viceversa, they showed to us. They were very anxious to let us know what they were doing.

Q: You arrived back in the States -- in Washington -- in August of 1941. I assume that you were debriefed by O M I and by Headquarters Marine Corps, is that correct?

Schilt: That's correct.

Q: Was there any great interest on the part of the people in Washington in what you'd learned?

Schilt: Yes, the people who were with me, the top people in Washington were quite anxious to get all the information they could concerning what the British were doing, and any plans they had, to see if they would fit in with our plans. They were most anxious to hear anything I could tell them. Of course we had officers who had been going there for some time and they had a very good picture of what was going on.



Q: Night fighting, air control of night fighters was something which was of great interest, it was something that the British had particularly worked on. I think Col. Schwable was over there and maybe <sup>Colston</sup> Cairson Dyer too.

Schilt: I believe they both went over there after I was there.

Q: After you?

Schilt: I think so. It's a long while ago!

Q: Now, you must have then assigned as Wing 4, and engineer officer of the 1st Aircraft Wing which was at Quantico. Who was the Wing commander at this time?

Schilt: I believe we weren't organized too well as a wing. We didn't have squadrons, about the only thing we had at Quantico was groups, consisting of four squadrons.

We had a wing headquarters in charge of the flying field at Quantico, and <sup>had</sup> all aviation units based thereon assigned to it.

As I remember, then Col. Gaiger -- later a general . . . it's been so long ago that I could easily be wrong in these recollections.

Q: So, all you had was the nucleus of a wing, you just had a group down there at this time, is that correct?

Schilt: We had a group plus, I might say. We didn't have a complete wing.

Q: What kind of aircraft did you have?

Schilt: We had observation aircraft, fighters and some transports.

Q: What were the fighters?

Schilt: They were Boeing fighters as I remember. We had Curtiss fighters there too. At the time I think we were just getting the Boeing in. I could be wrong there too.

Q: Were they pretty rudimentary by later standards?

Schilt: Oh, by later standards yes, but then at that time they were hot stuff.

Q: They were hot stuff?

Schilt: Oh gosh, they were the latest thing in fighting planes, and we didn't see how they could be improved upon as far as dive bombing<sup>and</sup> gunnery. Yes, they were really something that we were very happy to have.

Q: I assume by now it was pretty well accepted that the Japanese would be fighting the Japanese. Is this correct?

Schilt: It looked as though we were going to have trouble with them, yes. I don't know.

Q: Did you have any idea of the Japanese aircraft, of what they had?

Schilt: Well, we knew they had fighters. We had a pretty good idea what their fighters would do through our Naval Intelligence.

Q: So you had an idea of what you were going to meet. ~~(to meet)~~?

Schilt: Oh yes.

Q: What type of transport? Was it still a Ford tri-motor?

Schilt: Ford tri-motor and a Fokker.

Q: Was the Fokker a tri-motor also?

Schilt: Yes. I think the Fokker was before the Ford. The Fokker was laminated wood, the Ford was all metal. This was the biggest difference between them, but the performance was about the same.

Q: Do you recall the circumstances surrounding the outbreak of the war, what was going on where you were? What happened? What steps were taken in the Wing at the outbreak of the war?

Schilt: What steps? I don't quite . . .

Q: Well, I assume there were some sort of contingency plans or mobilization, M-Day plans.

Schilt: Well, we were always prepared to go any place on short notice. We had spare parts, supplies, anything necessary to take care of our needs if we had to leave Quantico. We had supplies to take care of us for at least six months. We had armor, bombs, guns, ammunition, and food that could be in storage for a certain length of time. We were all set to go on very short notice.

Q: What was the Wing to do once the outbreak of war occurred? Was it supposed to stay there and await further orders, or was it to take off to the West Coast, or what?

Schilt: Well, it all depended on whether war broke. We had plans for going East and plans for going West. We were prepared to go any place. Our supplies were figured out accordingly. Of course you need about the same things, whether you go East or West, so there was no problem there in deciding what to take.

Q: Within about a week, however, the whole Wing took off for the West Coast. Is that correct? It was a week, about, after 7 December?

Schilt: That's a pretty good estimate. We were ready to go.

Q: No problem in mounting out, then.

Schilt: No, no problem at all.

Q: The Naval Air Station in San Diego -- that's at North Island, is that correct?

Schilt: Yes.

Q: That's where the Wing went to.

Schilt: THAT'S right.

Q: What did you do while there, sir?

Schilt: We continued our training. We kept prepared and ready to go on very short notice. We used the operating facilities of the Navy at North Island, and kept most of ours *crated* ready to shove off on short notice.

Q: Actually the Wing didn't leave the West Coast until approximately September of '42, is that correct?

Schilt: I can't say as to the date.

Q: You were there for nearly a year, at North Island, is that right?

Schilt: That's a pretty good estimate.

Q: Of course by this time you'd been promoted to lieutenant colonel, and then within a short time after that to colonel.

Schilt: ~~Uh uh.~~ yes, I think so.

Q: Where did the wing go after leaving North Island?

Schilt: We first went to Honolulu. We went as far as Midway. We went to Okinawa. I was island commander there for a while, that's an island south of Japan.

Q: This I think was a little later. Was headquarters set up at Noumea?

Schilt: Yes. We sort of split up out there. But I'd have to guesstimate on that.

Q: Okay. I think the Wing went to Noumea, and then you were assistant chief of staff, you were the 3 of the Wing, and became commanding officer of MAG 11 at Espiritu Santo, I think in March of '43.

Schilt: I can't remember that.

Q: Did you get down to Guadalcanal at all?

Schilt: Yes, I was there quite a bit. I was supply officer when I first went there, and later I got a fighter command up there. We bombed all the Japanese bases -- to the West, I guess.

Q: Northwest, up around Rabaul. I don't think you went up that far until Bougainville had been taken.

Schilt: No. 11111111

Q: But you went up there.

Schilt: We didn't have the range to go there with our bombers, to all the islands in there, where the Japanese were located.

Gee, I wish I had a map, I can't recall.

We bombed rather frequently.

I can't give you a very good interview!

Q: We are doing all right, sir. Now you were out there a little over a year, and then you came back to Cherry Point, and you were station commander, I think, at Cherry Point, beginning in September of '43. Is that correct?

Schilt: The date I don't know, but I think it's about right.

I came back as commanding officer of the station.

Q: I think we ought to get it on the record here -- you got a Legion of Merit for being commanding officer of the strike command and the searching patrol command at the Solomon Islands, from April to July of '43.

Schilt: I believe that's right.

Q: Your pilots, I guess, were kept pretty busy at this time.

Schilt: Oh, I'd say! (laughs softly)



Q: What were your duties at Cherry Point?

Schilt: Well, I was commanding officer of the station there. I was responsible for the operation of the base, training the people there, the administration of the base, and all the units would come under me at the base. We also had overhaul work down there, and it was my responsibility to administer that. And of course all the officers who flew down there all came under my command, except the combat units -- they had a different command, they had a wing down there.

Q: That was the 9th Wing that was formed.

Schilt: Yes. I commanded all the units there <sup>and</sup> after a while, <sup>there</sup> were other commanding officers <sup>and</sup>

I ~~retained~~ command of the base. When I was base commander I was responsible for the supply of all units based at Cherry Point at that time.

Q: You were also ~~chief~~ of the staff of this Wing, I believe.

Schilt: Yes, I was the chief of staff. I was commanding officer of that, and I believe commanding officer of the station for a short period <sup>there</sup> here, until somebody came down to take over command of the combat unit. The 9th wing, I think it was.

Yes.

Q: /Who took over command of that, do you recall?

Schilt: I think it was a Lt. Col. Arken Larkin. Sheriff Larkin.

Q: He must have been a brigadier general by now, if he took over as commanding general.

Schilt: You'd better leave that out, I am not sure.

Q: Okay. By this time you got your star and you became commanding general of the 9th Wing, I think at the beginning of '45.

Schilt: <sup>Lewis</sup> Lewis Merritt was in there before me. He was a colonel or a brigadier general. He had the thing and then he was transferred some place else and I assumed command of both units temporarily there, before they could send somebody down there with sufficient training to take over.

Q: IN March of '45 you left Cherry Point to become, I believe, commanding general of the island command at Peleliu.

Schilt: That's right.

Q: What was Peleliu like at this time? The fighting was over, of course, for the most part, was it not?

Schilt: On the island itself, but the islands around were still having some fights going on.

Q: Babelthuap and Angaur.

Schilt: Yes. There were quite a few of the enemy in those places. Of course we did a lot of patrolling around that area there with our aviation units.

Q: Was there much in the way of Japanese aircraft? Did they come in and bomb at all?

Schilt: Just a couple of times, <sup>they came in.</sup> / They didn't do much damage.

A couple of planes probably out on a scouting mission.

There were rumors at times that they were coming in, but they never did show up. Of course there were a lot of Japanese <sup>in hidden</sup> ~~hiding~~ out there, the ground forces, and we had to take precautions and see that they didn't get into our aircraft and supplies and stuff like that. They would hide out. Now the hell they did that I don't know, but every once in a while we'd find several of them who'd been there for a little while.

Q: Where did the Japanese aircraft come from, do you recall?

Schilt: No, not offhand.

Q: You were there, I guess, until August, and you were relieved by Gen. Rogers, I believe.

Schilt: Yes.

Q: When did you relieve? Campbell, I think.

Schilt: Yes.

Q: I guess at that time you went to Okinawa and became commanding general Air Defense Command, and I guess you relieved <sup>Wallace</sup> ~~Ross~~. He had it during the . . .

Schilt: Where was that now?

Q: Okinawa, you became commanding general Air Defense Command, Ryukyu Islands.

Schilt: Yes, Gen. Wallace was there, and I relieved him. Either him or Sheriff Larkin, they were both out there.

Q: No, I don't believe --

Schilt: There was quite a mixup there.

Q: I think Rogers got his star, and Louis Woods came out and relieved Mulcahy, and Mulcahy went home to the hospital, and at that time, when Louis Woods came out there was a change. You went out to relieve Rogers Wallace, and Rogers went to island command. There was a big change in the operation.

Was the Air Defense Command quite active at this time, do you recall?

Schilt: Well, I would say yes. They were well prepared for their mission.

Q: Were they flying up to Japan?

Schilt: Well, they were standing by to take care of anything that might come in from Japan or any other place. Of course Japan was the primary base.

Q: Did you go to Japan with the Wing? The Wing I think went back to the States, right?

Schilt: I believe it did, but I am not sure.

Q: The record shows you went back to Cherry Point. Were there many problems facing the Wing with the end of the war and demobilization and so on?

Schilt: Well, of course everybody wanted to get home -- that was a problem. The morale went down some during that period, but as a whole the morale was . . . when they realized they would stay there for some time, most of them . . .

It was a problem, but one that didn't bother us too much.

Q: So you continued your mission without any trouble.

Schilt: Oh sure. They all wanted to go home, but -- It didn't cause us any great concern.

Q: You later became commanding general of the Marine Air Reserve Training Command -- MARTHCOM. Where was this headquarters?

Schilt: *Naval Air Station, Glenview, Illinois*

Q: How was this duty?

Schilt: Finest duty I ever had. Something new. We had nothing like that in the Marine Corps before. The Navy had just started it. It just started from scratch and you could see from day to day the improvements of the organization. There were no organizations, and we had a naval air station at ~~the existing~~ *Glenview* that was our headquarters, and we had to organize the people ~~from~~ <sup>from</sup> all over the United States, from naval bases and Marine Corps bases. We had to get our aircraft there, form the squadrons and the groups, whatever we had in the various places. And it was ~~the~~ <sup>the</sup> most interesting job I ever had to build that reserve up. Later on it came in handy, the training they had. Most of the people had been in the service, during the war, and they were interested in continuing their activity with the service and they did work hard. The Navy Reserve and the Marine Corps Reserve were ready to go.

Q: ~~Did~~ <sup>Did</sup> all the pilots you had from have World War II experience?

Schilt: I wouldn't say all of them, no, because there were people training all the time. You mean actual combat? In World War II?

Q: Yes.

Schilt: No. But the majority were, I would say . . .

Q: World War II trained.

Schilt: Yes.

Q: Looking at the Korean situation, where the regular Marine Corps Aviation status had to be augmented by these pilots, by the Reserve, most of them if I recall had been World War II pilots.

Schilt: I would say that's right, yes. Most of them, what percentage I don't remember. At one time I could have told you, I can't tell you now.

Q: Was there a ~~Reserve~~<sup>feeding to Marine</sup> Air Reserve and from people who had gone through flight training after the war, and who had done their obligated period of service?

Schilt: They were signed up for a certain period; what ~~the~~ it was I don't know.

*was close to*  
If a reserve organization knew where they lived they were invited -- they didn't have to do it -- to join the Reserve organization and keep up their proficiency in ~~flight~~ flying.

Q: You did quite a bit of traveling while commanding the Air Reserve Training Command, did you not?



Schilt: Yes, I went all over the States. I found that the organization was just about as good as the amount of attention you gave to it. If you give a lot of attention, you have a good organization.

I tried to get around as much as possible, because I knew the interest that the organization had in the higher command.

Q: The helicopter started to achieve some prominence in Marine Air planning. Were you able to phase any reserve helicopter units?

Schilt: As I remember, the ~~with~~ Marines didn't have any when I was at the *Glennview* headquarters. The Navy had one or two around there as I remember. I don't believe we had any helicopter squadrons in the Reserve. But I may be wrong on that.

Q: I think it was all probably experimental at this time. It wasn't until after the Korean War had started that they came over.

I was just wondering whether --

I take it that most of these squadrons were flying the World War II type aircraft.

Schilt: That's correct.

Q: The Corsair, the ADs -- had the ADs come in yet?

Schilt: No, I don't think so. The SB . . .

Q: Was there any trend toward transitioning to jets at this time, or was this still too early?

Schilt: Too early.

Q: The jets didn't come into general use until when?

Schilt: You got me, I don't know!

Q: You had a three year tour, actually -- a little more than three years -- as commander of the Marine Air Reserve Training Command. Was this a normal tour, or had they extended you?

Schilt: They extended me several times.

Q: Had you received your second star by this time? (Riffling through papers) I probably have it here. (Pause)

When you received your second star you became chief of staff of Aircraft Fleet Marine Force Atlantic in August of '49, is that right?

Schilt: Where?

Q: No, either Norfolk or Cherry Point, let's see. (Pause) Norfolk, FMFLant,

Schilt: Chief of staff, yes.

Q: FMFLant, not A1x FMFLant?

Schilt: FMFLant.

Q: Who was the commanding general?

Schilt: Hunt. Another officer never lived like him. He was tops.

Q: Yes, he had quite a reputation.

Schilt: If <sup>you</sup> ~~he~~ made a mistake he didn't *haul you out*.  
Sometime after the thing was over he'd call you in and tell you that you'd made a mistake, nobody had been hurt, and it was all right, but this is what you should have done.

Q: What was the nature of FMFLant operations at this time?

Schilt: All the troops were divided into FMFLant and FMFPacific. FMFLant commanded all the Fleet Marine Force troops aboard ship, and say the Mississippi River or some boundary out there, and FMFPac commanded all the troops west of the Mississippi River. That's the way they were divided up. FMFPac had all the troops aboard ship in the Pacific Ocean.

Q: Was the chief of staff billet normally an aviation officer's billet?

Schilt: As far as I can remember it was. I don't think it was to start out, but later on they decided that if the commanding general was a ground officer the chief of staff should be an aviator.

Q: What were the preparations for Korea, if any, when the war broke out? What exactly did FMFLant do? Did it take any steps along this line? (Pause)

Schilt: Yes, I guess ~~that was the case~~ I was in Korea, so I wasn't here when that happened.

Q: You were in Korea when it broke out? You took over as commanding general of the Wing in July of '51. I assume that you relieved Field Harris.

Schilt: I believe so.

Q: What was the nature of wing operations in Korea at this time?

Schilt: We had all types of aircraft out there -- we had the transport, the bomber and the fighter. Of course the transports were used to supply our units whenever they required air supplies; our bombers ~~carried out~~ <sup>ied</sup> carry out their regular missions.

Q: What were your relations with the Air Force in Korea? Were there problems here in the employment of Marine aircraft in support of the Marine Division, the 1st Division? Or did the Air Force try to take over complete control?

Schilt: No, we supported the 1st Division. The Air Force had the strategic bombing.

Q: There was never any problem as far as the Division was concerned in getting all the support it wanted from the Wing?

Schilt: Oh, they could never get enough support; a brigade is all they had! But they gave them pretty good support, I would say.

Q: Was there any problem here with the control of Marine aircraft through this 5th Air Force, I believe it was, in the Joint Operations Center? The question of getting the amount of aircraft, 4- say the Marine ground forces wanted on station on time, immediate response type of thing.

Schilt: Of course it's hard to answer because the ground forces wanted to be getting more and we had other missions to do -- the bombing missions, and sometimes the ground forces weren't exactly happy with the support they got. The Air Force controlled all operations out there, not directly down to the combat unit, but in the general plan -- they were in command of all aircraft. And sometimes we were tied up with the Air Force with what they were

doing, and our ground forces didn't always get ~~was~~ everything they wanted. But as a whole they were pretty well supplied with combat aircraft.

Q: There was never any of this friction, this conflict between. . .

Schilt: Oh no, the Air Force would go along with us -- if there was anything we particularly wanted to do and thought it necessary to support our ground forces we'd go over and talk to them and they'd go along with us. We had no trouble. A lot of people there were always fighting amongst each other, but that isn't true as far as I am concerned. The feeling we had for the Air Force, and they for us I think, was always one of give and take.

End of Side 2 of Tape 1, Session II.

Tape 2, Side 1.

Session Two

Q: Now a normal tour for a commander out in Korea was about a year or so. You were there from July of '51 to August of '52. (Pause) I am sorry, I was wrong: from July of '51 to April of '52. There's a misprint here. So you had a little less than a year, probably about nine months, which I think probably was the normal tour. It was a nine month tour generally speaking -- nine months to a year -- for a commander of either a division or a wing. Did you have any idea of where you wanted to go? Did you put in for any particular billet, or was this up to the commandant -- was this the prerogative of the commandant?

Schilt: That was the prerogative of the commandant. I think I was selected to come to Cherry Point as commanding officer. Does that sound right or not?

Q: No, you ~~was~~ deputy commander of Fleet Marine Force Pacific in April of '52, and the commanding general at that time I guess was Franklin Hart. How were the relationships ~~xxxxxxx~~ with Gen. Hart?

Schilt: Excellent. I knew his family. Very fine. No trouble whatever.

Q: This was about a year's tour. You liked it out in Pearl Harbor?



Schilt: Yes, I had my family out there. A nice tour of duty. The people out there were very friendly. I had nice quarters. We were very happy.

Q: What was the nature of your duties?

Schilt: I was second in command of all FMF units in the Pacific, and then when the commanding general -- who was Gen. Hart -- was away I assumed command in his place. He'd come back to the States for some sort of duty and left me in command. Otherwise I'd assist him all I could and keep him informed of what was going on in the units.

Q: Did you make many liaison trips out to the Far East?

Schilt: Not many. I think I was there twice during the tour. Gen. Hart went more frequently than that.

Q: You eventually became commanding general Aircraft FMFPac.

Air FMFPac. Were your headquarters at El Toro?

Schilt: Yes.

Q: What were your duties as CG Air FMFPac?

Schilt: We had a wing there. I was responsible for the training, supply, and all the things that were necessary to make the wing

operational and ready to go on foreign duty in called upon. The whole thing was to keep the wing in good shape, so it would be ready to go in combat if the necessity arose.

Q: By this time there had been a pretty great transition to jet aircraft, or were you still flying the . . .

Schilt: We were still flying the *reciprocals* engines, although we had some squadrons that had been outfitted with the jets.

Q: Any problems with personnel -- getting all the pilots that you needed?

Schilt: Well, those units there at El Toro were more or less trained to supply the people out on the West Coast. The squadrons rotated every so often, and *personnel in the* some squadrons rotated individually, and you were never at the full strength in trained personnel at the base at El Toro for that reason.

Of course it was our job there to train people for the combat unit. Very seldom was a combat unit based at El Toro ready to go as a combat unit for the reason I just stated. We could have gone and done a commendable job, I think, but a lot of these youngsters had been in the squadron for only a short period. But under combat conditions you learn in a hurry.

Q: In July of 1955 you were detached, and the following month you became director of aviation at Headquarters Marine Corps with the rank of lieutenant general, and actually I think the term was Assistant Commandant Marine Corps for Air.

Schilt: That's right.

Q: And Assistant Chief of Naval Operation for Marine Aviation. Does this mean you were serving two masters?

Schilt: Well, the Marine Corps ~~for~~ matériel and planes and things like that, were furnished by the Navy, and of course in order to keep our squadrons outfitted we had to have close liaison with the Chief of Naval Aviation. That was one of the primary missions of the Assistant Command<sup>ant</sup> Marine Corps for Air in Washington -- to coordinate and work out plans for supplying new aircraft and whatever other articles might be needed in our squadrons. Of course the Marines had to have squadrons ready to go aboard an aircraft carrier on very short notice. So we had to keep our people trained for that purpose. Periodically we would go aboard a carrier from one week to a month for training purposes, in order to keep the personnel qualified for combat duty aboard an aircraft carrier.

Q: What was the nature of your duties for this two-year period, generally speaking.

Schilt: In Washington?

Q: Yes, sir.

Schilt: To see that our squadrons were supplied with trained personnel, that they went to school if necessary to train for job assignments, and to see that we had the proper material and equipment for our combat units, and personnel also.

Q: Gen. Pats was commandant at this time, is that correct?

Schilt: Yes, he was commandant.

Q: Your relations with him were . . .

Schilt: . . . outstanding. He knew and believed in aviation, and he supported us 100%.

Q: Were there any problems that faced you as Director of Aviation? Or what were some of the problems?

Schilt: Getting trained, proper personnel. We seldom got any trained personnel -- they all send them to boot camp. They had to go to boot camp before aviation duty.

They came back, and a lot of them we had to train, send them to Air Force schools or Army schools to train them for their job, or send them to Navy schools, and also to schools at Cherry Point and on the West Coast to El Toro.

Getting the people trained was the problem.

They enlisted for a period of a years -- three or four years -- and a lot of them don't re-enlist, they get better jobs.

So we have to have a continuous training program throughout the Corps for all branches of the service.

Q: Was there ever any problem during your tour as Director of Aviation <sup>14</sup> maintaining the proper mix, the proper proportion of aviators to ground forces? Was there ever a hump?

Schilt: We never had enough to keep our squadrons up to combat strength, to wartime strength. But we always had enough to carry on our duties.

Q: Did you find during this period of time at Headquarters that there were any aftereffects of the unification fight? Any problem in maintaining the number of squadrons in the wings?

Schilt: We were always able to maintain a certain number of personnel. Very seldom, I might say, were we up to full strength in the combat units that were stationed in the United States. But we diluted those squadrons to a certain extent that had full strength *to fill up those* units facing combat outside of the United States.

Q: How about the reserve program during this time? Were you forced to cut down? Were you able to support it financially,

getting all the money you needed to keep the reserve aviation complement up to strength ?

Schilt: I can only answer that question for the time that I had the command of the Marine Air Reserve.

At that time we had all the funds necessary to supply and take care of the personnel in the reserve units.

Q: Was there anything outstanding that occurred during this last twilight tour of duty as Director of Aviation? Anything that comes to mind that was spectacular or prominent in your memory?

Schilt: (Pause) I can't think of anything in particular. We had our troubles getting the amount of money we needed, the personnel we needed, but those were contingent problems during all the time I was in, except for the actual time we were in combat.

Q: There has always been this problem of a gulf, a schism, between Marine Aviation personnel and Marine ground personnel. Did you find this to be so during your tour as Director of Aviation?

Schilt: I've heard that, I've heard it and heard it. I never found it so. The ground forces as we call them always like to kid these damn rich aviators for getting additional compensation. But it was more or less in a kidding way. There were times when

we had trouble getting enough Marines to volunteer for aviation duty. So anyone who was kidded about that would say, "Why don't you join?" It was a family thing in a way, you might say, really.

between the ground forces and the aviators. It wasn't all fun.

Q: You never had this problem when you were up in general officer rank -- the division of resources, of money and so on . . . this conflict between ground generals and aviation generals, the ground forces and the aviation forces.

Schilt: No, I never ran into any of these conditions.

Q: Well, we've gone through 38 years here of your Next Marine life, I think in much too quick a manner. I wish there was more we could tape. How would you sum up your 38-year career in retrospect? How do you look at it? How do you look at your life in the Marine Corps?

Schilt: I loved it, every bit of it. I was very proud of being a Marine. I enjoyed all my service, any place where they sent me, I enjoyed every bit of it, and I was proud to be a Marine aviator, or a naval aviator in the Marine Corps, you might say. I have no complaint whatever.

Q: Was the tour of the Director of Aviation only a two-year tour? I mean, when you retired you were only 62. Was that statutory retirement age at that time?



Schilt: Yes.

Q: In other words, there was no chance to stay in for a couple more years?

Schilt: Well, I suppose ~~you could~~ <sup>you could</sup> have asked the commandant ~~of~~ <sup>if</sup> the Secretary of the Navy *would order you to* stay on for additional time. But that was normal to retire at 62, and I didn't ask for an extension.

Q: When you retired of course you went back to Illinois for a while, then came down to settle here at Norfolk. Have you kept abreast and kept close to the Marine Corps activities since retirement?

Schilt: Not very close, no. I am close to the base out here. I know in general what's going on, but in detail I don't know.

Q: Well, sir, in closing I'd like to thank you very much for your hospitality and cooperation on behalf of the Director of Marine Corps history, and of course the commandant. To me it has been a great honor and a privilege to have been able to sit down here and talk with you. Of course I'd heard the name Schilt for a long time in the Marine Corps and as a Marine Corps historian; it's a much respected and honored name, and certainly well known in Marine Corps aviation circles. I think even the

young aviators coming in have heard the name and have heard about your exploits.

Sir, thank you very much for giving us this time, for sitting down with us and talking with us.

Schilt: It's been a pleasure to have you here and to have been able to help you out a little.

Q: Well, I think you have! Thank you again.

End of Side 1 of *tape 2, Session II*

Air Corps Tactical School 85  
Azores 9-12, 15-16, 18

Berkeley, MajGen Randolph 60  
Bourne, Maj Louis 30  
Brainard, Maj E. H. 30-31  
Butler, MajGen Smedley 25

Campbell, BGen Harold D. 117  
Cherry Point, N. C. 115, 127, 131  
Cole, MajGen Eli Kelly 7  
Cunningham, Maj Alfred 16, 19-20, 31

El Toro, California 129, 131  
Evans, Maj Francis 9, 33

Farrell, MajGen Walter G. 33, 98  
Feland, MajGen Logan 19-20, 53

Geiger, LtGen Roy S. 16-18, 31, 107

Haiti 24  
Hart, LtGen Franklin 127  
Headquarters Marine Corps 130  
Hunt, Gen LeRoy P. 123

Korea 124

Lamb, 2dLt Frank I. 43  
Larkin, BGen Claude A. 115, 117  
Lindberg, Charles A. 61

Major, Col Harold 29, 55, 98  
Maxwell Field 86  
Megee, Gen Vernon E. 33  
Merritt, MajGen Lewie G. 115

#### Military Units

Aircraft, Fleet Marine Force, Atlantic 122  
Aircraft, Fleet Marine Force, Pacific 128  
Marine Air Reserve Training Command 119  
Northern Bombing Group 16  
1st Marine Aircraft Wing 107  
9th Marine Aircraft Wing 114-115  
1st Marine Aeronautic Company 9  
Mulcahy, LtGen F. P. 16, 117  
McCaughy, Capt Walter 49  
McIlvain, Maj W. 17, 82

Nicaragua 53, 60, 63, 71, 73  
Norton, 1stLt Harmon J. 43

Okinawa 112, 117

Parris Island 5-7, 9  
Pate, Gen R. McC. 131  
Patuxent River, Maryland 66  
Peard, Col Roger 55, 58  
Peleliu 115  
Pensacola 11  
Pollock, Gen E. A. 103

Quantico 13, 18, 25, 33, 36, 48-49, 63, 78-79, 81, 92-93,  
102-104

Quilali 53, 55, 58, 71, 73

Roben, Maj D. G. 17  
Rogers, MajGen Ford O. 35, 116-117  
Rowell, Maj Ross 55, 58  
Russell, MajGen John H. 81

Sanderson, MajGen L.H.M. 25-26, 29, 43  
Santo Domingo 27-28, 33  
Schneider Cup Races 40  
St. Thomas 100

Turner, Maj Thomas 20, 31

Wallace, LtGen William 87, 103, 117  
Woods, LtGen Louis 32-33, 117