



*Down in the Valley*, Master Sergeant John DeGrasse, USMC.  
Oil on canvas.  
(35"x30")

Cat. No. 30-2-1

**M**arine aviation skillfully blended the new with the old in Korea. Helicopters and jets were used alongside "old reliables" such as the F4U "Corsair" in supporting Marine ground forces. This painting depicts a Marine F4U "at rest" in a lonely valley after being shot down in Korea in 1951.



*Whisked to Helicopter*, John Groth. Pen, ink, and watercolor on paper. (40"x26")

Cat. No. 2-1-17

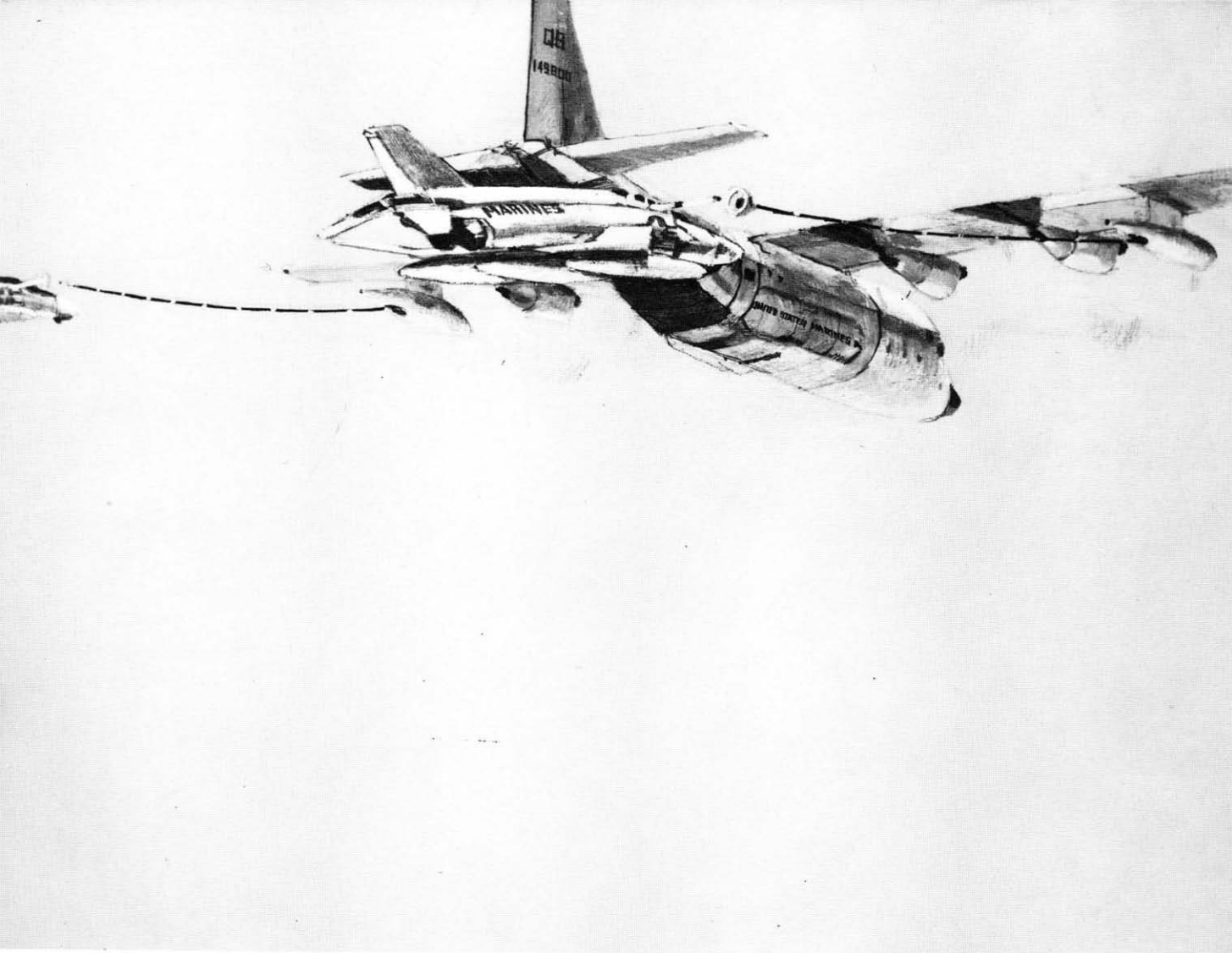
**M**arine aviation was again committed to combat in Asia during the spring of 1962. In April, a Marine task unit codenamed "Shufly" including a transport helicopter squadron were sent to South Vietnam to support government forces against Communist guerrillas. Their small-scale operation continued until March 1965, when a step-up in enemy activity caused the landing of a Marine air-ground task force of brigade size. The UH-34 "Sea Horse" helicopter shown here landing to pick up a casualty, was the same kind of helicopter used by the "Shufly" transport squadrons from 1962-1965.



*Ready to Launch*, Major John T. Dyer, USMCR. Acrylic on board.  
(18"x24")

Cat. No. 1-4-220

**M**arine aviation's involvement with combat operations in Vietnam increased steadily after the March 1965 landing of the 9th Marine Expeditionary Brigade (9th MEB). The arrival of F-4 "Phantom II" jets from Marine Fighter Attack Squadron 531 (VMFA-531) at Da Nang on 11 April marked the entry of Marine tactical fixed-wing units into the conflict. On 7 May, the 3d MEB made an unopposed landing at Chu Lai in order to secure an area for construction of a second Marine jet base. In this scene a VMFA-115 aircrew makes preparation for launch on an F-4 combat sortie. During the war, the McDonnell-Douglas F-4 performed the dual roles of air interceptor and ground attack aircraft.



*Refueling*, Robert Kent Halladay. *Acrylic on board.*  
(20"x28")

Cat. No. 46-4-32

**M**arine fixed-wing squadrons were able to deploy rapidly from bases in Japan and the United States because in-flight aerial refueling made trans-oceanic flight movement possible. Since 1960 Marines had worked on the development of the Lockheed C-130 "Hercules" transport for use as a refueling tanker. By 1962 the trans-Pacific flight movement using the KC-130 (i.e., a C-130 configured as a refueler) had become a "standard" deployment operation. Here a KC-130 from Marine Aerial Refueler-Transport Squadron 352 (VMGR-352) refuels two F-4s on a 1968 trans-Pacific flight to Okinawa from the United States.



*Catapult*, Colonel Peter M. Gish, USMCR. *Oil on canvas.*  
(30"x40")

Cat. No. 24-2-37

One of the accomplishments of Marine aviation during the Vietnam build-up was installation of the Short Airfield for Tactical Support (SATS) at Chu Lai in the spring of 1965. SATS was an "instant airfield" designed around catapult and arresting gear equipment similar to that used on aircraft carriers, a Tactical Airfield Fuel Dispensing System (TAFDS) adapted from an existing "across the beach" amphibious fuel handling system, and a runway/taxiway system using aluminum planking. This painting shows a Douglas A-4 "Skyhawk" being readied for catapult launch from the SATS strip at Chu Lai.



*Belting Ammo*, Colonel Peter M. Gish, USMCR. *Watercolor on paper.*  
(18"x24")

Cat. No. 24-1-19

**F**light operations from the SATS field at Chu Lai represented a combat "first" for Marine aviation, but other maintenance activities, such as ordnance handling, were carried out in a manner relatively unchanged from the way it was done during Korea, World War II, and World War I. Here a Marine ordnanceman inserts 20mm ammunition into belts for one of the squadron aircraft based at Chu Lai.



A-4E, Captain Leonard H. Dermott, USMCR. *Watercolor.*  
(18"x24")

Cat. No. 3-1-25

**T**he Douglas A-4 "Skyhawk" was a light-weight single-engine jet aircraft primarily designed for daylight/visual-flight attack missions. The Marines used it extensively during the Vietnam War for close air support, medium-range interdiction, and helicopter escort missions. This night scene captures an A-4 on the flight line at Chu Lai.



*Down for Radios*, Lieutenant Colonel A. Michael Leahy,  
USMCR. *Acrylic.*  
(22"x30")

Cat. No. 6-4-124

**T**he TA-4, a special two-seat version of the Douglas "Skyhawk," was used by Marines for airborne tactical air coordination. In this painting a TA-4 assigned to Headquarters and Maintenance Squadron 12 (H&MS-12) has been "downed" for flight operations because of inoperative radios.





*Ready for Mission*, Colonel Peter M. Gish, USMCR. Oil on canvas.  
(36"x42")

Cat. No. 24-2-28

**T**he Grumman A-6 "Intruder," a high-performance, subsonic, all-weather attack aircraft, was flown by Marines from both land bases and aircraft carriers during the war. In addition to its attack role, specially modified Intruders were used for electronic warfare support and in-flight aerial refuelers. In this scene, an A-6 from Marine Attack Squadron (All Weather) 533 (VMA[AW]-533) is undergoing final checks before taxiing out of its revetment at Chu Lai.



*Helicopter Watch*, Captain Leonard H. Dermott, USMCR. *Acrylic.*  
(40"x20")

Cat. No. 3-4-131

**I**n Vietnam, more than any previous war, Marine aviation was able to use the majority of its energies to support Marine ground forces. The greatest portion of all Marine fixed-wing sorties were in support of III Marine Amphibious Force (III MAF), the umbrella command for all Marine air-ground forces in Vietnam, and nearly all Marine helicopter sorties were in support of III MAF. Here a Marine radioman watches from the Command Operations Center (COC) at Con Thien for an inbound flight of Marine medevac (medical evacuation) and resupply helicopters.



*Medevac*, Douglas Rosa. *Acrylic on paper.*  
(14"x20")

Cat. No. 38-4-6

**E**very operational Marine helicopter model saw service during the war. From 1962 until the arrival of the Boeing CH-46 helicopter in 1966, the Sikorsky UH-34 bore the brunt of Marine rotary-wing operations in Vietnam. In this painting, a UH-34 is landed in response to a request from a combined action platoon for the medical evacuation of civilians.



*Vertical Envelopment*, Colonel Edward M. Condra III, USMC. *Acrylic on canvas.*  
(42"x30")

Cat. No. 42-4-80

**T**he Boeing-Vertol CH-46 "Sea Knight" was a twin-engine, tandem-rotor transport helicopter procured to replace the aging UH-34. New CH-46 aircrews underwent realistic operational training in the United States before being sent to Vietnam. Here a CH-46 from Marine Medium Helicopter Squadron 162 (HMM-162) lifts off for a landing zone in South Carolina from the USS *Boxer* (LPH 4) while participating in Operation Riverine 1-68. Such exercises especially prepared Marine helicopter pilots for duty with the Seventh Fleet's Special Landing Force in Vietnam.



*Touchdown*, Howard Terpning. *Acrylic on board.*  
(14"x18")

Cat. No. 44-4-6

**V**ietnam has been called a helicopter war because of the heavy use of rotary-wing aircraft for troop transport, resupply, medical evacuation, reconnaissance, and gunship support. Here Marines are seen rapidly disembarking from a Bell UH-1 "Iroquois" (also popularly known as a "Huey") during a vertical assault near Da Nang.



*Guardian Angel Gunship*, Lieutenant Colonel A. Michael Leahy, USMCR. *Acrylic on canvas.*  
(24"x36")

Cat. No. 6-2-85

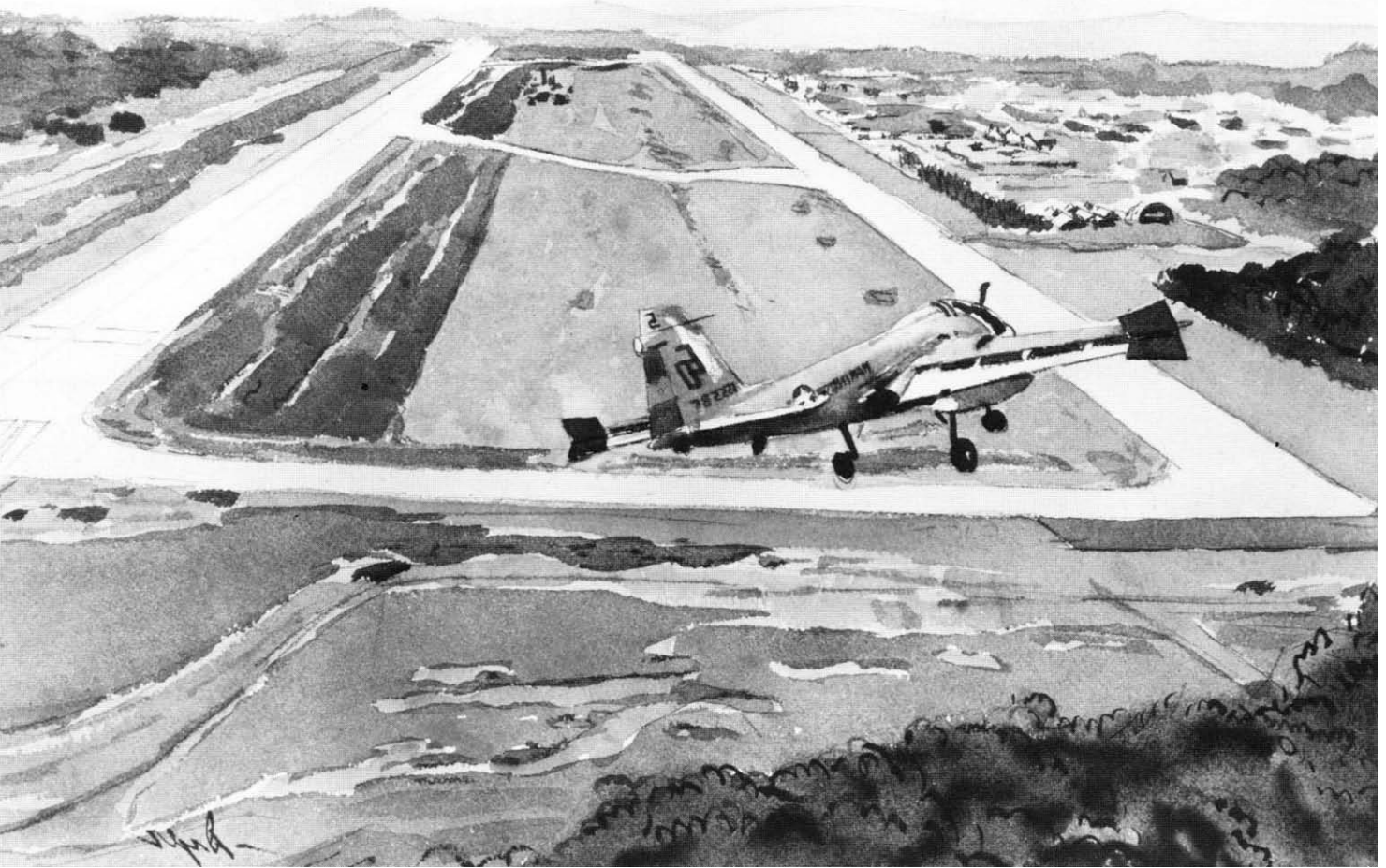
**T**he Bell UH-1 was the first turbine-powered helicopter to be placed in service by the Marine Corps. It was introduced into Vietnam in 1965 by Marine Observation Squadron 2 (VMO-2). The "Huey" was designed for observation and light utility duties, but a void in Marine aviation's ability to provide close-in fire suppression, coupled with the UH-1's ordnance capabilities, led to a situation in which by 1968 nearly two-thirds of all Marine UH-1 sorties were being flown as gunship missions. In this painting a UH-1 gunship from VMO-2 is shown flying protective cover for UH-34 helicopters during an "insertion" of a Marine reconnaissance team northwest of An Hoa.



*Gunship*, Gunnery Sergeant James A. Fairfax, USMC. *Acrylic on illustration board.*  
(25"x31")

Cat. No. 31-4-18

**I**n 1969 the pressure to use Marine UH-1s as gunships was somewhat relieved when the Army transferred 24 Bell AH-1G "Huey Cobras" to the Marine Corps. The AH-1G was a single-engine, two-place helicopter which had been designed from the ground up as a gunship. Armed with a 7.62mm minigun and a 40mm grenade launcher, it also had four "wing" stations for delivery of 2.75-inch forward firing aerial rockets. Here a Marine "Huey Cobra" assigned to Marine Observation Squadron 2 is shown in a rocket run on Viet Cong positions south of Da Nang.



*Rose Garden Approach*, Major John T. Dyer, USMCR.  
*Watercolor on paper.*  
(12"x16")

Cat. No. 1-1-382

**I**n April 1972, less than a year after the Marine air-ground team had withdrawn from Vietnam, a massive North Vietnamese attack into South Vietnam required the re-entry of Marine aviation into Southeast Asian combat. Marine F-4 and A-4 squadrons were sent to Da Nang and Bien Hoa respectively. Later the ongoing reduction of U.S. forces as part of the Vietnamization process caused the movement of two Da Nang-based F-4 squadrons and an incoming A-6 squadron to Nam Phong, Thailand. Nam Phong was ruefully called "the Rose Garden" by the Marines stationed there because of its austere living conditions. Here an A-6 from Marine All Weather Attack Squadron 533 is shown on its landing approach to Nam Phong.





*Snowy Beach Support*, Captain Leonard H. Dermott, USMCR.  
*Watercolor on paper.*  
(14¼" x 20¼")

Cat. No. 3-1-177

**W**hen combat operations in Vietnam ended Marine aviation turned its attention to possible employment in other regions of the world. Plans for use of Marine forces along NATO's northern flank brought requirements for cold weather training. Here a CH-53 helicopter lifts equipment ashore during an amphibious exercise held at Reid State Park in Maine in 1972. The Sikorsky CH-53 "Sea Stallion" provided Marines with their first true heavy-lift helicopter.



*Takeoff*, R. G. Smith. *Oil on Masonite.*  
(20½" x 30½")

Cat. No. 109-2-3

**A**fter Vietnam, the emphasis in Marine aviation was on retraining and increasing unit readiness. This painting captures two A-4 "Skyhawks" streaking down the runway on a night section take-off during a training mission.



*Radar*, Colonel Peter M. Gish, USMCR. *Watercolor on paper.*  
(12"x16")

Cat. No. 24-1-91

**M**arine aviation is comprised of more than aircraft, aircrews, and maintenance personnel. Among other things, a Marine aircraft wing operates an array of radars and communications equipment in order to provide the commander of a Marine air-ground task force with the capability to employ all his weapons systems in concert as a force of combined arms. In this scene, a Marine air control group radar installation is shown as it was set up for an air war exercise held at Marine Corps Air Station, Yuma, Arizona.



*Crash Crew Trainee, Lieutenant Colonel Keith A. McConnell, USMCR. Pen and ink on D'Arches watercolor paper. (24"x18") Cat. No. 64-6-81*

**C**rash crew personnel are another segment of Marine aviation often overlooked, but vital to the safety of flight operations. Here a Marine crash crew trainee braces against fire hose recoil during training at Marine Corps Base, Twentynine Palms, California.

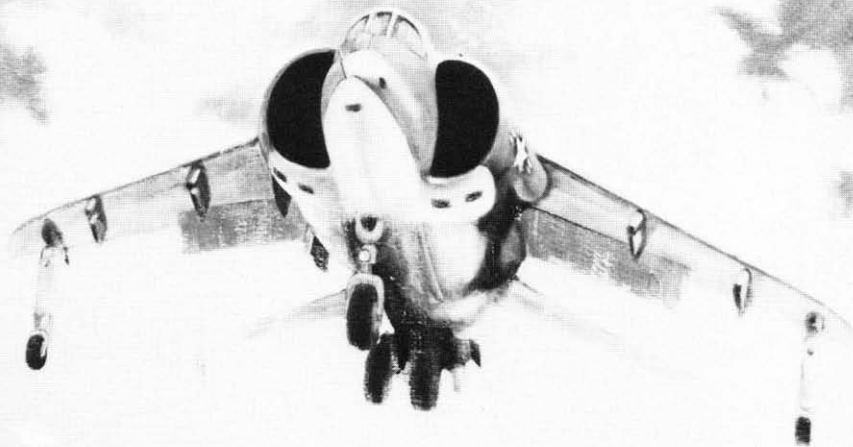


*Aviation Clothing, Major Donna J. Neary, USMCR.  
Lithograph of original watercolor.  
(16''x20'')*

**T**he most important part of any organization is the people, and Marine aviation is no exception. In this painting we see typical clothing and equipment worn by aviation personnel in 1983. From left to right are a helicopter pilot dressed in appropriate ensemble, an enlisted lineman in coveralls, a naval flight officer in the flying gear of a fixed-wing airman, and a Marine aviator wearing the combination of service uniform and flight jacket.

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*Hoot Owl, Master Gunnery Sergeant Wendell A. Parks, USMC. Acrylic on wood panel. (27"x40")*

Cat. No. 10-4-52

**B**ritain's Hawker Siddeley AV-8 "Harrier" was an aircraft ideally suited for Marine aviation. A light-attack aircraft, it offered the best of both worlds: tactical jet speed and weapons delivery coupled with vertical/short take off and landing (V/STOL) capabilities. The Marines' first AV-8s went to the Naval Air Test Center at Patuxent, Maryland for acceptance trials. This painting of the first AV-8 delivered to the Naval Air Test Center was done on part of one of the packing crates in which the aircraft was shipped. Its title comes from the name given the evaluation, Project Hoot Owl.



*Harriers in Rain*, Master Sergeant John Degrasse, USMC.  
*Acrylic.*  
(24"x36")

Cat. No. 30-4-16.

**I**n April 1971, following service trials at the Naval Air Test Center, Patuxent, Maryland, the first AV-8s were assigned to Marine Attack Squadron 513 (VMA-513) located at Marine Corps Air Station, Beaufort, South Carolina. This scene captures three Harrier aircraft on the deck at landing zone (LZ) Bluebird, a helicopter LZ in the Marine Corps Base, Camp Lejeune, North Carolina, complex.



*Over the Choptank River*, James Butcher. Oil on canvas.  
(22"x28")

Cat. No. 33-2-132

**T**he McDonnell-Douglas F/A-18 "Hornet" was a significant advance for dual-mission-capable aircraft. In its ground attack role it can deliver ordnance with an accuracy far superior to the F-4, and as an interceptor its maneuverability and missile selection capability make it a formidable fighter aircraft. This painting portrays Marine test pilots flying the F/A-18 during its evaluation for service suitability at the Naval Air Station, Patuxent River, Maryland.



# AVIATION



*Fly with the U.S. Marines,*  
Howard Chandler Christy.  
*Oil on canvas.*  
(49"x37") Cat. No. 135-2-1

**S**ince its inception, Marine Corps aviation has had as its primary reason for being, the support of Marine ground forces. This painting, which was used as a recruiting poster during the 1920s, has captured both the spirit of adventure and the special relationship between Marine air and Marine infantry which is at the heart of Marine aviation.



This device is the oldest military insignia in continuous use in the United States. It first appeared as shown here on Marine Corps buttons adopted in 1804. With the stars changed to five points the device has continued on Marine Corps buttons to the present day.