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FAMED ILLUSTRATOR OF MARINES AT WAR JOHN CLYMER RECALLED . . . HISTORY DIRECTOR HEINL GIVES VIEWS ON MILITARY EDUCATION . . . MARINE AIR'S MAJOR PRESENCE IN THE NATIONAL AIR AND SPACE MUSEUM . . . IWO JIMA TODAY . . . THE MANY YEARS AND STYLES OF MARINES' 'VANDEGRIFT' JACKETS

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

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THE COVER

"Schiller carried all the radio equipment and his own gear to shore under fire" is the caption to this illustration by John F. Clymer for the article, "The Forgotten Battalion," in the February 1945 issue of *The Leatherneck*. (The unit in question was the 2d 155mm Howitzer Battalion, earlier designated the 3d Battalion, 10th Marines, which—with 75mm howitzers—fought on Tulagi, Guadalcanal, Tarawa, Saipan, and Guam.) A Reserve artist who sometimes portrayed fellow World War II Marines larger than life in an apparent gesture to capture their fighting spirit, Clymer produced many covers and feature illustrations for *Leatherneck*. His recent death and his long career as artist for such other periodicals as *Saturday Evening Post* and as famed painter of the American West are discussed by John T. Dyer, Jr., on page 10.

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Col Robert D. Heinl, Jr.

Teaching History at Quantico

THE ONLY MARINE CORPS SCHOOL I ever attended was The Basic School. So I've always been, in some ways, an outsider, at least from the point of view of the student. But I always assumed that a professional school such as ours would follow the Prussian model. The original German general staff had two functions, one of which was the preparation of war plans and the acquisition of supporting intelligence for them, and the other was the analysis and teaching and exposition of military history. So I always felt—and I think this is so in most military schools throughout the world—that the teaching of military history is, or ought to be, a central and natural part of the process.

I was particularly surprised, after World War II when I became officer-in-charge of the old Historical Section at Headquarters, to find out that history was not taught at all at Quantico. The subject was not even given a name. There were a few historical examples that were used here and there by instructors with some erudition to liven up a period or drive a point home, but for all intents and purposes, history was disregarded.

My first attempt was to try to get some kind of a military history course agreed to in principle at Quantico. The answer, with a laugh, was, "We don't have time for that."

Of course, this is the big battle in Quantico, or in any of the schools. It's like in the newspaper business: You're always fighting for space with the editors. So in the schools, you're always fighting for hours for your subject. With the tremendous competition for time, no instructor ever feels that his own subject is adequately covered. With no one down there to speak for history, it was simply bypassed.

BUT THE REQUIREMENT, by now, had firmly lodged in my mind. My next assignment after the Historical Section at Headquarters was the Naval Gunfire Section at Marine Corps Schools. That made me a member of that elite—the *Herren-*

volk—the Quantico instructors. I had become an insider, not an outsider. And I began to think in more specific terms, as an instructor would, on how history should be taught down there; how it could be taught in the most efficient way—efficient from the point of view of the school—and useful professionally for the student; and above all in a way so that as the average Marine Corps student progressed from level to level inside the Marine Corps schooling system, his historical instruction would be a kind of a continuum. He'd get certain building blocks at the basic level. He'd get further building blocks at what was then the Junior School, or what we now call the Amphibious Warfare School level. And he would get further blocks at the top level—at the Senior School, or Command and Staff College as it is now called.

Both the shaping of this continuum and

the division of its content at the various levels, that I arrived at then and which I still hold to now, were roughly as follows: I said that while it would be a fine thing if every Marine officer knew the entire history of war, and knew a great deal about the history of his profession besides simply what the Marine Corps had been and was doing; that as a realistic thing, our historical teaching ought to confine itself to the demonstrated needs and activities of the Corps and things that we needed to know for a well-rounded professional career as Marine officers.

So the organization for historical teaching that I arrived at was to have it start at The Basic School level, with the lieutenants learning simply the facts of the entire history of the Marine Corps from its beginning up to whatever point in history they were when they were going through Basic School. They would know,

Director Heinl on Military History

THIS ISSUE'S "Memorandum from the Director" is a posthumous essay by a former Director of Marine Corps History, Col Robert D. Heinl, Jr. It follows closely the transcript of an oral history session conducted with Col Heinl by Mr. Benis M. Frank on 25 October 1974. Some deletions have been made but otherwise the editing has been minor. The session was prompted by a suggestion by the Deputy Director for Marine Corps Museums, Col Brooke Nihart, that Col Heinl sum up both his experience in trying to get military history into the curriculum at Marine Corps Schools, Quantico, over a long period of years, and also his thoughts as to how it ought to be taught and organized. Although much progress has been made in the intervening 15 years—and most particularly in the last several years—a great deal of what Col Heinl had to say is still highly relevant.

Col Heinl, who died in 1979, was head of the Historical Section, then in the Division of Information, at Headquarters, Marine Corps, from November 1946 to June 1949 during which time he conceived the monograph series that covered the Pacific island campaigns of World War II and which were the basis for the eventual five-volume official *History of U.S. Marine Corps Operations in World War II*. He wrote many articles on the Marine Corps and its history, particularly for the *Marine Corps Gazette* and the *U.S. Naval Institute Proceedings*. Of his numerous books, perhaps the best known is his *Soldiers of the Sea*, published in 1962 by the U.S. Naval Institute and still the most provocative, stimulating, and readable general history of the Marine Corps. His influence on Marine Corps history remains very strong.—EHS

factually, what the Marine Corps was and had been and had done and why. And second, of course, to teach them the recognized traditions of the Corps. I felt that this was quite enough of a historical load for Basic School.

I SAID THAT WHEN they came back to Amphibious Warfare School or Junior School, which, even then and much more so now, was literally an amphibious warfare schooling where the inculcation of amphibious technique was paramount, that they ought to learn the history of amphibious warfare; not just the Marines in amphibious warfare, but of amphibious warfare as a worldwide development, and taking in the work that had been done under other flags: the British, the Japanese, the Germans—amphibious failures and successes.

I would start them at some point which had a clear relevance to what they were doing, to modern times. One might very well begin in the 17th and 18th centuries when there were a lot of landing operations. I always thought an excellent early text for this would be—at least chunks out of—Molyneux's *Conjunct Operations*, the first book ever written in the English language that I know of on amphibious warfare. It was written in the 18th century; written, I think, just before the Seven Years' War, a time when Britain was involved in a lot of these things. But in any case, one would work forward to Gallipoli, and then build up the post-Gallipoli story, arriving, eventually, at Inchon, which is a kind of a latter-day Gallipoli which was made possible by possession of the techniques and the know-how which the guys at Gallipoli didn't have. In any case, they would become amphibious historians at Junior School.

They should attain a knowledge of amphibious warfare which would make them, in any interservice circle, automatically the professional authority on how amphibious warfare developed, what its lessons were, both technical and other, so that as Marines they could speak very convincingly as to their own specialty.

TO THIS SAME END, I recommended that the Marine Corps Museum establish an amphibious wing; a section of our museum effort which devotes itself to the collection of artifacts, photographs, and other museum items and memorabil-

ia associated with the development of amphibious warfare. The British had such a museum, a very nice little one at Fremington, at the School of Combined Operations when I was teaching there.

If time were available at the Junior School level, in addition to learning general amphibious history, the student officer would get at least a summary of the historical evolution of each of the principal areas, call them amphibious specialties or areas of concentration. He would get, say, a summary lecture on the development of air support in amphibious warfare by an aviator, learning particularly the successes, the failures, the things that were tried, that fizzled out, the things that succeeded—in effect, giving him an institutional memory.

He would be taught in the same way, a summary of the development of amphibious command relations; of course, a subject of great sensitivity. Also to be covered would be the history of the development of the ship-to-shore movement and landing craft—how we get forces ashore, starting in with the horse boats and moving on up to the present, and the history and development of ship's gunfire support starting when Nelson said a ship was a fool to fight a fort and ending up with the crescendo at the end of World War II and Korea. And so on, so that each of the major elements of amphibious operations, including amphibious logistics, is covered. In other words, building up the professional institutional memory of the technique ought to be part of education in amphibious warfare.

At this stage we have the mid-career Marine officer knowing the history and traditions of his own Corps, knowing the history and professional lessons of amphibious warfare as a whole. Then he comes up to Senior School or Command and Staff College.

AT THE SENIOR LEVEL the student would be taught exclusively what euphemistically one would call continuing problems of the Marine Corps. He should be taught in an analytical way, the story of the Marine Corps' fight for survival, and the attempts to abolish the Marine Corps; where they originated; why they originated; stock arguments that have been used to get the Marine Corps in trouble. He should be given a thorough look around the horizon of current Marine Corps



Then-Lt Col Heinl, at right in the first row, posed with British officers on the steps of the Senior School at Quantico in 1954.

problems with the other services. You might say the interservice, or the survival problems of the Corps. This is almost a course in the theology of the Marine Corps. Some people have called it "Chowder." And essentially, at the Senior School level, the student should really get a course in "Chowder," but sharply defined in its historical aspects—the lessons of history.

I might say, incidentally, that many of the things that I have mentioned are built one way or another into *Soldiers of the Sea*. Not, obviously, the world amphibious history or the amphibious specialties, although, even in *Soldiers*, I tried wherever possible to record the important steps forward and lessons learned—amphibious lessons learned—in connection with major battles so that you have at least an indication of things that worked and things that failed and things that ought to be in the technical stockpile or technical inventory of the history of amphibious war.

To round this up, let me say that there ought to be a historical section in Quantico, suitably manned to handle all of this teaching for greatest economy of manpower, and particularly to assure the continuum from school to school. So you don't have a historical section out at Basic School teaching one brand of history and another one down in Breckinridge Hall teaching another brand of history. There ought to be one section.

Now, I put forward these proposals every time a Commandant, Marine Corps Schools, came along whom I knew. I knew most of them well enough that I could come in and deal with them personally. I put forward these ideas and I got a lot of demitakes on it because it's a difficult proposition to resist intellectually. But it has never quite come off. □1775□

Saipan: Smith versus Smith

by Robert L. Sherrod

FOLLOWING THE Saipan battle I returned to New York and was there when Holland Smith held his press conference in Washington on 9 September.

I wrote an article, unsigned as all except overseas reports were, entitled "The Generals Smith" for the 18 September 1944 issue of *Time* and, burned up at the Hearst newspapers' attacks on Navy-Marine Corps strategy, I went too far in questioning the courage of 27th Division soldiers ("froze in their foxholes"). Whatever the weaknesses of this inept National Guard outfit, I should not have done it and I'm sorry. The effect on the morale of the division, which was retraining by this time on the South Pacific island of Espiritu Santo, was devastating.

Gen George C. Marshall, the Army's chief of staff, would permit no public answer to the *Time* article, fearing exacerbation of an already ugly interservice situation. When I got back to Pearl Harbor Adm Nimitz told me, 4 December, that he had approved the demand of LtGen Robert C. Richardson, Army commander in the Central Pacific, that my correspondent's credentials be withdrawn—in other words, that I be fired. "We [Army and Navy] have got to live together out here," said the ruddy, white-haired admiral. He assumed that I had been informed by Washington, but nobody had peeped to me or my editors.

YEARS PASSED BEFORE I saw a copy of the message, by then declassified, that rescued me. Adm Ernest J. King, the bald eagle of Constitution Avenue was not one to mince words—one legend held that he shaved with a blowtorch—in his dispatch of 17 November to Pearl Harbor:

Eyes only for Nimitz from King.

As explained in my serial 003233 of 6 November to Chief of Staff Army, copy to you, there is no valid reason for barring Robert Sherrod from your area. Mr. Sherrod desires to return to Pearl Harbor in near future. See that he is accorded usual privileges of an accredited correspondent.

I proceeded from Pearl Harbor to Ulithi and boarded the aircraft carrier *Ticondero-*

ga for the Fast Carrier Task Force's journey toward the Philippines to support Gen MacArthur's 15 December invasion of Mindoro. My friendly relationship with Adm Nimitz never wavered because of the Generals Smith affair: at the end of the war he signed a letter of commendation for me and, after he became Chief of Naval Operations, he invited me to lunch in his dining room in the Main Navy Building on Constitution Avenue.

WITH GEN HOLLAND SMITH it was different. He wrote me in Shanghai in December 1947 that he was writing a book and "letting my hair down" on the subject of Saipan, and also "paying my respects" to the Navy: "the weak-kneed Nimitz, the shy Spruance, and Kelly Turner have let me hold the sack. . . . The story will be brutal but the truth will be told."

So be it, I thought. We journalists relish controversy. But when he sent me a copy of his manuscript after I returned to Washington in 1948 I was dismayed. Obviously, Howlin' Mad had given little thought to his choice of a collaborator, Percy Finch, an Australian war correspondent who had covered parts of the Central Pacific drive, or to verifying facts.

The manuscript reflected little research beyond Gen Smith's own files. It was riddled with errors, and many of his wartime opinions had been proven cockeyed. I enlisted the help of LtCol Robert Debs Heintz, Jr., head of the historical section at Marine Corps Headquarters and a prolific writer on military subjects. We did a hasty job of correcting the worst of the errors, and Smith replied in the summer of 1948: "In trying to write the story I got into trouble over my head. I realize from your letter and [Heintz's] comments that the book can be materially strengthened but frankly I am almost helpless to do anything about it myself."

GEN SMITH HAD SOLD the book to the *Saturday Evening Post* (for \$20,000) and the magazine excerpted from it three installments, beginning with "Tarawa Was a Mistake" (5 November 1948), a theme he adamantly refused to change, despite all the evidence to the contrary. Considering the *Post's* long lead time, this first article had almost certainly gone to press while Smith was still talking about start-

ing all over, with a historian as collaborator. Never mind, I said, you can still make corrections in the book, which is more important for posterity.

On 1 November, Holland Smith called me from La Jolla. He had made his decision: "I'm fed up with it. It has upset me terribly. It's driving my family crazy. I'm going to turn the manuscript over to the publisher as is. I've let a couple of eminent men read it and they think it is all right. I'm not writing a history. I'm just trying to give credit where it is due."

GEN SMITH AND I corresponded occasionally after his book was published. I last wrote to him on 16 April 1965, congratulating him on his eighty-third birthday, and had a warm reply 25 May: "I am confident that you know I have an affectionate friendship for you." He asked me to visit him again in La Jolla, where my wife and I had stopped over in 1946 when en route to China, but I never did. Things simply weren't the same after *Coral and Brass*. He died on 12 January 1967, and was buried in the Fort Rosecrans National Cemetery, with Marine howitzers booming a seventeen-gun salute.

Holland Smith made a great contribution to World War II, in developing amphibious tactics and equipment, in standing up for the Marines when the likes of Kelly Turner and Robert C. Richardson threatened their function if not their existence. He fully justified the cover story I wrote about him for *Time* in early 1944 during the Marshalls invasion. It is too bad Holland Smith felt a compulsion to "get even" when it was no longer necessary, and to seek the limelight when it was not appropriate. □1775□

A noted author on World War II topics, particularly for his *History of Marine Corps Aviation in World War II*, Mr. Sherrod has written this article as a new appendix to another of his books, *On to Westward*, being reissued this year by Nautical and Aeronautical Press. Its appearance in *Fortitudine* was prompted by the feature, "Alabama's Holland M. Smith" ("Memorandum from the Director," Fall 1989).

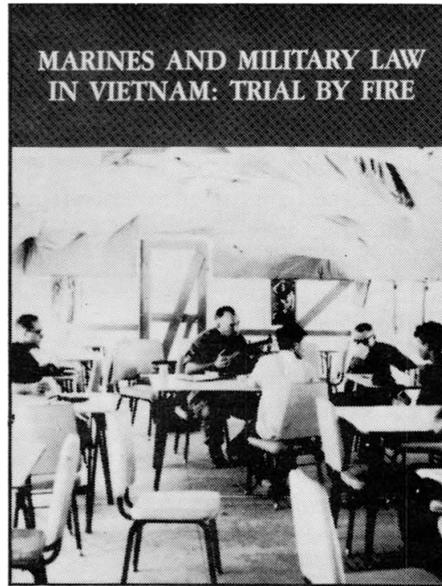
New Book Examines Marine Lawyers' Roles in Vietnam

by Charles R. Smith
Historian

A NEW VOLUME in the Marine Corps' series of operational and functional histories of the Vietnam War, the 295-page *Marines and Military Law in Vietnam: Trial By Fire*, by LtCol Gary D. Solis, USMC, has just been published and sent out to Marine Corps organizations, libraries, and all active-duty Marine Corps lawyers and legal chiefs. It is available to others from the Superintendent of Documents, Government Printing Office, Washington, D.C. 20402 (Order No. 008-055-00-177-3, \$17.00) in the hard-cover edition.

The author of *Trial by Fire* was, until his retirement in 1989, a Marine Corps judge advocate with long experience in the courtroom as a counsel and as a general court-martial judge. In addition to tours as chief trial counsel of the 1st and 3d Marine Divisions in the 1980s, LtCol Solis had also commanded Headquarters and Service Company, and later Company A, 1st Amphibian Tractor Battalion in Vietnam. The author holds law degrees from the University of California at Davis and George Washington University and is a member of the bars of the District of Columbia, Virginia, Pennsylvania, Texas, the U.S. Court of Military Appeals, and the U.S. Supreme Court. This background lends a special authority and perspective to this study of Marines and military law during the Vietnam War.

BRIEFLY DETAILING the emergence of lawyers in the Marine Corps, the history covers their activities from their arrival in Vietnam with the first ground combat elements in 1965 to their departure more



than six years later. Drawing on records of trial, personal interviews, and the letters and diaries of hundreds of Marine lawyers, a picture emerges of attorneys, for the most part young Reserve officers on their first tours of duty, who worked hard while exposed to the dangers of the combat zone, who sometimes achieved distinguished combat records, and who also enjoyed, for the most part, the relative luxury of the "rear" areas.

While most Marines served honorably and bravely in Vietnam, military lawyers dealt with the few who did not. Many of the cases they encountered in Vietnam were unlike any tried before or since. The history examines the disturbing record of wrongdoers in uniform in a frank and straightforward way: fraggings, in which officers and noncommissioned officers were injured or murdered by their own men; racially-based assaults and killings;

drug offenses so numerous they threatened to topple the military justice system; and the murders of Vietnamese civilians and other noncombatants. Even after the fighting ended the judge advocates' wartime work continued as they prosecuted and defended American former prisoners of war charged with misconduct while in captivity. Much of the material concerning this subject and also the case of former-POW Robert Garwood has not been available to the public before.

THE VOLUME CONCLUDES with the question as to whether or not America's military justice system functioned effectively in Vietnam. The reader may well answer that it did not, and would not in future conflicts.

Although the history deals with subjects many would prefer to forget, initial reactions to its publication have been positive and commendatory. The book, notes the Army's former chief of military history, "is very well done and very readable. I think it will be of great use to military lawyers as well as to commanders of all services."

More than any other History and Museums Division publication, LtCol Solis' history has benefited from the comments of key figures in the narrative. The book, illustrated with more than 200 photographs, most taken by judge advocates in Vietnam or from actual records of trial, has an extensive index, and several useful appendices, including two which list Marine Corps lawyers, naval law specialists, and naval service judge advocates who served as lawyers and staff legal officers/staff judge advocates in Vietnam. □1775□

Historical Quiz: U.S. and Marine Corps Flags

by Lena M. Kaljot
Reference Historian

Identify the following:

1. When did the 50-star flag become the U.S. national flag?
2. Flag Day is nationally observed on what date?
3. Although scarlet and gold became the Corps' official colors in 1925, they were not used on its standard until what year?
4. What President signed the proclamation authorizing the national flag displayed on the Marine Corps War Memorial in Arlington, Virginia, to be flown 24 hours a day?
5. What is the Marine Corps policy regarding the use of fringe on national colors or standards?
6. The three classes of Marine Corps standards authorized to units are differentiated by the writing on the scroll below the Marine Corps emblem. What is written on these flags?
7. Name one of the three methods of indicating battle honors which have been used by the Marine Corps.
8. What is the total number of different award, campaign, and service streamers authorized for Marine Corps units?
9. What types of units may display streamers on their colors?
10. What are "heat condition" flags?

(Answers on page 14)

Lessons for Today's Marines Found in Visit to Iwo Jima

by Dr. V. Keith Fleming, Jr.
U.S. Marine Corps Warfighting Center

SURIBACHI, ON REFLECTION, was a superb place to begin a battle study, for our visit to its summit wiped away some erroneous preconceptions and set the proper tone for the rest of our tour of Iwo Jima. Standard photographs of Suribachi taken from the invasion beaches give the impression of solidity, and hide the reality that it is a hollow volcanic cone. Much of the back side of the cone is missing, and a thin plume of steam rises from the bottom of the crater. The actual summit is a flat, narrow crescent. The final approach to the summit is from the rear, and the visitor's first view provides tangible evidence that it is sacred ground to two nations. On the left is the monument to the flag-raising erected by Seabees during World War II. Close by is a Japanese religious shrine surrounded by recent offerings of flowers. A few yards farther is a monument with a map of Japan made of a mosaic of stones from various parts of the country to symbolize that the 1945 garrison came from many parts of Japan.

My three-day trip to Iwo Jima was to join a battle study on the island sponsored by the III Marine Expeditionary Force and organized by Maj Shawn M. Keefe, the MEF G-3. Maj Alan J. Pingree, G-3 of the 3d Marine Division, who had conducted previous battle studies on the World War II site and had spent time in detailed personal inspection of the battlefield, was officer-in-charge of the study.

THE VIEW FROM the summit of Suribachi is superb. The invasion beaches stretch out before you, their sand gray above the high-water mark, black where washed by the surf. Green grass and scrub cover the center of the island. Motoyama Plateau, the key terrain feature, is clearly delineated, with buildings, antennas, and other facilities on the horizon marking the air station where the Japanese flag flies. From the summit, a visitor can see the majority of the island, pick out the landmarks, and mentally trace the course of the battle.

Along with Maj Keefe and Maj Pingree, I was in the company of 25 other Marine officers. We had had a preliminary orientation, which included viewing wartime

film on the battle for Iwo Jima, from Maj Pingree on Okinawa. He stressed current Japanese sensitivities regarding the battle and the war. Flying by KC-130 to Iwo Jima on Monday, 13 November 1989, we went immediately to the summit of Suribachi to join about 40 officers from the Command and Staff College of the Japanese Self-Defense Force.

Suribachi revealed some of the unexpected surprises Iwo Jima had in store. I was not expecting it to be so beautiful a view; for former and present Marines Iwo Jima's image is one of hell on earth, not beauty. And it is so small! An infantry company could hike from the summit of Suribachi to the far end of the island in less than two hours, yet the battle took a month of bitter fighting and cost one-fourth of all USMC dead and wounded in World War II! Two Marine divisions had landed on those beaches, and this small spot of land had once seen *three* Marine divisions on line. The tactical area assigned to the infantry company I commanded in Vietnam had been about the same size.

MAJ PINGREE emphasized that the island before us had changed dramatically since 1945. Iwo Jima—all of it—is a volcano which is still rising from the floor of the sea. Since the invasion it has risen

approximately 26 feet higher and the landing beaches are now high and dry. The edge of the vegetation marked the approximate location of the surf zone of 1945. The rock which was 250 yards offshore in 1945 is now within the surf zone. The opposite side of the island has enlarged significantly, and those concrete "Mulberry" ships sunk to create an artificial harbor are slowly rising from the sea. Those sunk closest to shore are at the water's edge. The uplift continues, and here and there on the island rising steam ranging from small tendrils to sustained billows serve as reminders of the volcanic heat below.

Another reminder of the continuing uplift rests on the invasion beach. The rust-encrusted hulk of a Sherman tank shows about 18 inches above the dark sand, a solitary flower growing out of the opening which was once an escape hatch. Given its location, the tank must have been among the mass of destroyed landing craft, vehicles, and equipment which crowded the surf in 1945. Now it is a hundred yards from the waves, and the bare terraces of 1945 are covered with vines with red flowers like morning glories.

The famous sand of Iwo Jima has not changed, and the terraces are still difficult to climb even without a combat load. One

View from the summit of Mount Suribachi covers the invasion beaches to the modern Japanese air station on the horizon. The dark spots in the foreground are not shell holes, but round clumps of brush. Visitors often take small amounts of the famous sand.





A Japanese instructor observes while his command and staff college students orient themselves from the summit of Suribachi.

officer deliberately left his video camera running as he climbed the terrace and, back on Okinawa, related that his wife had laughed at the sound of his labored breathing by the time he reached the top.

THE BEACH WAS the scene of an obligatory ritual performed, I am convinced, by every Marine participating in the battle study. Like medieval Europeans acquiring holy relics, we all bent down and collected Iwo Jima sand in some form of container. My haul, brought home in two plastic bags, weighs about two pounds. (Many others have done the same thing over the years; our own depository for holy relics, the Marine Corps Museum, has no interest in acquiring still more sand from Iwo Jima.)

The soft sand, in spite of all the difficulties it caused, was one of the reasons the Marines managed to land and remain on Iwo Jima's beaches. It absorbed much of the explosive force and steel splinters from Japanese artillery rounds. While the carnage on the beaches was high, it was nothing compared to what the Marines would have experienced had the Japanese garrison had artillery rounds capable of providing air bursts.

While Iwo Jima favored the invaders in that respect, the defenders could count on the island itself as an ally in many other ways. For example, the land between

Mount Suribachi and the Motoyama Plateau is coarse volcanic sand pushed into long gentle ridges. These are not very apparent from Suribachi, but they run at 90-degree angles to the Marines' line of advance. Pushing toward the Motoyama Plateau, the Marines had to top a sand ridge and then advance for several hundred yards fully exposed to Japanese fire.

MOTOYAMA PLATEAU was another "ally" upon which the Japanese garrison could depend. It is a creation of the volcano: rock strong enough to withstand American bombs and artillery, but soft enough to make tunneling relatively easy. In almost a year of digging, the garrison completed about 11 miles of tunnels out of their planned 17. The tunnels permitted the movement of troops from one fighting position to another, and back again when necessary. Each exit or fighting position followed the same plan: down a few feet, then a sharp right turn, and then back into the rock. This provided a measure of protection from blast and flamethrowers. Movement in most tunnels, except in the entrances to fighting positions, was possible fully upright. Some large rooms, such as Gen Kuribayashi's headquarters, opened up to high ceilings. Supplies of food, water, and ammunition were stored for rapid access by the garrison.

Life in these tunnels was not idyllic. While the tunnels near the present Japanese air station were cool, much of the rock elsewhere on the island is heated by the volcanic fires below. Japanese soldiers digging in these areas prior to the American invasion had to be relieved after only a few minutes. Once the digging had progressed to the point that air vents could be cut to the surface, the temperature dropped to "only" about 80 degrees.

Many tunnels are far hotter today because the Marines blasted shut the air vents and every entrance they encountered. Time spent in these tunnels must be carefully controlled. Maj Pingree enforced the buddy system; no one was to be in any tunnel alone. He counted us at the entrance going and coming, and, for example, allowed no more than 15 minutes in Gen Kuribayashi's headquarters tunnel. (The other imperative was to touch *nothing*, both for safety and out of respect to Japanese sensibilities.) In the nearby hospital tunnel, the heat in one an-

teroom perceptibly increased with each step forward. A sauna provides a good analogy. Another cave, which still contained steel tracks for a small mine cart, was far hotter, and the stay was much shorter. Even so, Marines emerged soaked with perspiration.

THOSE TUNNELS MUST have become a hell for the garrison as the fighting blocked air vents and other sources of cooling air. My own tolerance for the conditions in the tunnels proved quite low. The large size of the hospital tunnel made it easier to take, but the heat in Kuribayashi's headquarters, though intense, was exceeded by my rising sense of claustrophobia. A small cut and a goose-egg on my head were the penalties for a too-hasty exit to fresh air. I passed up other chances to enter tunnels. But I still remember the feeling.

Our group entered only well-known tunnels which have been carefully checked by Japanese authorities and from which all human remains have been removed for cremation. The location of these are marked by inscribed stones along the roads. Only a very foolish individual would search through the underbrush to find and enter an uncleared tunnel or cave. Explosive ordnance is extremely dangerous after being in a hot cave for 45 years. Majs Pingree and Keefe emphasized that point, but no one had any interest in such foolhardy behavior anyway.

Volcanic uplift has raised an inverted Sherman tank from the 1945 surf zone until it is more than 100 yards from the water.



If a short stint in Iwo Jima's tunnels provided an appreciation of the courage and fortitude of the Japanese garrison, that required of the American Marines was apparent on virtually any spot on the island. A visitor simply has to stop walking, look around, and think of fields of fire. Given the lay of the land and the Japanese tunnel system, there are few areas which would permit an unobserved advance. The statistics provide the effects of those Japanese fields of fire. By D-plus-thirteen, most original members of the assault waves were dead or wounded. For all practical purposes, the second half of the battle for Iwo Jima was largely fought by replacements. By the end of the fighting, unit cohesion was low, and commanding generals were complaining of the difficulty in getting units to advance aggressively.

HOW, DESPITE the difficulties, did the Marines manage to take the island? How, despite being engaged in a slugging match, did the 3d Marine Division still manage to bring off examples of today's doctrine of maneuver warfare? The answers are entirely relevant to today's Marines.

The general sequence of weapons employment began with artillery, followed by tanks and infantry, and ending with demolitions. The preliminary artillery bombardment killed some Japanese soldiers, particularly those outside as skirmishers, and drove others away from the embrasures of fighting positions and tunnel openings. Precise fire by tanks, whether with guns or flame, killed some Japanese inside fighting positions, but drove others deeper into the tunnel system. Under the protection of infantry small arms fire, man-packed flame throwers served to further neutralize Japanese fighting positions. The final step was to seal the opening with demolitions. The process had to be repeated until every position and tunnel entrance was sealed off.

The Marines followed this deliberate process, but did not forget to seek chances to employ maneuver. The 3d Marine Division, which occupied the center portion of the American lines, was particularly successful at this tactic. The division commander and his staff closely monitored each day's progress seeking evidence of weaknesses in the Japanese defenses. The division exploited such weaknesses by quickly moving units forward through

them. The 3d Division became the spearhead which split the Japanese lines—and the island—in two. The Marines then gradually reduced the two pockets. Final mopping up of the surviving Japanese fell to an Army regiment after withdrawal of the Marine divisions.

Analysts and researchers have long noted that the answers you get depend upon the questions you ask. For that reason, advocates of maneuver warfare would do well to study the Iwo Jima example. For example, any amphibious assault must orient on strategic objectives which facilitate further operations, and that means airfields and ports. These are located in urban areas, and combat in modern urban areas can produce an environment reminiscent of Iwo Jima. The current example is the city of Beirut, Lebanon, where essentially two decades of fighting, including artillery and air bombardment, have proved that while heavy weapons can knock holes in a modern, steel-framed, high-rise building, it might not fall. The holes created by heavy weapons fire only provide more fighting positions for the defenders. Sewers and other tunnel systems found in a modern city provide the defenders—locals who know the city far better than an invader—with protected avenues for movement. The inability for any side to conquer all of Beirut during two decades of fighting indicates the validity of the Iwo Jima analogy.

ANOTHER EQUALLY valid point is that courage is not confined to the soldiers of any one nation, a fact driven home by a question asked of me by a Japanese officer at one of the vantage points during the battle study. Someone had mentioned that, in addition to antitank guns, some American tanks had been destroyed by Japanese soldiers with explosive charges strapped to their bodies. One Japanese officer asked what I thought of Japanese tactics for destroying tanks. I pointed out, as others have done, that American accounts from World War II tended to use the word "fanatical" to describe certain enemy acts and "courageous" in reference to similar acts by Americans. Further, a portion of the Medals of Honor earned on Iwo Jima were for falling on hand grenades to protect others. There was courage on both sides on Iwo Jima.

The Americans were also interested in the meaning of Iwo Jima to the Japanese.

Maj Pingree said that while lingering bitterness remained over the fire and atomic bombing of the home islands, the Japanese considered Iwo Jima a fair fight. It was, he said, like two Samurai who met in the street and fought until one died. Perhaps if we combine our American feelings for the Alamo and the USS *Arizona*, we will come close.

IWO JIMA ALSO provides lessons for the present generation of Japanese soldiers. There is a self-defense force and they are charged with preventing an invasion of their country. Put another way, they are charged with preventing the success of such an invasion. In that respect, the Iwo Jima garrison should be emulated, for that garrison succeeded in its mission even though destroyed. They bought precious time for Japan to continue to fortify the home islands. In the process, the Iwo Jima defenders severely depleted three Marine divisions; the latter required reequipping and months of retraining before they were ready to participate in the planned invasion of Japan proper. A Japanese officer today has only to go to Iwo Jima to see what is expected of him in the defense of his country.

If there are spirits or ghosts on Iwo Jima, they are mostly Japanese. Except for those Americans listed as "killed in action, body not recovered," the United States brought home its dead. Of the Japanese garrison, only about one-fourth of the remains have been recovered. The rest are still there on Iwo Jima, in the sands or in the tunnels. Their successors, the men of the modern garrison, are still there too, still defending the Japanese homeland.

The Japanese flag flies over Iwo Jima; the island is theirs. With that ownership goes the responsibility for maintaining the monuments on Suribachi. The Japanese garrison has more than fulfilled that responsibility; the American flag-raising monument is as well-preserved and well-maintained as the Japanese ones. It reflects the truth that honoring the courage and fortitude of the 1945 Japanese garrison requires a respect for the courage and fortitude of their opponents. The Japanese do that. Once a year, in February, the Japanese fly an American flag over the summit of Suribachi in honor of those Americans who fought and died on Iwo Jima. □1775□

Famed 'Leatherneck' Illustrator John Clymer Mourned

by John T. Dyer, Jr.
Curator of Art

THE ART WORLD of the American West received a jolt in November 1989 when one of its early, and most well-known, members passed away. John Ford Clymer, born in Ellensburg, Washington, and educated in art schools in Canada—where he painted his first magazine illustrations—died at the age of 82.

Clymer had gone on from Canada to get more training in Wilmington, Delaware, and New York City, launching him on a commercial art career that included the production of more than 80 *Saturday Evening Post* covers (a *Post* cover a sign of having arrived for many illustrators of the period) and assignments in advertising and story illustration.

In 1964, after 40 years of commercial work, Clymer decided to quit the field and devote his energies to painting the western landscape as background (he felt an unpeopled work was naked and lacking in what he wished to convey) to whatever historic event or person he had decided to paint. His fine art approach to western subjects was both satisfying to him and financially rewarding as he became one of the most sought-after western artists.

THE MARINE CORPS Combat Art Collection's specific concern with John Clymer (or "Klymer" as he was called by his Selective Service Board), begins during World War II when he chose the U.S. Marine Corps Reserve after induction in March 1944. He and fellow Reserve artist Tom Lovell were shipped to Parris Island for boot training on 15 April of that year. The two-day train trip left Hartford, Connecticut, and stopped at New York City; Washington, D.C.; and Yemassee, South Carolina, before arriving at Port Royal, South Carolina, where a Marine drill instructor took them in charge.

The civilian careers of Clymer and Lovell had followed similar patterns and in the Marine Corps their military careers were to be almost identical. After sharing the train ride, they graduated from Parris Island together and discovered that both were ordered to Marine Barracks, Washington, D.C., for duty with the Marine Corps Institute. From there both went to the staff of *Leatherneck* magazine—



One from among the popular series of paintings produced by Clymer of events in Corps history sets the scene for "Marines Battle Seminole Indians in Florida, 1835."

where both were promoted to staff sergeant, along with Regular Marine Corps artist John DeGrasse, all on the same day, 9 October 1944. DeGrasse, who passed away about a month before Clymer, remained a friend of the two other artists.

Clymer and Lovell both painted *Leatherneck* covers and illustrated a great many inside stories during their brief stay at the magazine. Both were released from active duty in August 1945.

The two artists are perhaps best known within the Corps for their series of oil-on-canvas paintings of important events in Marine Corps history which were used both as covers for the *Marine Corps Gazette* and to comprise a popular series

Illustration for "Lost—A True Adventure of a Marine" in the Pacific appeared in the January 1945 number of *The Leatherneck*.



of prints. These print sets were so well received that they remained on sale for 30 years and, now out of print, have become collector's items. □1775□



Marine Aviation in the National Air and Space Museum

by Col Brooke Nihart, USMC (Ret)
Deputy Director for Museums

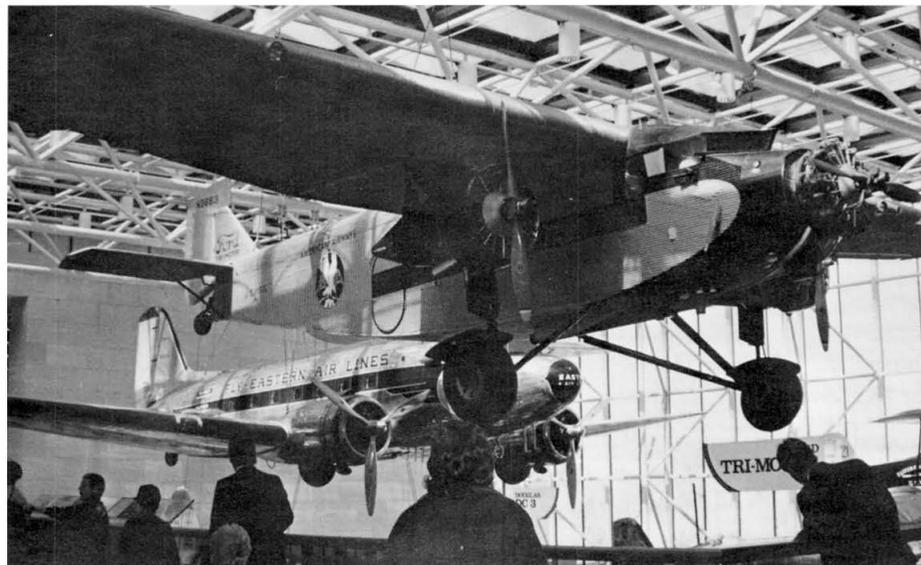
THE BIGGEST and most popular tourist attraction in Washington is the National Air and Space Museum, with annual attendance approaching 10 million. It has something for everyone interested in aviation, rockets, or space exploration—including, in some ways especially, Marines.

Let's take a Marine's-eye tour of NASM.

One must remember that, as in any of the Marine Corps' museums, there is as much or more good exhibit material in storage as there is on display. Material from storage does rotate to give life to a museum with frequently changing exhibits. This report represents NASM's exhibits in the spring of 1990; further on, the article lists the aircraft in storage which might be exhibited in the future.

NASM is part of the Smithsonian Institution's huge complex on Washington's Mall. One entrance is on Independence Avenue, the other on the Mall. Entering, the visitor finds himself in a three-story atrium with several significant aircraft suspended in mid-air. The first is the Wright brother's 1903 Flyer, their first powered-flight aircraft. The second is an earlier powered aircraft which, although it has no Marine Corps connections, does have a Quantico relationship. It is Professor Samuel P. Langley's Aerodrome No. 5. It

Professor Samuel P. Langley's worthy Aerodrome No. 5 was unmanned, steam-powered, and catapult-launched from a houseboat in the Potomac off Quantico in May 1896.



Together with a similar Fokker trimotor, these Ford RR5s of the late 1920s were the first Marine Corps transports, in Nicaragua and on into the 1930s. In the background is a Douglas DC-3; as the R4D it served the Corps' transport needs for 40 years.

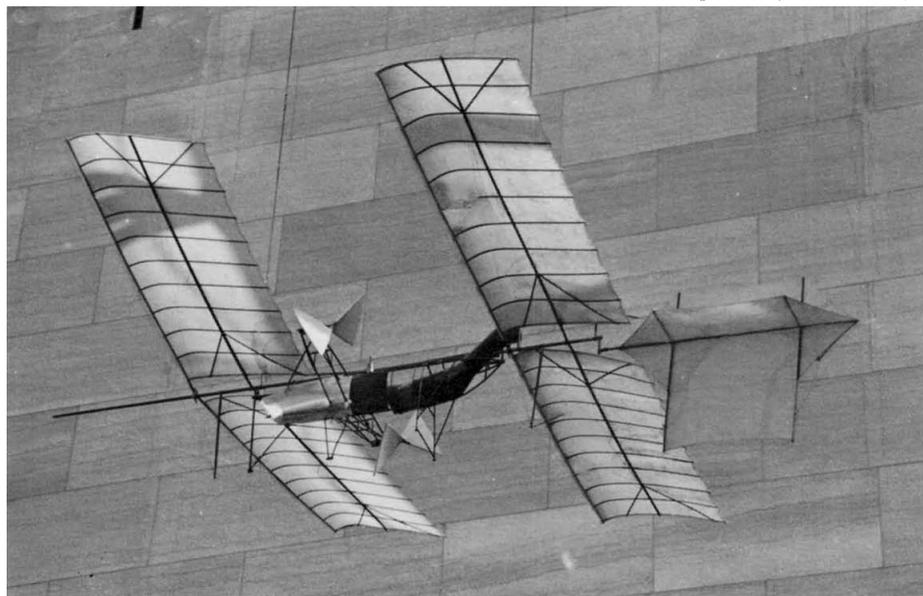
is steam-powered and on 6 May 1896 it was launched by catapult from a houseboat in the Potomac off Quantico. It flew for 3,300 feet at 25 miles per hour, landed, was recovered and refueled, and repeated the performance. The Marine Corps Air-Ground Museum at Quantico has a photographic exhibit of this exploit.

The third important aircraft is a Ryan NYP, "The Spirit of Saint Louis," flown by Charles A. Lindbergh from Long Island to

Paris in 1927. It was powered by a Wright Whirlwind 223-horsepower J-5C radial engine. The light weight, high horsepower, and reliability of this type of engine caused it to become the industry standard and launched America into the air age. Quantico's Air-Ground Museum exhibits one of these technologically important engines.

MOVING WEST to the next gallery, also three stories high, the visitor can view suspended overhead a 1925 Ford 5-AT Trimotor in American Airlines livery. Known as the RR5 in Marine Corps designation, it served as a transport during the late 1920s in Nicaragua and on into the 1930s. (There are still some trimotors flying in the world and needless to say we would very much like to acquire one for the planned Cherry Point command aviation museum.)

The other aircraft of Marine Corps interest in this gallery is a Douglas DC-3 in Eastern Airlines livery. The "Gooney Bird" is better known in military parlance as the C-47 and to the Marine Corps as the R4D. The DC-3, first out in 1935, was a technological breakthrough which, for the first time, permitted operators to make a profit without a government airmail subsidy. During World War II 11,000 military versions were built and 1,200 still fly. The Air-



All photos by Lena M. Kaljot



During World War I, the 1st Marine Aviation Force operated four squadrons flying the DeHavilland DH-4 Liberty, seen here as a photoplane armed with a machine gun.

Ground Museum displays a Marine R4D-6 in its 1942-43 MAG-25 colors. It was restored with funds raised by the MAG-25/SCAT Association. MCAF Quantico's main gate displays a C-117 better known as an R4D-8. The last C-117 to fly in the Corps, "834" is destined to join the new Cherry Point museum.

CONTINUING WEST to "Vertical Flight," the last gallery, we find lots of items of Marine interest. At the entrance is a photo exhibit of the MV-22A Osprey and its forerunners. Inside, the major attraction is a Sikorsky H-34D or HR2S, Bureau Number 148768, squadron number YP-13, in HMM-163 markings. The main gate at MCAF Quantico displays a VH-34, formerly Marine Corps Two and—in HMX-1 markings—one of the first "white tops" to serve the President.

Overhead is suspended a Pentecost Hoppi-copter of 1945 strapped on the back of a mannequin in full Marine Corps field gear of the period. It made 20 tethered flights powered by a 20-horsepower engine, but the landing gear (the Marine's legs) proved too weak.

The gallery at the center west end of the building currently presents an exhibit paying tribute to the seaplane and helicopter design and manufacturing career of Igor Sikorsky. Of interest here is a panel exhibit with a model of his S-43 twin-engined amphibian. The Marine Corps operated several in the 1930s as the JRS-1. The Air-Ground Museum has one (BuNo. 1061) on loan to the Pima County Air Museum at Tucson, where it is being restored.

Hanging overhead in this gallery is the

Grumman "Gulhawk II," flown in the 1930s by Maj Al Williams, USMCR, for Gulf Oil Company. It is in Gulf's orange paint but essentially is an F3F, the ultimate in biplane fighters and the direct ancestor of the F4F Wildcat monoplane fighter.

MOVING TO THE south side of the building we enter the "Jet Aviation" gallery where we find the Lockheed XP-80, prototype of the P-80 Shooting Star which was the first jet operated by the Marine Corps as the TO-1, then redesignated TV-1. The Air-Ground Museum has delivered one to Cherry Point for its proposed command museum. Also in the gallery is a McDonnell FH-1 Phantom, the first aircraft-carrier-capable jet and the first operated by the Marine Corps. The only other Phantom extant was restored by the

Boeing F4B-4 in Marine markings hangs in the Sea-Air Gallery—which suggests a hangar deck of an aircraft carrier. The 1930 biplane was a favorite of Marine fighter pilots.



Air-Ground Museum's Joseph E. Payton and his restoration staff and is on loan to MacDonnell-Douglas in Saint Louis in connection with its 50th anniversary. It will eventually join the Cherry Point museum.

Moving on to the next gallery, which is titled "Early Flight," we find a Curtiss Model D Pusher of 1911. It is virtually identical to the replica Model E (Navy designation A-1) in the Air-Ground Museum. The Model D was powered by a 50-horsepower Curtiss V-8 E-4 engine. Our Model E is engineless, but displayed with it is an 80-horsepower Curtiss V-8 OX-5, which powered some models. The A-1 was the aircraft on which 1stLt Alfred A. Cunningham and other early Marine aviators learned to fly.

The next gallery just east of the south lobby is "Flight Testing." It displays a Hawker-Siddeley XV-6A Kestrel, one of nine built, which first flew in 1964. It is a forerunner of the Harrier.

MOVING ALONG to the adjacent gallery, called "Looking at Earth" and devoted to aerial photography, we find a venerable, American-built, DH-4 Liberty plane. The label states that it is the first one of 4,000 of the British-designed DeHavillands to be built in the States. The observer is hanging over the side operating an A-2 Eastman Kodak camera while in the cockpit is a Kodak L-4 shooting vertically through a window in the floor. The DH-4 is fully armed with a Marlin machine gun (a product improvement of the Marines' Colt-Browning "potato-digger" M1895) firing through the prop

and twin Lewis guns on a Scarff-ring for the observer. The 1st Marine Aviation Force operated four squadrons of DH-4s in northern France in September-November 1918. 2dLt Ralph Talbot and his gunner, Cpl Guy Robinson, earned Medals of Honor in a vicious dogfight with nine Albatross fighters, shooting down two. A DH-4 in 1st MAF markings can be seen at the Air-Ground Museum.

We take the east escalator to the second level where we see overhead a Douglas D-558-2 research aircraft of the early 1950s in NASA markings. This example was completely rocket-powered, but the three built for the Navy were turbojets. One of these was the first jet to achieve Mach 2 of more than 1,200 miles per hour on 20 November 1953. On 21 August 1953 then-Maj Marion Carl, USMC, flew one to an unofficial world's altitude record of 83,235 feet. The Air-Ground Museum has that aircraft at Quantico in a nearly restored condition and it also is planned for the Cherry Point museum. The only other D-558-1 jet on display is at the National Museum of Naval Aviation at Pensacola.

Again moving westward on the south side we come to the "World War I" gallery. It is undergoing a new treatment but three fighters are on display, a SPAD VII in U.S. markings, an Albatross, and a Fokker D.VII. The Fokker was considered the best German fighter of the war. After the war 142 were brought to the States by the Army for testing and six were acquired by the Marine Corps and based at Brown Field, Quantico. Two bore the names *Hans* and *Fritz* in bold letters on the sides for the "Katzundjammer Kids," even then a popular comic strip. One crash-landed off the runway and is believed to be deep in the mudflat of Chopawamsic Creek.

NEXT TO THE World War I gallery is "Pioneers in Flight." The Marine attraction here is the Curtiss R3C-2 Schneider Cup Racer. The R3C-2 designation is Navy, but in 1925 Army Air Service Lt Jimmy Doolittle won the Schneider Cup in the racer. In 1926 it was flown to second place by a naval aviator, Marine Lt Christian F. Schilt, at 231.4 miles per hour. The Curtiss, aside from its pontoons necessary for a long water takeoff run, is perfectly streamlined, with the appearance of a World War II in-line engined fighter.

Walking west past two galleries we can look out over the "Air Transportation" attri-

um gallery at the same level as the aforementioned Ford Trimotor and the DC-3.

At the far west end of the building are two galleries of maximum interest, "World War II Aviation" and "Sea-Air Operations." The first includes aircraft of the war with

the fighter of Marine Corps interest being a Japanese A6M Zero. The Air-Ground Museum exhibited a Zero for many years. This Zero had been abandoned on Ballale Island near Bougainville after the intense October 1943 strafing

Marine Aircraft Treasures Waiting to Be Seen

At NASM's Paul E. Garber Facility at Silver Hill, Maryland, are stored a large number of aircraft, restored, in restoration, or awaiting restoration. Many will appear at NASM as exhibits are rotated, while others may go into the NASM annex at Dulles Airport at some future date. Naturally, this holding includes aircraft of Marine Corps interest. These include:

- Bell VH-13J/HTL used by President Eisenhower and flown by HMX-1.
- Curtiss JN-4D Jenny. We are in the process of acquiring a JN-4H gunnery trainer actually used by the Marine Corps at NAS Anacostia; Brown Field, Quantico; and Miami. The JN-4HG was the Marine Corps' first close air support aircraft and was used in Haiti and the Dominican Republic before the DH4s arrived.
- Curtiss F6C-1 "Gulphawk" flown by Maj Al Williams, USMCR, for Gulf Oil Company. The Air-Ground Museum has just acquired an F6C-4 in Marine colors.
- Grumman F8F-2 Bearcat converted to a racer. AES-12 at Quantico flew Bearcats for school demonstrations in the late 1940s.
- Mikoyan-Gurevich MiG-15 jet fighter. Restoration of the Air-Ground Museum's Chinese MiG-15 is almost complete and it will be seen this spring in the new Korean War hangar.
- Stinson L-5/OY Sentinel. Ours is on exhibit picking up a wounded Marine in the World War II hangar at Quantico.
- Douglas A-1H/AD Skyraider. Ours will be going to the Cherry Point museum.
- McDonnell F-4A Phantom II. Our XF4H Phantom is at Quantico and eventually will be restored either for the Air-Ground Museum or Cherry Point.
- Piasecki XHRP-1. The HRP was the first Marine Corps transport helicopter. The HRP-1 had a capacity of a fire team and with it HMX-1 worked out vertical envelopment methods at Quantico in the late 1940s. We haven't been able to locate an HRP and would very much like to acquire one for our "Jets, Helicopters, and the Korean War" hangar.
- Bell UH-1M Iroquois. This is the Marine Corps version of the famed UH-1E, nicknamed "Huey."
- Grumman TBF-1 Avenger. Most Avengers seen are the General Motors-built version, the TBM, as is the example we exhibit at Quantico.
- North American SNJ-4 Texan. We have both a cutaway fuselage on exhibit at Quantico as well as a fully restored SNJ-5.
- Sikorsky JRS-1 (S-43). As noted in the article the Marine Corps operated several of these flying boats in the 1930s. We have one at the Pima County Air Museum in Arizona where it is being restored.
- Boeing-Stearman N2S-5 Kaydet. A beautifully restored example is at Quantico and another has been acquired for Cherry Point.
- Cessna O-1A/L-19/OE-1 Bird Dog. Our Korean War OE-1 spotter plane will be going to the Cherry Point museum.
- Grumman F6F-3 Hellcat. One of ours was restored by the History of Flight Museum on Long Island and remains on loan there. We have one at Quantico which will go to Cherry Point.
- Finally, the Smithsonian's Vought F4U-1D Corsair remains in storage unappreciated. It should grace either the Sea-Air or the World War II galleries where it can take its rightful place as one of the top fighters of the war along with the Spitfire VII, Messerschmitt 109, and P-51. Our FG-1D Corsair will remain at Quantico while our F4U-4 will go to Cherry Point.—BN



Grumman-designed FM-1 Wildcat fighter's cowling was once on the Wake Island monument and is from a VMF-211 F4F-4. Only known F4F-4 in the U.S. is at Quantico.

and bombing by Marine planes preparatory to the Bougainville landing. Today it is at the Liberal Air Museum in Liberal, Kansas, where the director, former Marine James Burt, is restoring it for the Cherry Point museum.

OPPPOSITE the World War II gallery is the *piece de resistance* of the Air and Space Museum, at least for Marines and sailors. The Sea-Air gallery not only

suggests a hangar deck of an aircraft carrier but PriFly as well, where movies of landings and takeoffs can be seen. Suspended over the hangar deck is a 1930 Boeing F4B-4 fighter in Marine Corps markings and a Douglas SBD dive bomber. The Air-Ground Museum displays a very similar replica F4B-3 fighter, and an SBD-5. Only four other SBDs out of 5,500 built are known to exist. The SBD began the war as the Navy-Marine Corps prin-

cipal dive bomber and remained in service throughout the war as the most accurate divebombing platform. Its finest hours were at the Battle of Midway in June 1942 where it sank four Japanese aircraft carriers and during the Marines' close air support of the Army's recapture of the Philippines in 1944-45.

On the hangar deck are a Douglas A4 attack aircraft which was so well designed and capable that it enjoyed a 20-year service-life with frequent modifications. Also on the deck is a Grumman-designed, General Motors-built FM-1 Wildcat fighter. Grumman-built F4F-4 Wildcats were the defenders of Wake Island, Guadalcanal, and many other points during the first 18 months of the Pacific War. When the Smithsonian acquired its FM-1 it had no engine cowling. Rather than fabricate a replica the Smithsonian restoration staff came to us and asked for the F4F-4 cowling from the Wake Island memorial that had been returned to Quantico. We complied and the Smithsonian filled in the many bullet holes with a removable compound so it might someday be returned to its battle-damaged state. The Air-Ground Museum's Wildcat is the only F4F-4 believed to exist in the United States. There are 11 FMs in museums or flying however. □1775□

Answers to Historical Quiz

U.S. and Marine Corps Flags

(Questions on page 6)

1. With the admission of Hawaii as a state, the 50-star flag became the official flag on 4 July 1960. Hawaii was admitted on 21 August 1959, and a law of 4 April 1818 requires that a star be added for each new state on the 4th of July after its admission.
2. The 14th of June of each year is designated Flag Day, recognizing the adoption of the first Stars and Stripes by the Continental Congress on 14 June 1777.
3. In January 1939, a new design incorporating the new colors was approved. The design is essentially that of today's Marine Corps standard.
4. On 12 June 1961, President John F. Kennedy signed the proclamation that amended the joint resolution governing the custom of displaying the flag only from sunrise to sunset. Prior to this date, the flag could only be displayed at night, properly illuminated, upon special occasions when it was desired to produce patriotic effect.
5. Although silken colors with gold fringe are carried by some military groups in official ceremonies and parades, or are used for office display, the use of fringe on national colors or standards within the Marine Corps is prohibited.
6. The Battle and Organizational Standards (Type III, Class 1), authorized for designated units of the Fleet Marine Force and major non-Fleet Marine Force commands, require the organization's name embroidered on the scroll. The Organizational Standard, USMC (Type III, Class 2), authorized for active non-Fleet Marine Force activities and for general officers not authorized a Class 1 Standard, has "United States Marine Corps" on the scroll. The Organizational Standard, USMCR (Type III, Class 3), authorized for general officers of the Marine Corps Reserve in an active status and Reserve units not authorized the battle standard, has "United States Marine Corps Reserve" on the scroll.
7. Following World War I, the Army practice of attaching silver bands carrying inscriptions was adopted. This practice was discontinued on 23 January 1961. For a brief time following World War I, the inscribing of battle honors directly on the colors of a unit was in practice. Realizing that a multiplicity of honors and limited space on the colors made the system impractical, the procedure was discontinued. In 1939, the current system of attaching streamers to the staff of the organizational colors was authorized.
8. There are currently 48 different streamers, the most recent being the Joint Meritorious Unit Award Streamer, which was awarded for service in the Persian Gulf in April 1988.
9. In general, only those units authorized the battle standard or organizational color with command designation embroidered on the scroll (Type III, Class 1) will display streamers. Other color bearing units may display specifically authorized award streamers.
10. Heat condition flags are required to be flown by each command to indicate heat conditions for outside activity/training, etc. (Black flag: 90 degrees plus; red flag: 88-89.9 degrees; yellow flag: 85-87.9 degrees; and green flag: 80-84.9 degrees).

Soviets Greet 'The President's Own' U.S. Marine Band

by SSgt Nancy S. Colburn, USMC
U.S. Marine Band

IN THE SUMMER OF 1988, Soviet Marshal Sergei Akhromeyev visited the United States as the guest of JCS Chairman Adm William J. Crowe, Jr. Out of their talks came an agreement concerning exchange visits by Soviet and American military museologists and historians as well as by representative military musical units of each country. The exchanged visits of the two nations' museum specialists and the visit of the American historians to the Soviet Union were covered in *Fortitudine* (Winter 1988-89 and Spring 1989). In April this year, a delegation of six Soviet military historians visited Washington and the offices of the Services' historical agencies. Earlier, in January, the first exchange of musical organizations occurred when the first Independent Performing Orchestra of the USSR Ministry of Defense arrived for a series of concerts on the east coast, beginning in Washington. The host for this was the United States Marine Band, "The President's Own," and its Director, Col John R. Bourgeois.

In its turn, after flying 15 hours and crossing eight time zones, on 6 February, the Marine Band landed in the Soviet Union—where it made history by becoming the first U.S. military band to tour the USSR. The 18-day tour brought Col Bourgeois and 69 other Marine musicians to five major cities in three republics of the Soviet Union.

Soviet musicians in traditional costumes welcome members of the Marine Band as they descend from an Aeroflot plane at the city of LVov in the Ukraine. Marines performed in a hall which "must be among the most beautiful in the world," according to one.

Photo by MSgt Andrew R. Linden



During its tour, the Band visited Moscow, Kiev, LVov, Minsk, and Leningrad and performed to full-house audiences in some of the Soviet Union's foremost concert halls. In addition to its concerts, the band was given official guided tours of the major cultural and historical attractions in each city.

UPON LANDING IN Moscow the chill of the wind and snow was soon overcome by the cheering voices and the smiling, familiar faces of the musicians of the First Independent Performing Orchestra of the USSR Ministry of Defense as they officially greeted the band with ceremonial music including the two countries' national anthems. "We were greeted with such warmth. It was exciting to see the military band of the district playing for us as we got off the plane in each city," said percussionist, MSgt Frank Del Piano.

One of the tour's highlights was the Marine Band performance to an enthusiastic audience at Tchaikovsky Hall, Moscow's foremost concert site. As with all of the band's performances, this concert began with the Soviet and U.S. anthems, followed by John Philip Sousa's march, "Hands Across the Sea." The program also included both Russian and American classics such as Glinka's "Russlan and Ludmila" and Gershwin's "Rhapsody in Blue." The Marine Dixieland Band invariably

brought the house down with "When the Saints Go Marchin' In" and "St. Louis Blues." At every concert, the audience continued to clap rhythmically (their signal that they want the band to keep playing) until the band performed encore selections. The crowd joined voices with the bandmembers as they sang the lyrics to the popular Russian song "Moscow Nights." A wave of applause and cheering swept the audiences as the band followed with "Farewell to a Slavonic Woman," the official military march of the Soviet Union.

IN ADDITION TO THE Tchaikovsky Hall performance, the Marine Band appeared at Moscow's Theater of the Soviet Armed Forces. The capacity audience was comprised of prominent members of the military and music communities, including the deputy minister of defense, the chairman of the Council of Fine Arts in Soviet Armed Forces, and the chairman and all representatives of the Council of Composers. "The best gift that the United States military could give to the Soviet military is the music of this wonderful Marine Band," said LtCol Nikolay Ponomaryov, conductor of the Moscow Military District Band. The Marine Band was joined for the final selection, Tchaikovsky's "1812 Overture," by the First Independent Performing Orchestra. "One of my most exciting experiences was playing "1812" with our friends in the Moscow band," said MSgt Del Piano. Staff Sergeant John Hagstrom, a trumpet player, added, "It was amazing. We communicated so easily just by virtue of having the same job and the same love of music."

During its four-day stay in Moscow the Marine Band was given several official guided tours. For the first sightseeing excursion the band was taken to Red Square, which appeared to have been cleared of all other people in preparation for the visit. Marine bandmen got their first look at the colorful, onion-shaped domes of St. Basil's Cathedral, the oldest building in the square (1555-1560), and filed silently through Lenin's Tomb. The band stepped through the red-brick Kremlin walls which have stood practically unchanged since the 15th century. Inside the Kremlin, the



Photo by MSgt Andrew R. Linden

MajGen Nikolai Mikhaylov, director of military bands in the Soviet Union, second from right, greets Marine Band Director Col John R. Bourgeois, left, during arrival ceremonies in Moscow on 6 February. Marines were to play at the city's Tchaikovsky Hall.

band saw sections normally not open to the public. Bandmembers toured several of the chambers of the Grand Kremlin Palace, including the opulent St. George's Hall. From this room the musicians stepped through a beautifully carved gilt door opening into the ancient chambers of the Palace of Facets (Granovitaya Palata), built in 1473-1491. In addition, the band was brought into the Supreme Soviet's Council Chamber, the second largest in the Kremlin, where party congresses were held until 1967 when the modern steel-and-glass Palace of Congresses was completed.

ON ANOTHER EXCURSION the band was taken to the scenic Novodievitchi Monastery and its cemetery which is the burial place of eminent artists, scientists, generals, and political leaders. When Marine bandsmen came upon the tombstone of the Russian composer Prokofiev, members of his family were placing flowers. Through an interpreter they asked if the band would be playing any Prokofiev compositions that evening at Tchaikovsky Hall. A musician told them that Prokofiev's "March, Opus 99" was on the program, but the family members were not familiar with the title. The musicians began humming the work and then the relatives smiled in recognition and joined in.

In Moscow the band visited the first of many military museums they would see, the Red Star Central Museum of the Armed Forces of the USSR. During the tour the museum director, Col Gennady Fedorov, said, "My hope is that there will

be a time when there is no war and no army. But my greatest wish is that military bands will always remain because they do not only serve a military purpose—they provide culture to the people."

On the last evening in Moscow the band was given one of many official receptions. Among the hosts were prominent members of Moscow's military and musical communities, including Col Evgenii Aksonov, director of the Tchaikovsky Moscow State Conservatory, who said, "The United States' heart of music is Washington, D.C. The Soviet Union's soul of music is Moscow. Now heart and soul are combined." MajGen Nikolai Mikhaylov, director of military bands in the Soviet Union, added, "It has been such a pleasure to work with the band which I consider the world's best. My hope is that this exchange has opened the door to friendship between our countries forever. While the bands are playing, the guns are silent. Let us always live in peace."

FROM MOSCOW THE BAND made its first intercity flight on Soviet Aeroflot planes to Kiev, the capital of the Ukraine. There they played to a standing-room-only audience at the 4,000-seat Ukrainian Concert Hall, the foremost concert hall in the Ukraine and one of the biggest in the Soviet Union. Among the audience were the director of the Ukrainian State Wind Orchestra, Sergii Ivanovich Ohkrinienko, and all of the orchestra members.

Marine bandsmen were taken on several guided tours of Kiev during which they saw the Russian Baroque cathedral of St. Andrews, with its silver-gilt domes and

turquoise and white outer walls. The band also viewed the 11th-century mosaics and frescoes of the ancient Cathedral of St. Sophia (1037), where the first Russian library was founded and the earliest chronicles written. Another attraction was the "Golden Gate" of Kiev, once part of the city's fortifications, dating back to 1037. This landmark was the fitting subject of one of the selections on the band's concert program in Kiev, "The Great Gate of Kiev" from Mussorgsky's "Pictures at an Exhibition." The musicians also visited the most famous historical site in Kiev, the Kiev-Pechersk Monastery, founded in 1051. Most of the buildings on this site are now used as museums. In addition to the museums, the band went through the monastery's dark and winding underground catacombs.

After four days in Kiev the band moved on to Lvov, the traditional economic, transport, cultural, and administrative center of the western Ukraine. The band performed two nights at the Lvov State Theater of Opera and Ballet, which is considered one of the most beautiful buildings in the Soviet Union. The architect of this highly ornate hall, Gorgolewski, also designed the Odessa and Vienna opera houses. The band sat amidst gilded splendor as it performed. "What a surprise to perform in a city I had never heard of and discover that we were playing in a magnificent opera house, one that must be among the most beautiful in the world," said vocal soloist, MGySgt Michael Ryan. "I got a deep sense of the love of culture and beauty and art that had made such a building possible. What a thrill to be a small part of that cultural appreciation."

IN LVOV THE BAND TOOK a walking tour through the winding cobblestone streets of the ancient Rynok Square section where buildings display architectural styles from many centuries. Of the houses in this area none is less than 200 years old. In some cases an individual building included Gothic arches and flying buttresses of 1510, Renaissance porticos and window frames from the 17th century, and ornamentation dating from the Baroque period.

The bandmembers visited the Museum of Ukrainian Art which houses a collection of 14th- and 18th-century icons as well as 19th- and 20th-century works by Ukrainian artists. There the band was treated to

a performance of Ukrainian folk music by an ensemble of women in brightly embroidered folk costumes performing on traditional instruments.

From the Ukraine the band flew to Minsk, the capital of Byelorussia. The band performed to yet another enthusiastic audience in Minsk's largest concert hall, The Great Concert Hall of the Byelorussian Philharmonic. "The warmth and excitement of the audiences was overwhelming," said band librarian, GySgt Kathy Allen. "Sometimes the audience's response was so enthusiastic that the band was forced to play a selection twice!"

In each city the band was taken to memorial cemeteries and other monuments to those who died in World War II, known in the Soviet Union as the Great Patriotic War. In Minsk, which was nearly completely destroyed in World War II, the band visited several of these sites, such as the Khatyn Memorial Complex and the Mound Of Glory Monument. Col Bourgeois placed wreaths and flowers at these places in memoriam, as he did at all such sites.

FROM MINSK THE BAND moved to the last city on the itinerary: Leningrad. On the evening of their arrival, the bandmembers enjoyed American cuisine during a reception at the residence of the American Consul General and Mrs. Richard Miles.

The concert highlight in this city was the Marine Band's joint performance with the Leningrad Military District Band at the October Concert Hall, Leningrad's largest (4,000 capacity). The Marine Band was joined by the Soviet musicians in opening the concert with national anthems and Sousa's "Hands Across the Sea." The Marine Band performed the remainder of the first half of the concert and then was joined by the Leningrad musicians for the second portion. The Soviet and American musicians sat side by side under a backdrop of both nation's flags joined by a single olive branch and a musical lyre as they performed the music of Prokofiev, Shostakovich, and Sousa. Featured was a Russian performance of the American baritone horn solo, "Carnival of Venice." "My admiration for the soloist's performance changed to astonishment when I learned that he had to transcribe the solo from a tape because he couldn't obtain the sheet music," said SSgt Michael Colburn,

a Marine Band euphonium player. Once again, "1812 Overture" provided a stirring finale for the joint performance.

Those familiar with the "1812 Overture" will recall that the music played during the grand finale of the piece is the pre-Revolution Czarist national anthem accompanied by bells and cannon. When the Marine Band played the "1812 Overture" in Moscow with the First Independent Performing Orchestra, the music of the finale was some stirring music by Glinka instead of the anthem. When the overture was played in joint concert in Leningrad, Col Bourgeois was invited to conduct it, but this time the finale was the original music as Tchaikovsky had written it. According to Col Bourgeois, this was perhaps the first time since 1917 that the Czarist anthem had been played in Leningrad, and maybe in the whole of Russia.

THE SIGHTSEEING HIGHLIGHT in Leningrad was the State Hermitage, which contains the richest accumulation of paintings in the world. Throughout the 400 exhibition rooms the lavish setting of malachite, jasper, agate, and marble provides an impressive showcase for more than three million works of art. Of these treasures the Band saw Greek and Roman

sculpture from the first century A.D. and works by such masters as Leonardo Da Vinci, Michelangelo, Rembrandt, Renoir, Van Gogh, and Picasso. In addition the band was led through several of the 40 opulent rooms of the Winter Palace, which was formerly the Russian czars' residence.

During the final sightseeing excursion of the tour, the band traveled from Leningrad to Petrodvoretz where they went through the former summer residence of the czars, The Grand Palace. Although most of this structure was destroyed in World War II, 70 percent of the palace has been restored to its original grandeur. The bandmen went through the 23 lavishly decorated rooms which are open to visitors at present.

On 23 February the Marine Band members bid farewell to their Soviet friends and boarded Marine Air to begin the long trip back to the U.S. "Traveling through the Soviet Union and meeting and performing with musicians there is an experience we will never forget," said Col Bourgeois looking back at the historic tour. "In my 32 years with the Marine Band, nothing has touched me more deeply than the friendships we have established through the musical exchange between the two countries." □1775□

On a tour of Moscow's Novodievitchi Monastery, senior NCOs of the band saw the burial places of eminent Russians, including the famed composer Prokofiev, and met members of his family. The band played a Prokofiev work in concert that night.

Photo by MSgt Andrew R. Linden



Seven Retirees Record Oral Interviews in California

by *Benis M. Frank*
Head, Oral History Section

DURING THE LAST two weeks of October and the first few days of November 1989, I was in the San Diego-Oceanside area conducting interviews for the Oral History Program. The retired Marines who contributed their memoirs to the Oral History Collection were Gens John K. Davis and Kenneth McLennan (both former Assistant Commandants of the Marine Corps); LtGens David M. Twomey (CG, MCDEC at time of retirement) and Leslie E. Brown (who commanded FMFPac when he retired); MajGens James L. Day (whose last command was Camp Smedley D. Butler on Okinawa) and Hal W. Vincent (who retired as Deputy Commander, FMFLant); and BGen David M. Brahms (who was Director of the Judge Advocate Division, HQMC).

Of this group, Gens Brown and Day saw combat in World War II as enlisted infantry Marines, although Gen Brown was commissioned from the ranks during the war while Gen Day was commissioned after completing college after the war. Gens Brown, Davis, and Vincent went through flight training in their early Marine Corps years; Gens Day and Twomey were primarily infantry commanders; Gen McLellan became a logistician early in his career; and Gen Brahms served as a Marine Corps lawyer during most of his career. In his twilight tour, he was Staff Judge Advocate and then Chief of Staff at Camp Pendleton.

During the course of the 46-plus hours recorded during the interviews, many insights into the Corps and the changes it went through in the period 1943-1986 were discussed. The early days of Gen Brown's career closely paralleled those of BGen Jay Hubbard's—interviewed in February 1986—for they were high school buddies who enlisted together before World War II began, went through boot camp at San Diego together, were assigned to sea duty on the same ship, were com-

missioned under the same program, and entered aviation after the war.

GEN VINCENT PROVIDED me a listing of the 165 aircraft he flew for a total of 7,115 hours while on active duty. I suggested that he tape himself in a "do-it-yourself" oral history interview in which he would comment on each of the planes, and their flight characteristics, and discuss what made each a success or failure while in the Marine Corps inventory. In his interview, this Naval Academy graduate spoke at length about his Marine Corps career as an aviator.

While commanding MCDEC, Gen Twomey headed a study group which took a very close look at the conduct of Marine Corps operations during the Grenada landings in October 1983, and among other things he discussed on tape the group's investigation and findings. He also provided an overview of the Marine deployment to Beirut. The rest of his interview concerned his various assignments during 36 years of active service.

Following his retirement, Gen Brahms joined a law firm with offices in San Diego and Oceanside. It was in his Oceanside office that he took time from a busy practice to discuss his career and the changing face of military justice during his 25 years in the Corps, and especially of the Vietnam War period. He also spoke of his role in the Marine Corps team which administered to the returning Vietnam POWs. When the transcripts of the interviews with Gen Brahms and the others interviewed on this trip are accessioned into the collection, the reminiscences contained in them will fill in voids which exist in the Corps' written record of the period covered.

A NEW TRANSCRIPT in the collection is the issue-oriented interview with Maj William H. Sager, USMCR (Ret), who entered the Corps in 1939 as a member of the Eastern Platoon Leaders' Class at Quantico. Upon completion of the 2d

Reserve Officers' School at Philadelphia, he joined the 1st Marine Division at New River and went to war with it, participating in the Guadalcanal operation. After being invalided home with a bad case of malaria, in 1944, Maj Sager volunteered for duty with the United States Naval Group, China, also known as SACO (Sino-American Cooperative Organization) or "Rice Paddy Navy." This was a clandestine organization comprised of volunteers from the Army, Navy, Marine Corps, and Coast Guard engaged in a number of covert activities, including radioing reports of weather conditions in inland China since Western Pacific weather was formed over Asia. SACO personnel also trained Chinese guerrillas, acted as coastwatchers, and collected detailed intelligence on possible landing beaches along the China coast. Maj Sager tells of his trip to Chungking via Cairo, Karachi, New Delhi, and Calcutta, and his assignment as commander of the American officers who trained Chinese troops at a place inland designated Camp 10. Maj Sager also tells about some of the legendary personalities in SACO—Commo Milton E. "Mary" Miles, American head of SACO, and the mysterious Tai Li, Chiang Kai-shek's intelligence chief.

MORE INFORMATION about Marine involvement in SACO can be found in the transcript of MajGen John H. Masters' interview—now in the Oral History Collection—and in Gen Robert H. Barrow's transcript, once his interview is completed, transcribed, and accessioned. Both of these officers also served with SACO.

In the Oral History Section, editor Mrs. Meredith Hartley has embarked upon a long-term project which will prove helpful to users of the collection. Working with a computer-based indexing program, Mrs. Hartley is preparing a master index to the collection—actually a compendium of all the indexes of all the interview transcripts comprising it. □1775□

'Vandegrift' Jacket Originally Australian Military Gear

by Glenn Hyatt
Volunteer, Marine Corps
Air-Ground Museum

AS THE CLOUDS of war gathered in the late 1930s, the United States Marine Corps was operating with nearly the same equipment that it had used in France during World War I. World War II, as most periods of national emergency, would become an era of both experimentation with and rapid development of uniforms and other military equipment.

The Marine of World War I, like the Army "Doughboy," had one basic uniform which was used for both garrison and field service in the winter months. It was a forest-green wool coat which was closed by six buttons down the front and had four pockets: two on the breast and two on the skirts. Straight-legged trousers of the same material and a heavy, full-length overcoat rounded out the basic uniform. However, the Marines who served in France were not resupplied with these uniforms when they wore out, but instead were issued standard Army uniforms. These Marines were given green service uniforms upon their return from France after post-Armistice occupation duty.

In the interwar period, the high standing collar of both the winter and cotton khaki summer service coats was changed to an open, rolled collar with lapels.

The author is a Navy Vietnam veteran and a noted collector of both Civil War and World War I artifacts. During our ongoing reorganization and recataloging of the uniform collection, Mr. Hyatt volunteered to work in the afternoon after his "real" job as a government accountant. When his work schedule changed, he transferred to our restoration unit and now works in the evenings and on Saturdays restoring aircraft and vehicles. While working in our collection of "Vandegrift" jackets, he synthesized the research notes compiled by former interns and volunteers into this brief history of the garment. As always, we are looking for volunteer enthusiasts who can assist us in more effectively cataloging our holdings.—KLS-C

Otherwise, the uniform remained essentially the same. It was this uniform which was being issued to all Marines at the outbreak of World War II.

AT THE END of the Guadalcanal Campaign in the early months of 1943, the 1st Marine Division was sent to Melbourne, Australia, for much-needed rest. Autumn was approaching in the southern hemisphere and the supply of winter service coats available to the Marines was very low, many having been left behind in sea bags. However, there was a quantity of Australian jackets on hand which had been designed as battledress. Since the bulk of the Australians were serving in the Sahara, there was little demand for these jackets. These distinctive khaki wool jackets were very similar in appearance to British Pattern 1937 "Battledress" jackets which, in turn, were later used as models for the U.S. Army's "Ike" jacket. These Australian jackets and trousers were issued to the division and individual Marines added the enlisted rank insignia specified for the winter service coats and the newly-designed 1st Marine Division shoulder patch to the jackets. At this time, the jacket was dubbed the "Vandegrift" jacket in deference to the division's commander.

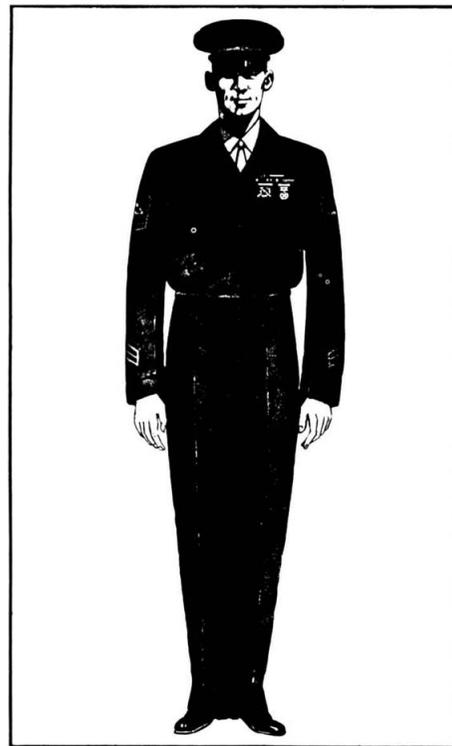
The jacket was a success. In May 1944, the Commandant of the Marine Corps directed that officers could replace their winter service coats with a green wool jacket based on the Australian design. Authorization for the enlisted troops was forthcoming the following October when the Clothing Depot at Philadelphia was notified by the Quartermaster of the Marine Corps that enlisted troops could wear jackets if they were made according to the specifications approved for officers. A variety of jackets were worn by enlisted Marines up to the end of the war: some were cut-down service coats; others were made from blankets; and at least one was made from captured cloth intended for Japanese officers' uniforms.

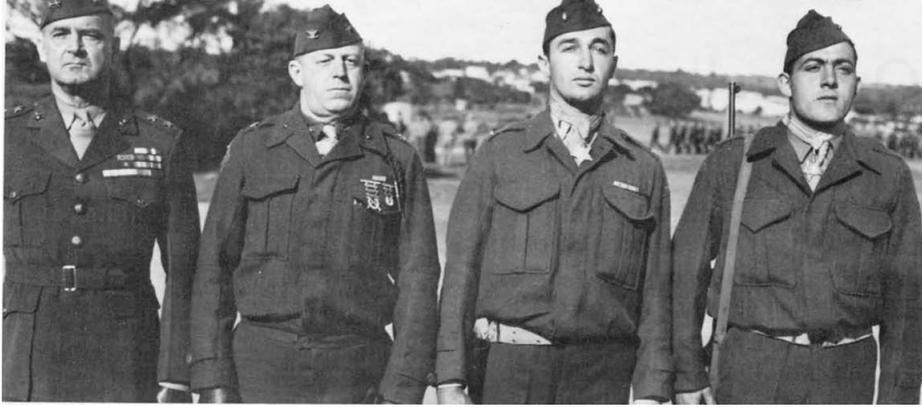
Although the jackets were permitted for officers as early as December 1944, enlisted Marines had to wait until the end of the war to receive theirs. On 27 Janu-

ary 1945, a letter from the Commandant of the Marine Corps to the Marine Corps Uniform Board urged testing of an "Ike-type jacket" for enlisted personnel. By May 1945, testing was completed and the Marine Corps' Equipment Board at Quantico, Virginia, favorably passed the design. On 21 August 1945, Letter of Instruction No. 1111 authorized the new jacket for universal issue to enlisted troops.

THE WAIST-LENGTH jacket was made of forest-green kersey wool and had six flat green plastic buttons hidden under the front fly. On the shoulders were two straps, or tabs, double-sewn at the sleeve seam and attached with a single, flat plastic button near the collar. On each breast was a bellows pocket and two inner pockets were contained in the forest-green twilled-cotton lining. Like the service coat, it had a rolled lapelled collar, but had plain cuffs, each with two buttons and a tightening strap. The waist of the jacket had an integral belt, with two buttons for closure and a snap to secure the end. The

"Winter Service 'B' (Enlisted) (Master Sergeant)," was Plate No. 34 in the Uniform Regulations issued on 22 April 1966.





Not wearing one himself is MajGen Alexander A. Vandegrift, left, but Col Merritt Edson, Lt Mitchell Paige, and PISgt John Basilone appear in Australian jackets in 1943.

waist also had two buckle adjustments on each side to ensure a snug fit. Since the jacket was primarily designed for field service, it also had a series of button holes in suspender tabs to keep the jacket from separating from the trousers. By 14 February 1946, the final specifications for the "Enlisted Jacket, Service, Wool, Green,"

were completed and it was retroactively designated as the M1945. However, as early as December 1946, the jacket was already being modified. For the next two years, a sufficient number of upgrades had been effected to warrant a new designation, the M1948. The new jacket was a result of Permanent Marine Corps Uniform Board

Study 13A-1948. It had a wider front panel, an extended panel lining, and a dot fastener between the fifth and sixth buttons. At this time, the cuff adjustment strap went from two buttons to one. In later years, there were further minor modifications. In the mid-1950s, the twilled cotton lining was replaced with rayon, the shoulder straps were single-stitched, and the suspender tabs were eliminated. The jacket, by now almost universally known to Marines as the "Ike Jacket," was finally declared obsolete in 1968. It had become redundant because while it had originally been intended as a field service garment, it was instead being used as an alternative to the close-fitting service coat. Coincidentally, when it was phased out, Marines were instructed to wear service coats with a looser fit. □1775□

New Books

Histories Report on Marine Roles in Modern Wars

by Evelyn A. Englander
Historical Center Librarian

THE LIBRARY of the Marine Corps Historical Center searches out books of professional interest to Marines. These books are available from local bookstores or libraries:

World War II

Across the Reef: The Amphibious Tracked Vehicle at War. Victor J. Croizat, Blandford Press, 256 pp., 1984. Principally the story of World War II in the Pacific as seen by the Marines of the amphibian tractor units. Includes also the role of LVTs in the European theater during World War II and the use of amtracs in Korea and in Vietnam; it concludes by describing the current status of amphibious vehicles. \$27.95

The Second World War: A Complete History. Martin Gilbert, Henry Holt & Co., 846 pp., 1989. The author has considered all aspects of the war—political, military, diplomatic, and civilian. In addition, Gilbert's book offers a global perspective on the war. Includes maps, bibliographies, and black-and-white photographs. \$29.95

Korean War

Reprints available from R. J. Speights: *U.S. Marine Operations in Korea*, Volumes I-

V. \$22.50 each. (Available from R. J. Speights, P.O. Box 140773, Austin, Texas 78714-0733. Postage \$2.50 first book, \$.75 each additional book.)

Vietnam

The Limits of Air Power: The American Bombing of North Vietnam. Mark Clodfelter. The Free Press, 297 pp., 1989. The author evaluates three air campaigns against the North—Rolling Thunder (2 March 1965-31 October 1968), Linebacker I (10 May 1972-23 October 1972), and Linebacker II (18-29 December 1972)—in terms of how they supported several American war aims. He also places the air war in its historical setting by analyzing U.S. air campaigns in World War II and Korea. \$22.95.

One Day in a Long War: May 10, 1972. Air War, North Vietnam. Jeffrey Ethell and Alfred Price. Random House, 217 pp., 1989. Recreates 10 May 1972, the launch day of Linebacker which marked the resumption of U.S. bombing raids on North Vietnam. In writing this, the author used first-hand accounts, cockpit voice recordings, and official documents. Black-and-white photographs. \$18.85.

The Bridge at Dong Ha. John Grider

Miller, Naval Institute Press, 200 pp., 1989. The story of "Ripley at the Bridge," that day in April 1972 when Marine Maj John Ripley braved intense enemy fire to destroy a strategic bridge and halt a major North Vietnamese invasion into the south. \$16.95.

Lebanon

From Beirut to Jerusalem. Thomas L. Friedman. Farrar, Straus, Giroux, 525 pp., 1989. Mr. Friedman, a Middle East correspondent for UPI, 1979-1981, and the *New York Times*, 1982-1989, has drawn on his knowledge of the area gained from his 10 years of living there and his years of extensive study to write of the Middle East today, of Palestinian-Israeli relations, and of the hopes and possibilities for the future. \$22.95

Today's Marines in Photographs

Two new books about the Marine Corps with text and photographs:

The Marines. John de St. Jorre, with photographs by Anthony Edgeworth. Doubleday, 256 pp., 1989. \$40.00

Warriors: The United States Marines. Agostino von Hassell with Keith Crosley. Howell Press, 199 pp., 1988. \$37.00.

Three Authors of Books on the Marine Corps Recalled

by Benis M. Frank
Head, Oral History Section

Col Kenneth J. Clifford

Col Kenneth J. Clifford, USMCR (Ret), 65, died in Bradenton, Florida, on 5 November 1989 after a long bout with cancer. He was buried with full military honors in St. Charles Cemetery, Long Island, New York, on 9 November. Col Clifford was born in Brooklyn in 1924, and graduated from St. Bonaventure University. He was a special agent of the FBI for seven years and a professor of social and political history at St. John's University for 15 years.

Long a member of the Marine Corps Reserve, Col Clifford served on active duty as an infantry platoon leader with the 2d Battalion, 1st Marines in the Korean War and was awarded the Silver Star Medal for his heroic actions. He took leave from St. John's in the mid-1960s to return to active duty and serve two years in the Historical Division to research and write *Progress and Purpose: A Developmental History of the U.S. Marine Corps, 1900-1970*, as well as write and edit several monographs. Col Clifford also served a year in Vietnam as assistant to the assistant chief of staff, G-1, III Marine Amphibious Force.

After his release from active duty, he obtained his Ph.D. in American studies from the University of London, and published a book, *Amphibious Warfare Development in Britain and America from 1920-1940*, which was derived from his dissertation. Dr. Clifford was a civilian historian for the Army Signal Corps at Fort Monmouth, New Jersey, from 1981 to 1983, when he retired.

Col Robert H. Rankin

Col Robert H. Rankin, USMCR (Ret), a widely published military historian, died on 26 March at the age of 80 from complications following exploratory surgery. A native of Ohio, he attended both Marshall University in West Virginia and Eastern Kentucky State University, from which he was graduated in 1935. He was commissioned an Army second lieutenant in 1937 and was assigned to the Civilian Conser-

vation Corps. In 1942, he resigned his Army commission to be commissioned in the Marine Corps. He spent most of World War II as a recruiting officer in the mid-west. From 1948 until 1966, when he retired, Col Rankin was assigned to the Selective Service System in Washington, where he served as a planning officer. He was an authority on military uniforms and weapons, and the author of *Uniforms of the Sea Services, Helmets and other Head-dress of the Imperial German Army, The Story of Army Uniforms, Guide to Army Insignia, Guide to Navy and Marine Corps Insignia*, as well as many articles for military and weapons journals. He was a Fellow of the Company of Military Historians. Col Rankin was buried in Arlington Cemetery on 2 April with full military honors.

William Keyes Beech

William Keyes Beech, a Marine Corps combat correspondent in World War II and a foreign correspondent covering major wars during the rest of his newspaper career, died of emphysema at the age of 76 in Washington, D.C., on 15 February.

As he recalled in his interview for the Marine Corps Oral History Program, "Shortly after Pearl Harbor, I was overcome with patriotism." He traveled to Cleveland to enlist in the Marine Corps, there being no recruiting station in Akron, where he worked. At the recruiting station, "a couple of smart-ass recruiting sergeants took one look at this ancient, shambling frame of mine and practically threw me out of the office. 'Your teeth aren't any good. You'd be completely over age.' They just looked at me and said to 'buzz off,' in effect." A short time after this, he heard of the Marine Corps Combat Correspondent Program, applied for it, was accepted, and went to Parris Island in 1943.

As a combat correspondent, Beech landed on Tarawa with the 10th Marines and on Iwo Jima with the 28th Marines. At Iwo, he climbed Mt. Suribachi with the second flag-raising crew. Towards the end

of the Iwo operation, he and several other combat correspondents were brought back to Washington to write *The U.S. Marines on Iwo Jima*. Immediately after he wrote his portion, Beech was detailed to shepherd Rene Gagnon, John Bradley, and Ira Hayes, the three survivors of the second Iwo Jima flag raising, around the country for appearances at war bond rallies.

He returned to civilian life and his profession as a reporter upon his release from active duty, working briefly for the *Honolulu Star Bulletin*, and then moving to the Far East in 1947, covering all countries between India and Japan for the *Chicago Daily News*. Thus he was in place to go immediately to Korea when the war broke out there in 1950. For his reporting from Korea he was awarded the Pulitzer Prize in 1951. Similarly, he was in place to cover the Vietnam War from the beginning to the very end. In a letter he wrote to Robert Sherrod from Hongkong in May 1975 he described his escape from Saigon: "I'm sitting here on the 19th floor of the Hilton Hotel thinking that eight days ago I was climbing the embassy wall in Saigon to get a helicopter that took me out to the *Hancock* to Subic, and Manila, from which I flew here. If it hadn't been for a long-armed Marine sergeant, I would never have made it over that wall. God bless the Marines!"

His last post was in Bangkok, where he served as bureau chief for the *Los Angeles Times*. He retired in the Washington area in 1981. In 1984, Beech was a member of the Sidle Commission, established by the Secretary of Defense following the Grenada operation, when civilian journalists were not allowed to accompany the assault forces. The purpose of the commission was to examine military-media relations.

A memorial service for Keyes Beech held in the Westmoreland Congregational United Church of Christ in Bethesda, Maryland, on 26 February was attended by his many friends and former colleagues.

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The U.S. Marine Corps and the Vietnam War

*by Robert V. Aquilina
Assistant Head, Reference Section*

PART III of *Fortitudine's* continuing chronological series on Marine Corps participation in the Vietnam War focuses on 1967 and the increasing participation of Marine Corps units in large-scale combat operations against the North Vietnamese Army (NVA). Readers desiring a more detailed treatment of the events covered in this selected chronology are encouraged to consult the monograph, published by the History and Museums Division, *U.S. Marines in Vietnam: Fighting the North Vietnamese, 1967*.

1 Jan—III Marine Amphibious Force (III MAF) strength totaled 70,378: 67,729 Marines and 2,649 sailors.

5 Jan—BGen Louis Metzger relieved BGen Michael P. Ryan as Commanding General of the 9th Marine Amphibious Brigade (9th MAB).

6 Jan—Operation Deckhouse V, the first major use of U.S. combat forces in the Mekong Delta, began with helicopter and waterborne landings about 62 miles south of Saigon by the Seventh Fleet's Special Landing Force (1st Battalion, 9th Marines, reinforced, and Marine Medium Helicopter Squadron 362) and Vietnamese Marines. Results of the operation were disappointing, as enemy intelligence had learned of the operation in advance and enemy forces departed before the Marines landed.

26 Jan—Operation DeSoto, a search and destroy mission, began about 25 miles southeast of Quang Ngai City, and involved the 3d Battalion, 5th Marines, and the 3d Battalion, 7th Marines, with the 7th Marines regimental headquarters in charge. The operation lasted 73 days.

1 Feb—The 3d Marine Division began Operation Prairie II, a continuation of the multi-battalion Operation Prairie.

Coming under fire as helicopters try to evacuate Marines injured by mines, men of Company A, 1st Battalion, 9th Marines take cover during Operation Chinook II on 21 February 1967.



A North Vietnamese Army soldier walks through the sweep line to surrender to Marines of Company A, 1st Battalion, 9th Marines in Operation Prairie II south of the DMZ on 3 March 1967.

12-22 Feb—The 1st Marines began Operation Stone in Quang Nam Province. Although initial enemy contact was light, the second phase of the operation resulted in the Marines destroying a vast network of Viet Cong caves, tunnels, and bunkers.

21 Feb—Dr. Bernard Fall, noted historian of the French combat experience in Indochina, was killed in the explosion of an enemy mine. At the time of his death, Dr. Fall was accompanying the 1st Battalion, 9th Marines on Operation Chinook II.

18 Mar—The first woman Marine to report to Vietnam for duty, MSgt Barbara J. Dulinsky, arrived in Saigon for assignment to the MACV combat operations center.

18 Mar—The 3d Marine Division ended Operation Prairie II, after 46 days, and almost 700 enemy killed. Operation Prairie III began immediately and would last until 20 April.

20 Mar—MajGen Bruno A. Hochmuth relieved MajGen Wood B. Kyle as the commanding general of the 3d Marine Division.

A rest break is called for a watchful patrol of the 2d Battalion, 5th Marines, 1st Marine Division enroute to its mountaintop outpost in the area of Nong Son, South Vietnam, in July 1967.





A CH-53 helicopter resupplies members of the 1st Battalion, 7th Marines, 1st Marine Division during Operation Pecos 30 miles

south of Da Nang in July 1967. Brush-clearing work has just been completed for a supply and medical evacuation landing zone.

24 Apr—The First Battle of Khe Sanh began when a patrol from the 1st Battalion, 9th Marines made contact with an enemy force five miles northwest of Khe Sanh. Units of the 3d Marine Division subsequently engaged enemy forces in bitter fighting for control of Hills 881S, 881N, and 861. This first battle for Khe Sanh continued until 12 May. The 26th Marines then relieved the 3d Marines at Khe Sanh (13 May).

13 May—The 26th Marines began Operation Crockett in the Khe Sanh area. The operation terminated 16 July, with slightly more than 200 enemy reported killed.

18 May—Units of the 3d Marine Division, in conjunction with a landing by Special Landing Force Alpha (1st Battalion, 3d Marines) and coordinated with the 1st ARVN Division, initiated Operation Hickory in the southern portion of the Demilitarized Zone.

26 May—The 5th Marines began Operation Union II, which continued until 5 June.

31 May—LtGen Robert E. Cushman, Jr., succeeded LtGen Lewis W. Walt as Commanding General, III Marine Amphibious Force.

14-22 Jun—The 7th Marines conducted Operation Arizona, which relocated 1,650 refugees to camps at Duc Duc, about 15 miles south of Da Nang.

2-14 Jul—In Operation Buffalo, bitter fighting resulted in the deaths of 1,300 enemy troops, as Marine aviation and Marine and U.S. Army artillery supported 3d Marine Division forces.

15 Jul—An early morning enemy rocket attack heavily damaged aircraft at the southern end of the Da Nang Air Base.

7-11 Aug—The 1st Battalion, 3d Marines, of Special Landing Force Alpha, conducted Operation Beacon Gate southeast of Hoi An along the coastal boundary of Quang Nam and Quang Tin Provinces.

10-28 Aug—Special Landing Force Alpha shifted to the operational control of Task Force X-Ray of the 1st Marine Division for the start of Operation Cochise (11 Aug) in Quang Tin Province.

BLT 1/3 conducted search-and-destroy operations in conjunction with the 5th Marines during the 18-day operation.

4 Sep—Navy Chaplain Vincent R. Capodanno was killed in action while serving with the 3d Battalion, 5th Marines. He was posthumously awarded a Medal of Honor for sacrificing his life in order to shield a wounded Marine.

4-15 Sep—In Operation Swift, Task-Force X-Ray pitted elements of the 5th Marines against North Vietnamese forces northwest of Tam Ky. ARVN forces and elements of Task Force Oregon fought simultaneous operations in conjunction with Operation Swift.

7 Sep—The U.S. Secretary of Defense, Robert S. McNamara, announced a decision to construct a barrier along the northern portion of South Vietnam, to be filled with barbed wire heavily seeded with sensors and mines.

11-20 Oct—The 1st Marines conducted Operation Medina near Quang Tri, in a III MAF drive to clear enemy base areas in the thick Hai Lang forest.

31 Oct—Operations Ardmore, Fremont, and Kingfisher, which began in mid-July, ended in northern I Corps.

6-17 Nov—The 5th Marines conducted Operation Essex south of An Hoa in Quang Nam Province.

14 Nov—MajGen Bruno A. Hochmuth was killed in a helicopter crash near Hue. BGen Louis Metzger assumed command of the 3d Marine Division pending the arrival of MajGen Rathvon McC. Tompkins.

13-30 Nov—The 7th Marines conducted Operation Foster northwest of An Hoa, while the Special Landing Force (Battalion Landing Team 2/3) carried out a supporting action, Operation Badger Hunt. Over 100 enemy were killed in the combined operations.

31 Dec—As of this date, the strength of III MAF stood at 81,115: 77,679 U.S. Marines and 3,436 U.S. Navy. □1775□

Pilot, East Asia Scholar Heads Historical Training Unit

*by Capt Meredith P. Hartley, USMCR
Administrative Officer, MTU DC-7*

COL CHARLES J. QUILTER II, USMCR, a pilot who has flown more than 13,000 hours in 70 different aircraft models will be the next commanding officer of Mobilization Training Unit (Historical) DC-7. Col Quilter enlisted in the Marine Corps in 1960, at age 17. He graduated from the University of California at Berkeley with a degree in East Asian history in June 1964. He also attended a Japanese university in Tokyo during the 1962-1963 academic year.

After graduating from college, he was commissioned and went on to flight training at Pensacola. He was designated a Naval Aviator in November 1965 and was then assigned briefly to Marine Aircraft Group 24 as the air combat intelligence officer. Next he was assigned to Marine Fighter Attack Squadron 531 and deployed with it, in July 1966, to Roosevelt Roads, Puerto Rico, at the end of the Dominican Republic crisis.

In December 1966, 1stLt Quilter was transferred to Marine Fighter Attack Squadron 323 in Chu Lai, Vietnam. During this tour of duty he flew 252 combat missions over Laos and North and South Vietnam, earning 17 Air Medals and the Combat Action Ribbon among other awards. Upon his return to the U.S., Capt Quilter was assigned to Marine Aircraft Group 33 in February

1968. In July 1968 he was reassigned to Marine Fighter Attack Squadron 531, then reorganizing at Marine Corps Air Station, El Toro.

Released from active duty in December, 1969, Capt Quilter accepted a one-year appointment as director of the U.S. Department of Commerce exhibit at the 1970 World's Fair in Osaka, Japan. After returning to the States, he underwent civil flight training, receiving the FAA's senior pilot's license in April 1971. In November 1971, he transferred from the Individual Ready Reserve to Marine Observation Squadron 8, a Selected Marine Corps Reserve unit. When the squadron was decommissioned in September 1975, he was transferred back to the Individual Ready Reserve.

Col Charles J. Quilter II, USMCR



In civilian life, he became a pilot for Western Airlines (now part of Delta Airlines) in May 1972 and has since flown more than 8,000 hours for it. In December 1973, in addition to his position with Western Airlines, he joined the Aircraft Ferrying Division of Skyways, Inc., which specializes in overwater delivery of tactical and other aircraft. He is now their chief pilot.

As a Reservist, Maj Quilter joined Mobilization Training Unit 47 at Marine Corps Air Station, El Toro, in 1979. In the 1980s he completed Reserve Counterpart Training with Marine Fighter Attack Squadron 314 and the 3d Marine Aircraft Wing. Additionally, he was reassigned to the Selected Marine Corps Reserve and joined Marine Aircraft Group 46 in 1981. In March 1984, LtCol Quilter assumed command of Marine Fighter Attack Squadron 134.

COL QUILTER WAS promoted to his present rank and transferred back to the Individual Ready Reserve in 1986. He joined Mobilization Training Unit (Historical) DC-7 in January of that same year. His projects as a member of the unit include a monograph, "By Night and All Weathers," about the first decade of USMC aerial night fighting, and "A History of VMFA-531," the Corps' pioneer night fighter squadron.

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