

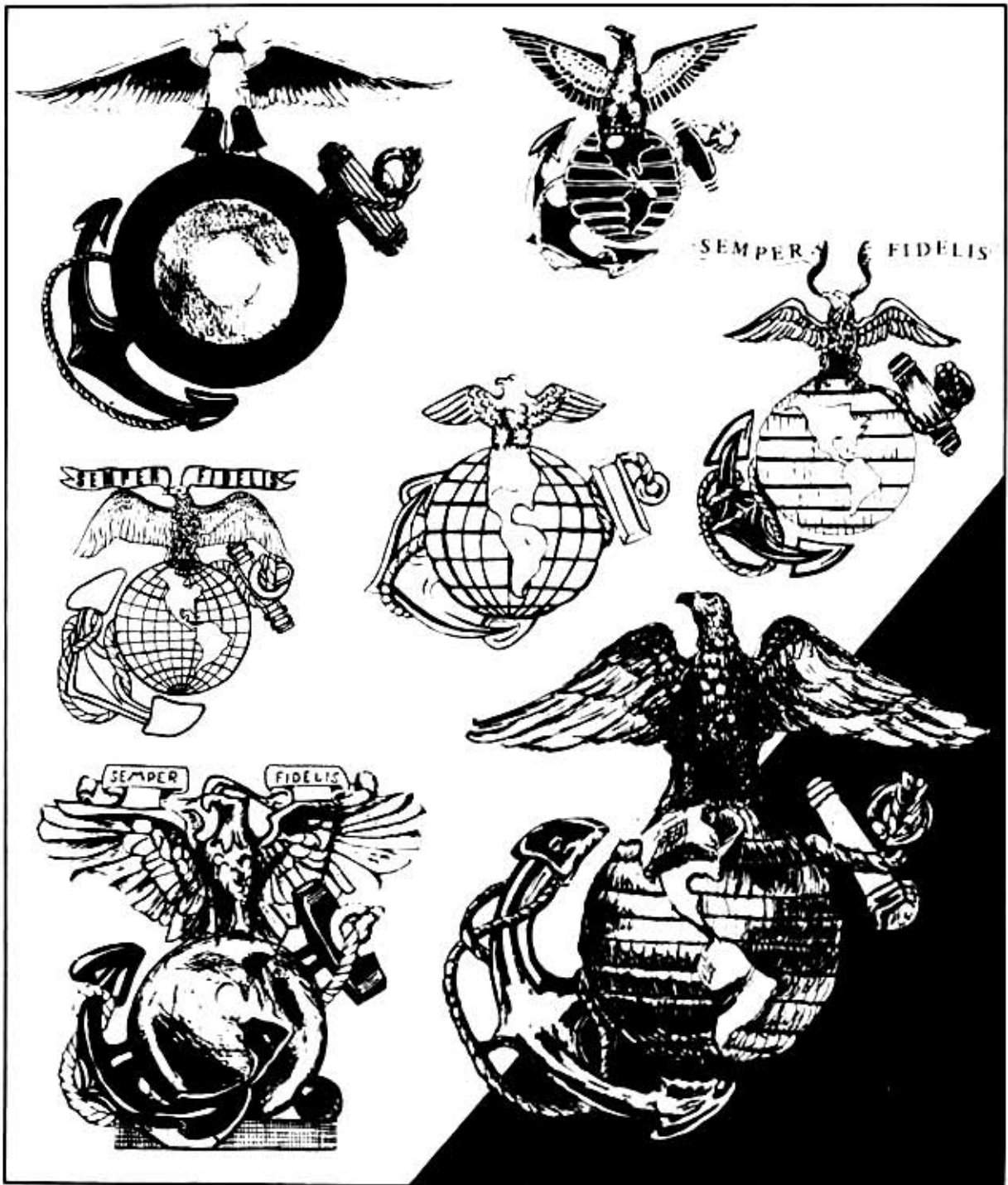
# FORTITUDINE

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VOLUME VII

FALL 1978

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# FORTITUDINE

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

Volume VIII

FALL 1978

No. 2

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The cover was done during the past summer by one of the Center's college interns, Miss Cheryl A. Stewart of Carlow College, Pittsburgh. It displays variations of the Marine Corps emblem used during the past 100 years. They are:

1. WW I insignia of the Day Wing of the Northern Bombing Group.
2. Helmet device worn from 1892-1904.
3. Standard Marine Corps emblem approved 16 March 1936.
4. Present Marine Corps emblem approved 22 June 1954.
5. A stylized Marine Corps emblem designed by artist Joseph C. Leyendecker, c. 1914.
6. Standard Marine Corps emblem approved 28 May 1925.
7. Cover ornament worn from 1876-1892.

*Fortitudine* is produced in the Publications Production Section of the History and Museums Division. The text for *Fortitudine* is set in 10 point and 8 point Garamond typeface. Headlines are in 18 point, 24 point, or 30 point Garamond. The newsletter is printed on 100-pound, offset bond paper. Printing, by offset lithography, is by the Defense Printing Service.

# The Director's Page

As long-remembered readers of *Fortitudine* will perhaps recall, each year we prepare a "Marine Corps Historical Program Progress Report" that goes forward to the Commandant. The report is tuned to the fiscal year, which now begins 1 October, and has several purposes. One of them is to report to the Commandant on accomplishments of the past year and to project, for his approval, goals for the new year as well as mid-range and long-range objectives. However, as with any planning instrument, one of the greatest values of the report is that its preparation forces us to re-think our objectives.

In the Fall 1977 *Fortitudine* I laid out a rather optimistic set of goals for FY-78. We didn't accomplish everything that we set out to do; there were short-falls. Even so, the list of major accomplishments is fairly impressive:

## *Opening of the Marine Corps Aviation Museum at Quantico*

The opening of the first segment of the Marine Corps Aviation Museum, covering the World War II years, has been copiously reported in the pages of *Fortitudine* and elsewhere. The museum opened on 14 May and closed for the season on 28 November. In that six-month period it was visited by 30,726 persons.

Next spring we expect to re-open, not only with the World War II hangar but also with an "Early Years of Marine Aviation" hangar which will cover the years before World War II. Planning also continues for the longer-range objective of a Marine Air-Ground or Combined Arms Museum at Quantico.

## *Publication of the following historical works*

Our publications program continued to be plagued by editorial and production problems; nevertheless, three major works were published and distributed:

*Marine Corps Aviation: The Early Years, 1912-1940*, written by LtCol Edward C. Johnson, USMC and edited by Dr. Graham A. Cosmas.

*Marines and Helicopters, 1946-1962*, written by LtCol Eugene W. Rawlins, USMC, and edited by Maj William J. Sambito, USMC.

*U.S. Marines in Vietnam: The Advisory & Combat Assistance Era, 1954-1964*, written by Capt Robert H. Whitlow, USMCR.

Manuscript preparation of the following titles has been completed and they are in process of being printed:

*Marines and Helicopters, 1962-1973.*

*Quantico: Crossroads of the Marine Corps.*

*U.S. Marines in Vietnam: The Landing and the Build-Up, 1965.*

*A History of HMM-161.*

*A History of VMFA-312.*

In addition to the above, we also expect to publish the following in this fiscal year:

*U.S. Marines in Vietnam: An Expanding War, 1966.*

*The U.S. Marines in the Mexican War, 1846-1848.*

A revised and updated edition of *A Concise History of the United States Marine Corps.*

Regimental histories for the 6th Marines, 7th Marines, 10th Marines, and 25th Marines.

Squadron histories for VMA-223, VMFA-232, and VMA-311.

Revised and up-dated catalogs for the Oral History and Personal Papers collections.

## *Completion of paintings on Marines in the conquest of California*

A high point of the coming year will undoubtedly be the completion by Maj Charles Waterhouse of his new series of paintings on Marines in the conquest of California, done in the same manner as his much-acclaimed series on Marines in the Revolution. The California series is expected to be as widely-shown and as widely-used (in a diverse number of media) as the American Revolution series. As for his next project, Maj Waterhouse is already at work on a series on Marines in the War of 1812 which will probably be broadened out to include the Quasi-War with France and the War with the Barbary Pirates.

## *Marine Corps Historical Foundation*

Friends of Marine Corps history have nearly completed preparations for the incorporation of the

Marine Corps Historical Foundation. Incorporation should be accomplished early in the new year. The Foundation, which will be a non-profit organization external to the official Marine Corps, will offer expanded opportunities for non-government support of the Marine Corps Historical Program.

#### *Exhibits Catalog*

Also in preparation is an exhibits catalog which will provide a shopping list, so to speak, of art and artifact exhibits that we have that can be borrowed for showing both internally for the Marine Corps and

externally for the public. We provide many exhibits of this nature each year; the purpose of the catalog will be to classify the exhibits and show the potential exhibitor what is readily available.

#### *Copies available*

As we have done in previous years, we will send a copy of the complete "Marine Corps Historical Program Progress Report, 1978" to anyone desiring to take a closer look at what we have done and what we propose to do.

BGen Edwin H. Simmons, USMC (Ret) has returned, in a Civil Service capacity, as the Director of the History and Museums Division. As previously reported (*Fortitudine*, Summer 1978), the Director's billet had been civilianized as a result of a reduction of the Marine Corps' uniformed strength, and the position was advertised in accordance with established Civil Service regulations. The several applicants first were screened by the Civil Service Commission and then evaluated by a

HQMC panel. BGen Simmons was selected and returned to the Directorship on 23 October 1978.

Acting Director during Gen Simmons' absence, was Col F. B. Nihart, USMC (Ret), the Deputy Director for Museums. His billet also had been scheduled for civilianization and he returned to the retired list on 31 October 1978. The next issue of *Fortitudine* should be able to introduce his successor.

## The Readers Always Write

Dear Sir:

The article entitled "Father of the Corps?" (*Fortitudine*, Summer 1978) has been called to our attention.

In Volume 3 of the *Papers of John Adams* (forthcoming, spring 1979), we are printing Adams' draft of the proposal for sending Marines to Nova Scotia. Col John E. Greenwood's testimony before a congressional subcommittee, as summarized, questions whether Adams wrote this draft. "It may," he is reported as saying, "have been merely a copy filed with his papers." The draft is in Adams' hand and is characteristic in spelling, capitalization, and punctuation. Over the past three years our study of Adams' work in the Continental Congress has failed to turn up a draft that he merely copied from some other committee member—with one exception. He did make a copy of Jefferson's draft of the Declaration of Independence, for understandable reasons. We agree that the first-named in a list of

committee members functioned as chairman, but drafting of reports was not necessarily his responsibility. We know of instances when Adams was chairman and others produced the draft of the committee's report and of instances when Adams unmistakably made a draft for a committee of which he was not chairman.

In the fall of 1775, Adams was a member of the Naval Committee, the predecessor of the Marine Committee, and as such, he compiled the first rules of the Continental Navy, which he borrowed and adapted from British regulations. So far as his assertion goes that he was unfamiliar with the sea and naval affairs, all that can be said is that Adams was always one to protest that he knew very little about a subject and then plunge right in to produce a needed recommendation or report. He knew nothing about treaties, but he wrote the Plan of Treaties in 1776 out of several source books. He was diffident about putting down his ideas about government for the

several states, but on request he did so in a private letter, only to see it printed as *Thoughts on Government*, which became widely influential. He called it a "poor scrap." His was an assumed modesty; in later life he could be very defensive about his contribution, particularly to the establishment of the American navy.

I do not believe, however, that with the passage of the resolution of 10 November, anyone sensed a new unit was being created—the Marine Corps. War vessels commonly carried a complement of marines to do the fighting when ships grappled or landed. This was standard practice in the navies of the world. The father of the United States Marine Corps was undoubtedly English practice. Imitation, not procreation, was at work.

Sincerely,  
Robert J. Taylor  
Editor in Chief  
*The Adams Papers*  
Massachusetts Historical Society



Dear Editor:

The readers do write. As Col Walton said, [*Spring 1978 Fortitudine*] errors tend to get set in concrete and should be corrected when possible. So should misconceptions. My comments concern the article in the Spring 1978 issue "The Old and the Bold" as it relates to the magnificent F4U-1 Corsair.

My memory tells me that the first Navy F4U-1 squadron was deployed aboard a carrier in late 1942 and was soon withdrawn from carrier duty because of three problems:

- poor visibility in final approach altitude.
- bad bounce behavior due to high energy feed-back in the landing gear shock struts.
- tendency for the left wing to drop at or near the stall.

These characteristics earned the Corsair a reputation of being a bad actor, especially in the hands of inexperienced pilots. In spite of these traits, Marine squadrons were happy to acquire the bird for shore-based operations because of its superior capabilities.

While all of this was going on, I was serving in the Bureau of Aeronautics, Navy Department, and I was on the fringe of discussions about solutions to the F4U-1 problems. Three fixes were developed that transformed the aircraft from a bad actor into a pussycat:

—visibility was improved by raising the pilot's seat and redesigning the cockpit canopy. The tailwheel strut was also lengthened to improve on-the-ground visibility.

—landing gear shock struts were redesigned to improve the metering of oil flow and thus reduce the energy feed-back on landing impact.

—a spoiler was added to the leading edge of the right wing, outboard of the gun ports, to equalize the stall characteristics of both wings.

These changes, in my opinion and based on my experiences with the aircraft, paved the way for highly successful carrier operations. They also enhanced the already successful shore based operations.

The Corsair was to me truly a magnificent flying machine. To paraphrase a remark made elsewhere in your publication—"Just one *more* flight, that's all I want." But time has continued its inexorable march.

Sincerely  
Milo G. Haines  
Colonel, U.S. Marine Corps (Ret.)



Dear Fortitudine:

Recently, while sorting thru the military papers of my late father-in-law, Colonel Charley Dunbeck, I came across the enclosed [photostat] which offers an interesting sidelight on the Marines' last battle of World War I.

Colonel Dunbeck joined the Marine Corps in 1903 and after a typical career of the enlisted man of that era (sea duty on board the battleship *Kansas* with the "Great White Fleet" in 1906; duty throughout the Caribbean, including Panama under Butler and Lejeune; Nicaragua 1912; Vera Cruz 1914) was commissioned in 1917. Quickly rising to the rank of captain, he took the 43d Company, 2d Battalion, 5th Marines to France in 1917. In the fall of 1918, by virtue of being the senior officer surviving, he took command of the battalion and led them in the final battles on the Western Front. He continued in command of the battalion throughout the Army of Occupation in Germany and brought the outfit back to Quantico in mid-1919. Colonel Dunbeck died, aged 93, on 15 July 1978. He had a long, distinguished, and colorful career. He is mentioned in many Marine Corps books in my library, including Metcalf's *History of the United States Marine Corps*; Moskin's *The U. S. Marine Corps Story*; Asprey's *At Belleau Wood*; Jane Blakeney's *Heroes*.

Sydney Thayer, from a wealthy Philadelphia/Ivy

League background, was one of a splendid group of young college men who volunteered in 1917. He was a first lieutenant on 10 November 1918. Colonel Dunbeck had the highest regard for the leadership traits of this young officer who had so recently left civilian life for the battlefield.

In case you have difficulty reading a Xerox copy of a 30-plus years old photostat, here is the text of the order:

7 February, 1944

Dear Charlie:

*In going through some old papers awhile back, I ran across the original orders that you had handed me on 10 November, 1918 at approximately 5:30 p.m. in the evening, ordering my Company H across the Meuse River on that evening. . . .*

*You may recall that your orders were written on sheets torn out of a German officer's field book, and you will note how clearly you can read the German on the sheets. While I don't understand a word of it, I can still read it.*

*I have the feeling that these orders were probably the last combat orders that were ever written by the Marine Corps in the First World War and, if this is true, the Historical Section might have some interest in them. If they do, I can very easily send you an extra photostatic copy which you can turn over to them, but I want you to keep this for yourself. Needless to say I am anxious to hold on to the original. I confess that the photostatic copy is more legible. . . .*

*With best regards, I am*

*Sincerely yours,  
Sydney Thayer*

Headquarters  
2nd Battalion  
5th U.S. Marines  
10 Nov 1918  
5:30 pm

To C. O. Co "H"

You will march your company across the foot bridge at time to be announced later.

Your mission is to *screen the bridge* while other units pass over.

After all units have passed over, you will send one (1) platoon to Belle Font Farm, seize this place and connect with 6th Marines, who are operating north of Belle Font Farm.

One platoon will remain at bridge as *bridge guard*.

Two (2) platoons will be at the disposal of Battalion Commander.

C. Dunbeck  
Capt USMC  
Commanding

On the back of the copy, in Thayer's handwriting:

Colonel Dunbeck

This mission was accomplished on 11 November 1918. I apologize for having waited for more than 25 years to report the capture of Belle-Font Farm.

With my best regards

Sincerely yours

Sydney Thayer

Major, U.S.M.C.R.

7 February 1944

Colonel Dunbeck once told me this incident of the night river crossing: The Germans shelled the pontoon bridge, of course, and most of the battalion command group was dumped into the river just short of the far bank. One of the officers (name withheld) cried out "Save me, Captain, I can't swim!" Captain Dunbeck collared him as he floundered around, pulled him to his feet, and told him to *wade*, instead, since the water at that point was no more than waist deep. Soaked to the skin, it was several hours until they were in a position to get a fire going to dry out. Fortunately, Marines always seem to be able to laugh about such incidents in retrospect, unpleasant though they may be at the time.

Perhaps as Major Thayer believed, this was the Marine Corps' last combat order issued in the First World War. Certainly it must be among the last. If any of the above is suitable for *Fortitudine*, please feel free to use it.

Respectfully

R.D. Cail, Colonel, USMC (Ret.)

Editor's Note:

Col Charley Dunbeck (he claimed he was named after a horse on his father's stock farm in Lucasville, Ohio; hence Charley vice Charles) was one of the Corps' genuine heroes of World War I. After an eventful enlisted career, during which he rose to the rank of First Sergeant, he was appointed a Marine Gunner on 5 June 1917. In what had to have been a rapid series of promotions even for those breakneck expansion days, he was commissioned a second lieutenant on 14 June 1917, promoted to first lieutenant the following day, and to captain the day after that.

As CO of the 43d Company, 5th Regiment, he sailed on board the USS *Henderson* for France, part of the vanguard of the AEF which reached St Nazaire on 27 June 1917. On 11 June the following year, he led his company into Belleau Wood and was later

cited in AEF general orders for "extra-ordinary heroism and personal example set for men in the attack in the Bois de Belleau." He was also recommended for the Medal of Honor by his regimental CO but the award somehow got downgraded to the Silver Star by higher headquarters. The 33-year-old company commander was shot in both legs the next day but rejoined his unit on 24 July.

During the relatively uneventful months of August and September his company occupied the Marbache Sector near Pont-a-Mousson and took part in the St Mihiel offensive.

When Marshal Foch asked for an American division to help break the formidable German defences in the Champagne, he was given the 2d U.S. Division, commanded by MajGen John A. Lejeune. Key to the offensive was the capture of Blanc Mont Ridge, which Gen Lejeune assured Gen Gouraud of the French Fourth Army his division would take. On the 3d of October the Americans jumped off with the 5th Regiment taking the German strong-point called the Essen Hook. The next day the 5th attacked St Etienne, 3 miles from the Ridge. During the attack Capt Dunbeck was felled by a gun shot wound in his left temple but refused evacuation until his XO could be briefed. Dunbeck then gave the order to continue the attack and was carried to the rear. A durable individual, he returned to his command 7 days later. For his actions on the 4th, Capt Dunbeck was awarded the Distinguished Service Cross, the Navy Cross, and the French Croix de Guerre.

On the 26th of October, as its senior surviving officer, Dunbeck was given command of the 2d Battalion, 5th Regiment. He was to hold this command until the battalion returned to Quantico in 1919. Beginning on 1 November 1918, the Marine Brigade drove toward the Meuse River in the last great offensive of the war. The Allied command was especially keen on establishing a bridgehead across the river before the Armistice went into effect at 1100, 11 November. As the final guns sounded on that fateful day, Capt Charley Dunbeck and his battalion were in place as the left half of the bridgehead.

In the succeeding days the Marines advanced toward the withdrawing German Army through Belgium and Luxemburg. As the Army of Occupation settled down, Dunbeck was appointed military commander of Segendorf and Rodenbach, Germany. After the Brigade's return to the United



*Capt Charley Dunbeck*

States, Dunbeck's health began failing and a medical board diagnosed a heart ailment caused by wartime gassing. He was medically retired on 29 January 1921 and in 1936 was promoted to major on the retired list. On 17 August 1939, 18 years after retirement, he requested re-assignment to active duty and was given command of the Marine Barracks, NAD, Hawthorne, Nevada. Promoted to lieutenant colonel on 1 January 1942, he was ordered to HQMC the next month. In August 1942, he was appointed CO of the Marine Guard Battalion, Navy Department, 23d and Constitution Avenue. The unit was charged with the physical security of all the Department's facilities in the Washington area. One of Col Dunbeck's proudest moments came when he acted as one of Gen Lejeune's pallbearers at Arlington in 1942. He had been specifically chosen by Lejeune, a man he idolized. Promoted to colonel in October 1942, he retained command of his battalion until war's end, returning to the retired list on 18 April 1946.

Four years later, with the outbreak of the Korean War, the 65-year-old Devil Dog again offered his services to the Marine Corps. That war, however, we were to fight without his assistance.

When Col Charley Dunbeck died 15 July 1978, 57 years after being retired with a bad heart, he was one of the oldest Marines on the retired list. With a DSC, a Navy Cross, two Silver Stars, two Purple Hearts, two AEF citations, the Croix de Guerre, the Fourragere, and two citations in Orders of the French Army, he was also one of the Corps' real heroes.

# Wind, Wood, and Wire: The *Really* Old and Bold

The early Marine aviation display, phase two in the development of the Marine Corps Aviation Museum, is well on the way to becoming a reality by May 1979. The display will be housed in another of the vintage metal hangars at old Brown Field 2 near the existing WW II aviation exhibit. It will cover an era which began in 1912 with 1stLt Alfred A. Cunningham, the Corps' first aviator, and ended on the eve of WW II. Unlike the WW II exhibit, there will be no outside aircraft display. The wire, wood, and fabric construction and the exposed engine/open cockpit design of early aircraft are not compatible with Quantico's weather.

Inside the hangar, Aviation Museum Director Col



*Mr. Frank L. Howard, master carpenter, works on the false walls just to the right of the hangar's visitor entrance. The framed openings will eventually contain Cunningham memorabilia.*



*A 1911 Curtiss "E" Model pusher is seen over what will soon become the floor of the WW I DH-4 exhibit. The circular ramp which will facilitate viewing can be seen behind the Curtiss.*

Thomas M. D'Andrea and his staff will present a display designed to interest and educate a wide variety of visitors. Children will be fascinated by colorful dioramas and lifelike mannequins, like the one peering over a Thomas-Morse's twin Browning machineguns. Model makers will be intrigued by the painstakingly detailed aircraft models, some of which are the only ones in existence. Even some veteran Marine aviators might be surprised to learn that Marine pilots flying out of Quantico bombed the German battleship *Ostfriesland* before BGen Billy Mitchell's bombers sunk her off Cape Hatteras; and that the first Marine to earn the DFC did so by looping a seaplane.

The hangar's blocky, spartan interior has been altered by the construction of curving, false walls, ramps, and a central module which will provide storage and additional display area. The Aviation Museum's exhibit specialist, Mrs. Sharon Reinckens, proposed these modifications in order to achieve a blend of maximum display area and "walk around" space.

Upon entering the hangar a visitor will be guided to the right through the "learning to fly" era. After passing a wicker ballooning basket and other lighter-



than-air artifacts, a curved ramp will facilitate a 360-degree examination of the "oldest" airplane in the collection, a 1911 Curtiss "E" Model pusher reproduction sitting on a field of Astroturf. The bright yellow, fabric-covered craft was constructed by Mr. Cole Palen and his master carpenter in Del Ray Beach, Florida in exchange for a mid-wing model Bleriot. Mr. Palen took only 4 months to construct the Curtiss and even grew the necessary bamboo behind his shop. While the reproduction is airworthy and accurate in every detail, it lacks a powerplant. These ancient engines do exist but are, naturally, quite rare and command a very high price. One has been offered in trade to the Museum—for a tank. If any reader knows of a spare Curtiss "O" engine laying about gathering dust, we have an airframe it can call home.

An exhibit featuring a DH-4 fuselage, engine, and wing under a canvas hangar illustrates Marine participation in France as the Day Wing of the Northern Bombing Group. The aircraft was built at Quantico by two members of the Museum staff, Ordnance Curator Mr. Leo S. Champion and MSgt Fritz Gemeinhardt, USMC (Ret). To enhance the



*A partially completed Curtiss flying boat model sits near some of the instruments, drawings, and photographs that go into its creation.*



*MSgt Fritz Gemeinhardt carefully mounts a tiny exhaust manifold on the Curtiss HS-2L flying boat model.*

authenticity of the WW I exhibit, that portion of the Museum's hangar floor will be covered with dirt, a large pile of which had been staged nearby. The next aircraft encountered will be a Thomas-Morse MB-3 the Corps first fighter. Behind it, on a wide section of the central module, a sweeping panorama of a WW I dogfight has already been painted.

At the opposite end of the hangar sits a Boeing O2B-1 bomber, a welded steel tube fuselage version of the DH-4. Built in the 1923-25 time frame, this is one of only 29 O2B-1's built and very likely saw the inside of the hangar as an operational aircraft. Adjacent to the Boeing is the one-of-a-kind Curtiss Gulf Hawk I, an orange and blue modified Curtiss Hawk II export model flown by Marine Reserve Maj Al Williams on world-wide Gulf Oil publicity flights.

The final aircraft that is in position at this time is the nose section of a DC-3. Col D'Andrea plans to construct a walk-over ramp behind the section so visitors can view the cockpit and listen to a recording of pilot-to-tower landing traffic.

Some of the more interesting features in the Museum will be the dioramas and artifacts displayed. Chronologically presented, the dioramas will begin by portraying the Navy's aviation camp at Annapolis where Lt Cunningham first received flight training—in a Wright pusher, one of the Navy's first three aircraft which was purchased in 1911. The 1914 Advance Base maneuver at Culebra, Puerto Rico will be represented. There, 1stLt Bernard L. "Banney" Smith and 2dLt William M. McIlvain flew scout missions for the Marine force, the first instance of a Marine air/ground team in action.

The Marine Flying Field at Miami, Florida will be the subject of an interesting diorama. During WW I, in an attempt to build the 1st Aviation Force to war strength, Capt Roy S. Geiger absorbed the entire Curtiss Flying School at Miami—instructors, air-



*Mr. Alex J. Sekulich (l) and GySgt Gary L. Johnson check a handmade FB-5 cowling panel for fit. The evolution of a flat paper engineering drawing into its final compound-curved aluminum form requires many such checks.*

craft, facilities, and even students. Two other WW I events are scheduled to be portrayed; a Curtiss R-6 seaplane from the Azores-based 1st Aeronautic Company bombing a submerged German U-boat, and Capt Robert S. Lytle's Squadron 9, flying DH-4s and DH-9As, taking off on its 14 October 1918 bomb strike of the German-held rail yards at Thielt, Belgium.

Other dioramas will include the 1921 Marine airfield at Sumay, Guam; 1st Lt Francis T. "Cocky" Evans looping a seaplane at Pensacola in 1917 and at the same time discovering the hitherto unknown way of recovering from a spin; the dogfight in which 2d Lt Ralph Talbot and his observer, Cpl Robert G. Robinson, engaged 12 German fighters on the way back from the Thielt raid; an early carrier landing by Marine aircraft; the bombing of the German battleship *Ostfriesland* by Marine DH-4s; one of the many air races Marine pilots participated in during the 20s and 30s—perhaps the 1930 Thompson Trophy Race in Chicago in which Capt Arthur H. Page lost his life while in the lead with only three laps to go; an air-to-air gunnery scene with one of an echelon of F4B-4s in a position to fire at a towed banner; Lt Christian F. Schilt's daring relief of the Marine garrison at Quilali, Nicaragua in January 1928; and two as-yet undetermined subjects.

Hard at work on the models for these dioramas is MSgt Gemeinhardt. Beginning with original blueprints, he collects many photographs showing the aircraft from a wide variety of angles. Then, with painstaking care, he assembles the models from bass wood ("don't even talk to me about balsa"), plexiglas, thread, and bits of metal. Thin brass wire, carefully annealed to permit shaping, becomes the exhaust manifold for an engine no more than 3/4" long. Once assembled, the models are meticulously air brushed with precisely the correct shade of paint, determined, naturally, from original manufacturer's specifications.

Originally a Marine parachutist in WW II, MSgt Gemeinhardt has spent a lifetime researching the Corps' early aircraft. Col D'Andrea calls him his "historian emeritus." "I don't spend much time researching," says D'Andrea, "I say Fritz, sit down. I've never found him wrong. He does everything, model making, painting, writing. . . ."

In the Museum's spaces at Larson Gym, equally meticulous work is in progress. There, Mr. Joseph Payton, GySgt Gary L. Johnson, and Mr. Alex J. Sekulich have spent 1,000 hours restoring a rare



*Sgt Mark M. Madsen prepares a cutaway Liberty engine for final painting. The Museum will display several vintage U.S. and European aircraft engines.*

Boeing FB-5 fighter which is on permanent loan from the Smithsonian Institution. Here too, original manufacturer's blueprints are used daily. All work, even the removal and return of original parts, must be documented. Smithsonian representatives periodically visit to inspect progress. Wherever possible original parts are used. For example, the FB-5 will be equipped with original gauges collected from the Smithsonian's spare parts bin which will be mounted in a Museum-made instrument panel. A throttle quadrant, a shutter device for the radiator, and an oil cooler door are some of the other smaller parts manufactured from scratch. Replacement aluminum nose cowling pieces, long out of stock, have been handmade and the wings and fuselage re-covered with fabric. The end result will be as authentic as if the plane had just rolled off the Boeing line in 1929, as evidenced by the gauge of the aluminum and the threads per inch of the fabric.

Intimate knowledge of the FB-5's specifications

has evidenced itself in some unusual ways. For example, when the aircraft arrived from the Smithsonian, it came with the necessary one upper wing and two lower wing sections. Sharp-eyed MSgt Gemeinhardt noticed the lower wings were not identical. The rib stitching holding the fabric to the framing was at different intervals. In the days of fabric-covered wings, the faster the speed of the aircraft, the closer together the rib stitching. This was to reduce the chances of fabric being pulled off in flight. One of the wings obviously belonged to an earlier and slower model of the FB; perhaps an FB-3. Luckily the framing is exactly the same as an FB-5's so the wing will be re-covered and rib stitched with the correct FB-5 interval.

Attention to detail and a lot of imagination are going into the early aviation exhibit. A lot of hard work remains to be done. When the exhibit opens in May, however, it will surely complement the already popular WW II display—or maybe even surpass it.

# LtGen Ross E. Rowell: Marine of Many Talents

Several recently acquired artifacts from diverse sources and other unexpected associations with current Museum projects have prompted this article on an early Marine aviator, LtGen Ross E. "Rusty" Rowell.

A veteran of 40-years service, Gen Rowell was born in 1884 in Ruthvan, Iowa, and, after attending college in that state and in Idaho, was appointed a second lieutenant in the Marine Corps on 27 August 1906. After only 20 days at the School of Application, the early Basic School at Annapolis, he was ordered to Cuba to join the Marine expeditionary forces under the command of Col Littleton W. T. Waller. While there he commanded the post at Palmira, Santa Clara Province. Somehow he never got back to finish school at Annapolis. He was

promoted to first lieutenant in mid-1908 and stayed in Cuba until December of that year.

After a brief stopover at Marine Barracks, Portsmouth, New Hampshire, Lt Rowell proceeded to the Philippines on board the old *Prairie* and *Buffalo*. On arrival he joined the 1st Brigade of Marines and served at Cavite for 6 months before joining the USS *California* for a 2-year tour as CO of the Marine Detachment.

In mid-1912 he began the first of two tours in recruiting, serving in Denver, San Francisco, and Los Angeles. After an intervening 2-year tour as post quartermaster with the Marine Detachment, American Legation in Managua, Nicaragua which ended in April 1916, he rejoined the recruiting service as OIC of the Recruiting Publicity Bureau in

*1stLt Ross E. Rowell directs QMSgt Leon Caverly's efforts during the filming of the 5th Regiment's embarkation at Philadelphia in 1917.*



New York. During his 18 months with the bureau, then-1st Lt Rowell was instrumental in gearing up the Corps' big wartime publicity push for recruits. Many of the famous WW I recruiting posters were commissioned under his direction. He was even the model for one of the most popular, a little-known fact brought to light during preparation for the Center's recent "Recruiting Since 1775 . . . The Marines" exhibit. Dressed in the field uniform of the day and standing at raised pistol, he was the subject of James Montgomery Flagg's famous "Flag poster."

As chief of the bureau, Lt Rowell had his fingers in many pies. In the August 1916 issue of *The Recruiters Bulletin* he described the production of a Marine recruiting film entitled "The Peacemakers." This two-reel motion picture was a combination "life in the Marines"/combat film. The first reel portrayed both the routine of a Marine barracks and its unexpected mounting out of an expeditionary force. Reel two was Carl D. Pryer's "U.S. Marines Under Fire in Haiti" shot in 1915. Mr. Pryer, surely the Corps' first combat newsreel photographer, albeit a civilian, had captured actual scenes of the fighting in Haiti; artillery firing, infantry maneuvering, the wounded, and the famous meeting between brigade commander Col Waller and the Caco chiefs at Quartier Morin. Five copies of the recruiting film were made. One was sent to each of the four main recruiting divisions and one was sent to HQMC. None of them are known to exist today, but what a treasure they would be if found.

"The Peacemakers" was not Lt Rowell's first foray into cinema production. As OIC of the San Francisco recruiting district in 1913 he suggested an "Evolution of the Marine" film to HQMC and:

In the innocence of inexperience, I rashly offered to undertake the task of producing such a picture. Beginning with the scenario my troubles and difficulties multiplied rapidly, through the various phases of filmography, until the final day came when the finished product, the result of many trying and discouraging incidents was thrown on the screen. I took one despairing look at the dismal sight and then went home and sent for the doctor. I remained two weeks on the sick list, until the excitement had subsided . . .

It was a great encouragement when I later discovered that my camera man had acquired about all his experience by turning a grindstone on a ranch near Fresno.

When the 5th Regiment sailed from Philadelphia for France in June 1917, then-Capt Rowell was on hand with his Marine photographers to record the event.

In August 1917, as a recently promoted temporary major, he reported to Quantico for duty as a battery commander with the Mobile Artillery Force, the



*A combat-garbed Rowell and James Montgomery Flagg pose with the "Flag" poster. This painting is on permanent display at the Historical Center.*

forerunner of today's 10th Marines. In December he sailed for Guantanamo Bay in command of the 3d Battalion, 3d Provisional Brigade, Marines. Early in 1918 he was detached to the 1st Provisional Brigade in Haiti as adjutant. He returned to Quantico in December and 5 months later sailed for France on board the USS *Agamemnon* in command of the 12th Replacement Battalion. On arrival at Brest, he was transferred to the 15th Separate Battalion. Returning to the United States in December 1919, he served briefly at Quantico as a battalion commander in the 10th Regiment before reporting to HQMC, Quartermaster Department. In December 1921 he was detached from HQMC for duty as Brigade Quartermaster, 1st Provisional Brigade, Marines in Haiti.

While serving there he took full advantage of the proximity of the 4th Air Squadron and learned to fly. In those days an officer could, by off-duty instruction, accumulate enough hours to be designated (as an additional duty) a student naval aviator. In October 1921 the brigade commander, future Commandant John H. Russell, duly recommended such a designation. In Washington the Quartermaster, BGen Charles L. McCawley, reacted violently to the recommendation, saying in part:

...Major Rowell should have his time fully occupied in the legitimate duties of his office if he gives to them all of his attention, and should have no spare hours for duty as a Student Naval Aviator.

Actually this was not a fair assessment of Rowell's situation. He was using his flying ability in the execution of his quartermaster's duty. As the Haitian mountain roads made for slow traveling at best the airplane greatly facilitated his inspection, disbursing, and supervising efforts.

Maj Rowell said as much in February 1922 when he again petitioned the Major General Commandant; this time he was after detail to aviation duty, not just SNA designation. His request was endorsed, forwarded, and, notwithstanding the Quartermaster's continued objections, approved. On 23 July 1923, after 17 years commissioned service, 39-year-old Maj Ross Rowell was designated a naval aviator.

It was obvious that he had embarked on his new career at an unusually advanced age and rank. He instantly had become one of the most senior Marine aviators but had only the experience of the most junior. Schooling was what he needed and that was what he got for the next 12 months. Advanced Flying



*Reverse side of the Distinguished Flying Cross awarded to Rowell for his Ocotal flight.*

School at the Army Air Corps' Kelly Field was followed by duty at Selfridge Field where he qualified as a pursuit pilot. In July 1924 he was transferred to San Diego to take over the first Marine squadron on the west coast, Observation Squadron 1 (VO-1M). He was to keep the squadron for 4 years. Maj Rowell's flying ability and reputation as an aviator rapidly grew. In 1925 he received a letter of commendation from the Secretary of the Navy for having attained the highest bombing score in naval aviation for the gunnery year 1924-25. His squadron became a model of efficiency. Between 1925 and 1934 he received no less than 16 letters of commendation from Secretaries of the Navy, Commandants, American Ministers, and Army generals reflecting his own or his command's outstanding performance.

In early 1927, when the 2d Marine Brigade was sent to Nicaragua to keep the peace, VO-1M sailed from San Diego to Corinto. Upon the arrival of VO-4M from Quantico, the two squadrons were designated Aircraft Squadrons, 2d Brigade with Maj Rowell in command. The majority of VO-1M returned to San Diego in June but he remained in Nicaragua as squadron commander of the newly designated VO-7M.

The notorious guerrilla leader/bandit/patriot, Augusto C. Sandino, provided VO-7M the opportunity to demonstrate its flying skill when, on 16 July 1927, he attacked the Marine outpost at Ocotal defended by Capt Gilbert D. Hatfield. The telegraph line to Managua having been cut, the first report of the attack was delivered by a Marine aviator flying a routine reconnaissance over the town. Maj Rowell, with a flight of five aircraft, scrambled for the north. He and his aviators had been practicing a new form of bomb delivery, dive bombing, and Ocotal was their first opportunity to try it on a hostile force. The results exceeded expectations, the attack was broken off, and Sandino's forces fled the area. The first dive bombing attack in Marine Corps history had been a resounding success. It also earned Rowell the first Distinguished Flying Cross ever awarded to a Marine pilot for an action against an armed enemy. That medal, along with many of the general's other decorations and an extensive photo collection, was donated to the Marine Corps this summer by his niece, Mrs. J. Hughes Chandler of Jackson, Tennessee. The material was delivered to the Museum by Col Joseph R. Little, Jr., USMC (Ret.), himself a Marine aviator and a longtime friend of the general's.

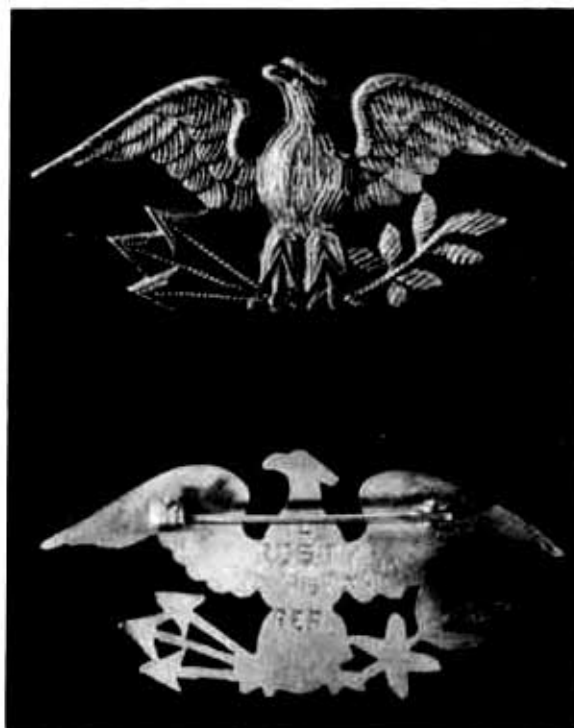
Maj Rowell left Nicaragua on 4 August 1928. For his excellent performance in that country he was awarded the Distinguished Service Medal. In mid-August he reported to the Air Corps Tactical School at Langley Field, Hampton, Virginia, graduating with high honors the following June. Over the next 6 years he commanded Aircraft Squadrons, West Coast Expeditionary Forces and East Coast Expeditionary Forces, (redesignated Aircraft Two and Aircraft One respectively in 1934).

In May 1935 he assumed duties as Director of Marine Aviation at HQMC, relieving LtCol Roy S. Geiger, and was promoted to colonel the next month. During Col Rowell's tenure as director, the Marine aviation community achieved full status at HQMC, moving from representation by a section in the Division of Operations and Training to a separate Division of Aviation responsible directly to the Major General Commandant.

In a remarkable chain of events, the Museum recently acquired a set of Rowell's colonel's insignia undoubtedly presented to him on his promotion. Several years ago, Marine LtCol Robert C. Knowles, while stationed at the Pentagon, struck up a casual friendship with a civilian carpenter who was remodeling the office. One day the carpenter said he had a present for him and produced a set of old-style eagles. He said he had been a warrant officer during WW II and that his boss, who later became a general, gave them to him for good luck. LtCol Knowles recounted the story to Col John E. Greenwood, Deputy Director for History, who quickly made arrangements for their donation. A check of vintage lineal lists showed the eagles could have belonged only to Col Rowell.

In March 1939, Col Rowell was relieved as Director of Aviation and designated as Naval Attache and Naval Attache for Air, American Embassy, Havana, Cuba. In October 1939, while on this duty, he was promoted to brigadier general, the first Marine aviator to achieve flag rank. In April 1940 he was relieved by Maj Hayne D. "Cuckoo" Boyden, the aviator who had flown south to Managua with the news of Sandino's Ocotal attack. Gen Rowell then reported to San Diego where he served a year as the Force Air Officer on the staff of the Commanding General, FMF.

He joined the Office of Naval Intelligence in April 1941, received special aviation briefings, and was assigned to the office of the Naval Attache, American Embassy, London. While on this duty he



*Old-style colonel insignia inscribed "To Rusty From His Flyers—R.E.R."*

served with the Royal Air Force as an observer of the war in North Africa.

Gen Rowell returned to the United States in August 1941 and took command of the 2d Marine Aircraft Wing at San Diego the next month. A year later, with the United States at war with Japan and the Marines invading Guadalcanal, MajGen Rowell took over a newly formed aviation command, Marine Aircraft Wings, Pacific (MAWPac). Under his direction, BGen Geiger's 1st MAW headed for Guadalcanal, destined for fame as the Cactus Air Force.

Under Gen Rowell, MAWPac, with headquarters at Marine Air Station, Ewa, Oahu, grew to include four Marine aircraft wings with attendant service and support units. In early September 1944 he was relieved by MajGen Francis P. Mulcahy and reported to HQMC. A month later he was detached to serve as the head of the U.S. Aviation Mission to Peru. Gen Rowell retired in 1946, the senior Marine in point of length of service. Unfortunately, he and his wife Marguerite had only a short retirement together, the general dying 6 September 1947.

LtGen Ross E. "Rusty" Rowell—seagoing Marine, infantryman, artilleryman, publicist of the Corps, and giant of early Marine aviation.

# Commemorative Naming Program

As regular readers may recall from the Summer 1976 issue of *Fortitudine*, staff responsibility for naming of buildings, streets, and sites—in fact facilities of all kinds—was passed to the History and Museums Division more than 2 years ago. Although this initially appeared to be a simple task, management of the commemorative naming program has produced its share of challenges.

Regulations authorize the Commandant to recognize members of the naval service by naming Marine Corps facilities in their honor. Commands desiring to name facilities are directed to submit nominations via the chain of command to receive CMC approval. Over the years, however, not all commands have been aware of these directives, and some naming has been done without reference to Headquarters, Marine Corps. Not only were records at Headquarters incomplete, but the available information had never been collated to determine when, where, or how many times names had been

used. The staff, therefore, was not in a position to offer much assistance in selecting appropriate names. Because of these difficulties, the names of a few Marines had received repeated use, while others, equally deserving were being overlooked.

To put the program on a sound footing, it was apparent that a survey was needed to identify the names already in use and to update existing records. This effort began last January when letters were sent to all Marine commands having custody of facilities. All major bases, barracks, Reserve centers, and numerous posts and stations, both Navy and Marine, were contacted. Each letter contained a list of the names believed to be in use at the addressee's location. The job for the field was to confirm the accuracy of the list or to correct it. At Headquarters, the job was to build a more complete file of "names in use."

Shortly after the survey was initiated, the program received another energizing boost. The Commandant read some publicity about an overseas facility that had been named for a deceased Marine and asked for a briefing on it and on the overall naming program. Not the least among his questions was "How is it that when I commanded the 3d Marine Division and wanted to name this facility, I was denied permission by the Commandant, but now that I am the Commandant, it gets named without my knowing anything about it.?" Needless to say, all naming actions are now forwarded for the Commandant's personal attention prior to the fact, not after it.

Responses to the survey trickled in over the next several months. In a few cases, commands had lost all record of some earlier commemorative naming actions. Many found names in use that had never been reported to Headquarters. To date, the survey has uncovered 528 separate facilities names in honor of 356 Marines. The Historical Branch, which has cognizance of the program, estimates the survey is now about 95 percent complete.

Several interesting items emerged from the survey effort:

—All deceased former Commandants, less one, have at least one facility named in their honor. The



*The USS Leftwich, christened this year, is named after LtCol William G. Leftwich, Jr., CO, 1st Reconnaissance Battalion, 1st Marine Division, killed in action, Vietnam, November 1970.*

\*When the briefing officer was asked how he responded to this question, he reported, "I guess the gist of my answer was '... well, er, ah, sir.'"



exception, not surprisingly, is Maj Anthony Gale, who was convicted for "being intoxicated in common dram shops and other places of low repute," and cashiered in October 1820.

—The most popular names and the number of places in which they have been used are shown below:

LtGen John A. Lejeune, 9  
 MajGen Roy S. Geiger, 8  
 MajGen Randolph C. Berkeley, 6  
 SgtMaj Daniel Daly, 6  
 1stLt William D. Hawkins, 6  
 BGen Archibald Henderson, 5  
 1stLt George H. Cannon, 5  
 MajGen Merritt A. Edson, 5  
 Maj Kenneth D. Bailey, 5  
 MajGen James C. Breckinridge, 5  
 MajGen Louis M. Little, 5



1stLt Cannon    MajGen Edson    1stLt Hawkins    BGen Henderson    LtGen Lejeune    Maj Bailey    MajGen Geiger

—Of the 291 Marines that have been awarded the Medal of Honor, the names of 120 have been incorporated in the commemorative naming program—many of them used repeatedly at several locations.

—Where an individual served for a long period at a base, or made a notable contribution to it, his name may receive repeated use. MajGen James C. Breckinridge's name, for example, has been given to five separate facilities at Quantico. The same is true for MajGen Louis McCarty Little although in this case, apparently for the sake of variety, his first name has been used once, and his middle and last names each twice. No doubt more than one resident on Louis or McCarty or Little Streets in Chamberlain Village and on McCarty Drive in Midway Park has looked in vain to identify the Marines honored by these names.

Certainly one of the most prestigious naming actions for those in the naval service is the assignment of a name to a ship. Over the years more than 170 ships have been named for Marines. Today, on active duty, there are 21 ships named in honor of Marines. This number, however, includes eight old

ships assigned to the Naval Reserve Force and two new ones that have yet to be commissioned—the USS *Leftwich* (DD-984) christened last May and the USS *O'Bannon* (DD-987) scheduled to be christened by Mrs. Robert H. Barrow, wife of the Assistant Commandant, on 6 January 1979.

What criteria are used in the commemorative naming program? In earlier days the practice was to honor senior officers on active duty and civilians in influential positions. Thus, temporary camps were named for the President, senators, the Commandant, fleet commanders, unit commanders, or other eminent dignitaries. But times change. Today the Department of the Navy policy states that names will be selected to honor deceased members of the naval service. In exceptional cases, where it is uniquely appropriate, living persons can also be honored, but preference goes to names of deceased persons.

Individuals chosen must be highly regarded by naval personnel generally and by the civilian community in the areas concerned.

In actual practice, the Marine Corps has translated this policy into individuals in the following categories: 19 former Commandants; 36 former force, division, or wing commanders; 120 Medal of Honor winners; and 55 other heroes awarded Navy Crosses or Silver Stars. The rest are generally Marines with long and distinguished careers, those involved in famous exploits, or those particularly loved or admired in their units who died on active duty. For the most part, commands have tried to select names of individuals that in some way have been associated with their own history.

To assist commands in identifying the names most appropriate for their use, the Historical Branch is also establishing a file of candidate names. As there is no bar to using a name more than once, the file includes all 356 Marines identified in the recent survey as well as a large number of deserving individuals whose contributions have yet to be recognized in the naming program. Already included in the latter group of candidates are deceased officers

who served in key senior billets, the remainder of the Medal of Honor winners, posthumous Navy Cross winners from Vietnam, deceased aviation aces, and numerous officers and enlisted men singled out for their distinctive achievements and careers. For each individual, information is recorded about his home state, duty station, occupational specialties, and special interests or contributions as these are factors that influence where the name could best be used. In most cases it has been necessary to draw individual service records from St. Louis to obtain this information—a time-consuming process at best.

In recent naming actions, the Commandant has approved requests as follows:

—From MajGen Stephen G. Olmstead, CG of Marine Corps Base, Camp Pendleton, to name a baseball field in the 14 Area in honor of BGen Francis I. Fenton (*Fortitudine*, Summer 1978).

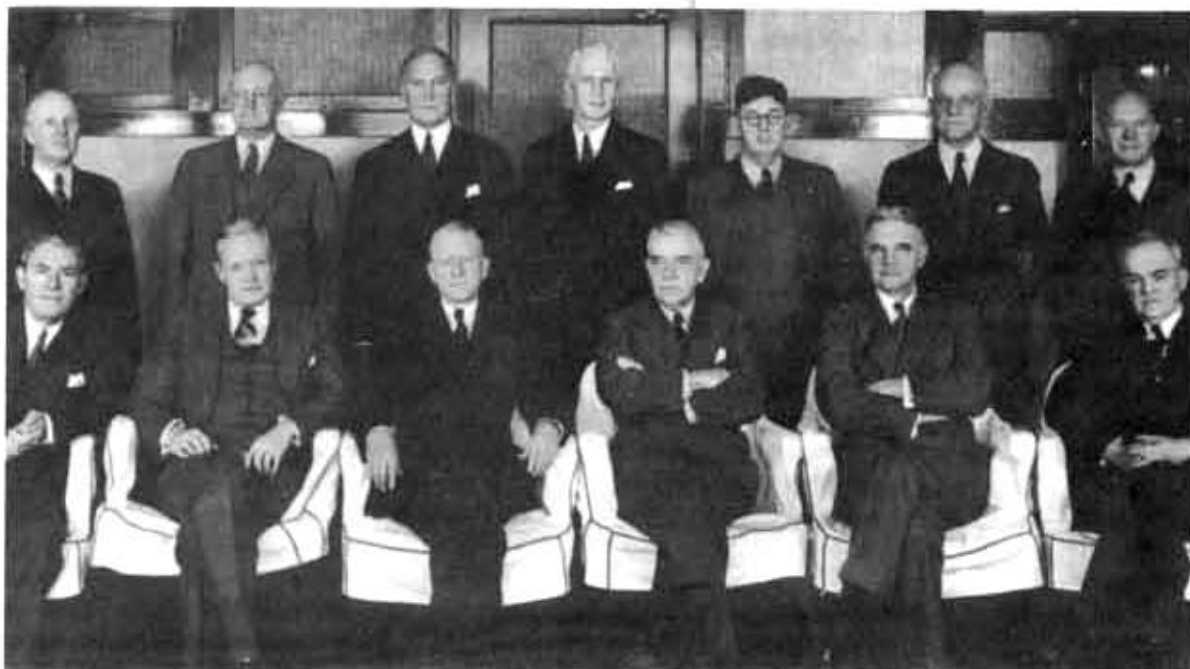
—From LtCol Joseph F. Nardo, CO of the Marine Barracks at Cecil Field, Florida, to name a new library facility in honor of PltSgt Ernest I. Thomas, Jr., a Navy Cross-winner who participated in the first flag raising on Mount Suribachi and was killed in a later phase of the battle on Iwo Jima.

—From Col John I. Hudson, CO of the Marine Corps Air Station at Yuma, Arizona, to name 41

streets or roadways (all previously numbered) in honor of distinguished Marines. The Yuma list includes 15 Medal of Honor winners, 5 aviators who were awarded the Navy Cross posthumously for actions in Vietnam, 15 aviators who were aces during World War II, 3 squadron commanders who were killed during WW II, as well as 2 general officers and a sergeant major who were closely associated with the station.

None of these naming actions have been completed as this issue goes to press. Commands are either attempting to contact descendants or next to kin or are still planning the dedication ceremonies. These actions should be completed within the next few weeks.

Considerable progress has been made in the commemorative naming program over the past 2 years. What was essentially uncoordinated, diverse activity has been drawn together into a comprehensive, Marine Corps-wide program. Information on past naming actions has been collected; policies have been clarified; and the data needed to support future decisions in the program is being made more accessible. Much remains to be done, but we are now on sounder footing and a good deal more comfortable with the program.



*General officers conference, HQMC, 1936. Left to right, standing: Bradman, McDougal, Porter, Buttrick, Berkeley, Williams, Holcomb. Seated: Richards, Little, Breckinridge, Russell, Lyman, Matthews. Together they wore 17 stars; their names have been commemorated 29 times.*



*Then-Capt Lewis B. Puller and MG William A. Lee are flanked by two members of Nicaragua's Guardia Nacional, 1932.*

## Oral History Report

In 1961, Col John H. Magruder III, Director of the Marine Corps Museum in Quantico, and Col Roger Willock brought together LtGen Lewis B. Puller and Col William A. Lee to record on tape their experiences in the Banana Wars and, more directly, small-unit action in Nicaragua in 1932 as members of the Guardia Nacional. Puller was in charge of the Mobile Company and Lee was his second in command. In one memorable patrol with 40 Guardia, they penetrated the isolated mountainous bandit territory north and east of Jinotega and were ambushed by a 150-man force. Despite overwhelming odds and a head wound suffered by Lee which rendered him unconscious for a brief period during the fighting, the patrol prevailed. Lee, regaining consciousness, took charge of a Lewis machinegun and directed its fire on the bandits who scattered in the bush. For this action Puller received his second Navy Cross and Lee his first.

The two-session interview is wide-ranging, dealing with such disparate subjects as small unit actions in Haiti and Nicaragua and the development of small wars doctrine. Lee speaks of his capture in Chinwangtao, China at the outbreak of World War II and of his subsequent life as a POW. Puller recounts his duty in prewar China and also speaks of machinegun training at Pearl Harbor in the 1920s as well as prewar readiness at Pearl. The 152-page interview is replete with salty Pullerisms.

One of the Division's on-going projects is a history of Marines as State Department guards and, to that end, with the cooperation of the Marine Security Guard Battalion, a number of recently returned MSG Marines have been interviewed. The latest interviewee was Sgt Donald E. Chamberlin, a former

watchstander in the American Embassy, Beirut, Lebanon, who was wounded during the recent flare up of fighting in that city.

The Oral History Section has also begun a series of interviews with Marines assigned to Marine Barracks, 8th and Eye Streets, Washington, D.C. Among those interviewed have been LtCol Jack T. Kline, Director of the Marine Band, 1stLt Charles P. Irwin, Assistant Director, MSgt Robert G. Stuart, a long-time member of the band who retired in December 1977, and the Barracks Sergeant Major, Michael J. McCormick.

Interviews in depth have been completed with LtGen John N. McLaughlin and BGen James F. Lawrence and are currently being transcribed. Subject matter of these interviews will be noted in *Fortitudine* when they are accessioned.

The Oral History Collection had recently accessioned two interesting interviews. The first is with retired Col Marcus J. Gravel, who commanded the 1st Battalion, 1st Marines in the battle for Hue City during the 1968 Tet offensive. He discussed tactical considerations of the battle, combat in a built-up area, problems in command and control under such conditions, air support, and personalities. The second interview is a gift from the U.S. Naval Institute Oral History Program, whose director, Dr. John T. Mason, conducted the interview. It is with Capt Glyn S. Jones, CHC, USN (Ret), who spent the greater part of his career serving overseas with Marines from Guadalcanal to Korea with stops in between at Camps Lejeune and Pendleton and at Parris Island. This is a particularly unique and valuable interview giving a chaplain's view of the Marine Corps and of its personalities.

# In Memoriam



BGen Charles O. Clark, USMCR (Ret) died 5 October 1978 in Norwood, Connecticut. He enlisted in the Fleet Marine Corps Reserve in July 1929 and served with the 301st Reserve Company in Boston. On 29 March 1933 he was commissioned a

second lieutenant and assigned as adjutant of the 1st Battalion, 19th Reserve Marines. Transferred to the Volunteer Marine Corps Reserve in 1936, he continued to serve various periods of active duty. As a captain in July 1941, he was called to active duty and took command of Company B, 2d Engineer Battalion, 2d Marine Division in San Diego. In October he embarked his unit on board the USS *Wharton* and sailed for Hawaii where, on 7 December 1941, he participated in the defense of Pearl Harbor.

Returning to San Diego in May 1942, he assumed command of the 2d Aviation Engineer Battalion, Amphibious Corps, Pacific Fleet the next month. He was to command the battalion, through a number of redesignations, for nearly 3 years. In October 1942, he and his battalion sailed on board the SS *Lurline* for Noumea, New Caledonia where they worked on Tontouta Airfield. Three months later, Clark, then a lieutenant colonel, took his command to Guadalcanal where it stayed for 18 months constructing and improving Koli and Carney Airfields. In July 1944 he embarked his battalion for Guam where it reconditioned Orote Airfield.

Landing on Iwo Jima on D plus 1, LtCol Clark's unit, while under fire, rehabilitated nearly 3,000 feet of captured Japanese airfield in 24 hours and later cut a road to the western beaches in 72 hours.

In May 1945 he was detached to Parris Island where he served in a variety of temporary billets until released to inactive duty in November. After the war he served on annual periods of active duty and was promoted to colonel in 1950. On 1 November 1959 he was promoted to brigadier general and assumed

command of VTU 1-3. Gen Clark retired in 1961.

His decorations included the Legion of Merit Medal with Combat "V" for his long and distinguished command of the 2d Aviation Engineer Battalion and the Bronze Star Medal with Combat "V" for service on Iwo Jima.



James J. "Gene" Tunney, former WW I Marine and undefeated world heavyweight boxing champion, died 7 November 1978 at Greenwich, Connecticut. Known as the "Fighting Marine" during the 1920s, he enlisted in the Marine Corps on 17 July 1918.

After recruit training at Parris Island, he was transferred to Quantico and later sailed for France with the 11th Regiment.

Tunney had fought briefly as a professional middleweight prior to enlisting and continued boxing in France, representing the Marine Corps. In the spring of 1919, after a lengthy elimination process involving all units of the AEF, 163-pound Gene Tunney and 190-pound Bob Martin met in Paris' Palais de Glace. At stake was the light heavyweight championship of the AEF. Tunney handily defeated the much heavier Martin.

After the war Tunney continued fighting professionally—with mixed results. He won the light heavyweight crown in 1922 and lost it later same the year. In 1925 he entered the heavyweight division, having as tutors former heavyweight champion "Gentleman Jim" Corbett and former lightweight champion Benny Leonard. When he met Jack Dempsey for the title on 23 September 1926, Tunney weighed 200 pounds and had 30 wins by knockout behind him. Ten rounds later he had decisioned the "Manassa Mauler" and had taken the heavyweight crown.

The Marine Corps, in those days heavily involved in a big-time athletic program itself, was quick to capitalize on the success of the "Fighting Marine." The next day he was commissioned a first lieutenant in the Volunteer Marine Corps Reserve.

In 1927 Gene Tunney fought one of the most controversial title defenses ever—the famous "long count" rematch with Dempsey. Floored in the 7th round, Tunney received a count of 13; the first 4 not counting because an emotional Dempsey refused to go to a neutral corner. Tunney regained his feet with one count to go and managed to survive the round. In an amazing recovery, Tunney dropped Dempsey to one knee with the first blow of the 8th round and went on to win the 10-round bout.

Tunney fought only once more after that and retired undefeated in 1929 at the age of 30. He resigned his captain's commission in the VMCR in 1936 but, in 1940, was commissioned a lieutenant commander in the USNR by Secretary of the Navy Frank Knox. During the war he boosted the Navy's physical fitness program at various bases in the U.S. and with the Pacific Fleet.

Commenting on his boxing career, Gene Tunney once said "It was the rigid, clean, wholesome, manly training that I received when a member of the Marine Corps that fitted me for the boxing program."



**BGen Wallace T. Scott, USMCR (Ret) died 7 August 1978 in South Laguna, California. After several years of part-time attendance at a quasi-official naval aviation ground school at Long Beach, California, he was sent to Sand Point Naval Air**

Station, Washington for elimination training. After passing this test he enlisted as a private first class, Class VI, VMCR on 8 July 1931 and was sent to flight school at Pensacola, Florida.

He was commissioned a second lieutenant in the FMCR on 8 August 1932 and transferred to San Diego. There he served successively with Headquarters, Aviation Section, West Coast Expeditionary Force; VO-7M; VO-8M; and VF-10M in a variety of instructional billets. In June 1933 he joined a reserve squadron, VF-8MR, in Long Beach. Three years later he began a period of active duty which was to last until 1946. Reporting to Pensacola, he was detailed as a flight instructor. Over the next few years he gained a wide reputation as both a pilot and an instructor, eventually becoming chief flight instructor of instructor's school.

In November 1941, then-Capt Scott reported to San Diego where he was assigned as CO of Headquarters Squadron, Base Air Detachment Two. The following year he reported back to Pensacola where he became a member of the Flight Standardization Board. As its OIC, then-Maj Scott travelled to virtually every naval air station in the country insuring compliance with naval flight training procedures.

On 21 October 1944, as a lieutenant colonel, Scott was detached to MAG-32, 1st MAW, at Emirau Island where he served as group operations officer. In February 1945, the group displaced to Mangaldan, Luzon, Philippine Islands in support of Gen Douglas McArthur's drive on Manila. Two months later the group moved south to Moret Airfield at Zamboanga, Mindanao to provide close air support for the US Army's conquest of the island. In late August 1945, Scott became Group XO. Two months later, as part of the 1st MAW's displacement, MAG-32 sailed for Tsingtao and participated in the occupation of North China.

Returning to the United States in January 1946, LtCol Scott joined MAG-33 at El Toro in March. Initially assigned as Group S-4, he became its XO in June. Two months later, after being transferred to Marine Corps Air Station, Miramar, in San Diego, he was released from active duty.

He served various periods of active duty after the war and was promoted to colonel on 14 May 1952. Gen Scott retired on 1 June 1959.

His decorations included the Distinguished Flying Cross, the Legion of Merit Medal with Combat "V," the Air Medal with three Gold Stars, and the Purple Heart Medal.

# Events at the Center

On 1 November an exhibition of the World War II combat art of Kerr Eby opened to the public in the Center's Special Exhibits Gallery. Born in 1889 in Japan where his father was a Methodist missionary, Eby studied art at the Art Students League in New York and at the Pratt Institute in Brooklyn. During WW I he served as a sergeant in the Army's 40th Engineers, in France.

His many sketches of Belleau Wood, Chateau-Thierry, Saint-Mihiel, and the Meuse-Argonne formed the basis for his famous book *War* published by the Yale University Press in 1936. During WW II Eby was accredited as an artist-correspondent for Abbott Laboratories and accompanied the U. S. Marines during their assaults on Tarawa, Bougainville, and Cape Gloucester.

He returned to the United States in March 1944 and finished many charcoal drawings that were eventually given by Abbott Laboratories to the U.S. Navy Combat Art Collection.

The exhibition, which will run until April 1979, commemorates the 35th anniversaries of the Tarawa, Bougainville, and Cape Gloucester campaigns, includes 43 of Eby's works as well as the Academy Award "Oscar" presented to the Marine Corps for the best documentary short subject of 1944. A video tape of the award-winning film entitled "With the Marines at Tarawa" is periodically available for public viewing as a feature of the exhibition.

An additional highlight of the exhibit is a display of mementos of Gen Julian C. Smith who commanded

the 2d Marine Division at Tarawa and who accepted the Academy Award for the Marine Corps on 15 March 1945.



On 29 November 1978, the Chesapeake Balloon Association held a champagne reception at the Historical Center celebrating the 195th anniversary of the first manned balloon flight, and the 45th anniversary of the Century of Progress stratospheric balloon flight in which LCdr T. G. W. Settle, USN, and Maj Chester L. Fordney, USMCR, set an official world's altitude record of 61,237 feet on 20 November 1933. Retired VAdm Settle was the guest of honor and three of Maj Fordney's children, and a granddaughter were present. A detailed story will appear in the winter issue of *Fortitudine*.



On 16 November, the Center's Special Exhibits Gallery was the scene of the 203d birthday celebration of the United States Navy Chaplain Corps. After a worship and rededication service at the Washington Navy Yard Chapel, the Chief of Navy Chaplains, RAdm John J. O'Connor, led his guests to the Center for a buffet. Included among the guests were civilian and military friends of the Chaplain Corps and their wives.

The assemblage was greeted by a photographic display prepared by the Center's Exhibit Section



**TARAWA NO. II**

*Marines move towards the fiery beaches and are dramatically silhouetted against the smoke-filled sky.*  
Charcoal, Kerr Eby Collection, No. 28, USN

highlighting the ministry of chaplains with Marines in Vietnam. This subject is currently the writing project of Cdr Herbert L. Bergsma of the Historical Branch.

The evening concluded with appropriate remarks by the Chief of Chaplains and the ceremonial cutting of the birthday cake. On an interesting and poignant note, the Mameluke sword used to cut the cake belonged to Col Robert R. Porter, USMC, who, as a captain in charge of the Presidential color guard, used it in salute both at the inauguration and the funeral of President John F. Kennedy, an especially beloved friend of the Navy Chaplain Corps.



Gen Lemuel C. Shepherd, Jr., former Commandant of the Marine Corps (1952-1955), visited the Center on 13 November. Escorted by the Director and the branch heads, Gen Shepherd made a thorough tour of the entire building, evincing keen interest in the exhibits and artwork. Gen Shepherd, while Commandant, was responsible for the revitalization of the Marine Corps Museum and has made many significant contributions of artifacts and papers to the Center's collections.



Since the last issue of *Fortitudine*, 147 researchers have availed themselves of the Division's facilities. The purposes of the research has been nearly as wide ranging as the subjects involved. Command and Staff students have been preparing individual research projects as part of their academic curriculum. Birthday Balls at HQMC and FMFLant have benefited from the still photographic and motion picture/video tape archives, and personal, commercial, and governmental studies have been aided.

Researchers have come from Time/Life Films, Mount Holyoke College, Columbia University School of Law, the Marine Corps Institute, The Basic School, the National Archives, the Department of Agriculture, the Marine Corps Reserve Officer's Association, Officer Candidates School, the Library of Congress, the University of Zambia, the University of Illinois, the U.S. Navy Band, World Photo Press, Villanova University, the General Services Administration, the Smithsonian Institution, the University of Guam, Yale University, the National Park Service, St. Anselm's College, the Department of Interior, and the Amphibious Warfare Presentation Team.

Research has been conducted on such diverse

subjects as SSgt Jimmie E. Howard and Hill 488; USN personnel in WWII; the use of rum in Marine Corps traditions; the Perdicaris incident of 30 May 1904 at Tangiers, Morocco; LtGen Thomas Holcomb and war plans; Marines and the OSS (WW II); treatment of civilian POWs on Wake Island; MAG-25 reunion; non-Federal archives and manuscripts relating to Africa; Marine and NVA armor in Vietnam; postal history of the Marine Corps; LSTs in China 1945-1946; and American naval period on Guam (1898-1950).



MajGen Peter Spurgeon, Major General Royal Marines Training, visited the Center on 10 October accompanied by his wife, Susan, Maj David Drysdale, staff training officer at Portsmouth, England, and Col Donald Brewster, senior Royal Marine in Washington. Gen Spurgeon, who was on an official visit to USMC training facilities on both coasts, is a veteran of service in Palestine, Cyprus, Borneo, Aden, Malaysia, and Northern Ireland. Maj Drysdale is the son of Col Douglas Drysdale, who led 41 Independent Commando, Royal Marines, in the epic Chosin Reservoir battle in Korea in 1950.



Gen Lewis W. Walt, USMC (Ret) paid an informal visit to the Center on Saturday, 18 November. He spent an hour touring the building in the company of Miss Evelyn A. Englander, the Center's librarian, and Sgt Dennis J. DeNoi, the day's Duty NCO. During his visit he autographed copies of his book *Strange War, Strange Strategy* for both the Center's library and the one in the Assistant Commandant's office and indicated that he would like to do an oral history interview.



Sgt Steven Hadlock, a Marine reservist from Granger, Texas, recently spent 2 weeks active duty working with the Oral History Section. Ten years ago he served as a member of Historical Team I in Vietnam and covered, with his taped interviews, the confrontations at Con Thien and Khe Sanh.

## People and Places

The first joint U.S. Army-Canadian Military Museums Conference was held at the U.S. Military Academy at West Point, New York, 13-17 August.

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Representing the History and Museums Division were Col Nihart, Mr. Hilliard, and Mr. Smith-Christmas.



On 7 November, the Director presented Federal Length of Service Awards to: Mr. Richard A. Long, 30 years; Mr. Jack B. Hilliard, 25 years; Mr. Jack Shulimson and Mr. Guy S. Borden, 20 years; and Ms Catherine A. Stoll, 10 years. Ms Stoll also received a 10-year Marine Corps Length of Service Award along with Mr. Carl M. DeVere, Sr. Mr. Charles A. Wood received a certificate in recognition of his accrual of 1,000 hours of unused sick leave.



From 28 September-1 October, several members of the Center's staff attended the annual Fellow's Meeting of the Company of Military Historians at Harpers Ferry, West Virginia. Mr. Shaw and Mr. Frank took part in the meeting of the Governors of the Company and, with Col Nihart, participated in the several seminars and trips in the local historic area.



From 18 to 20 October, Col Greenwood, LtCol Parker, and Dr. Cosmas represented the History and Museums Division at the Eighth Military History Symposium held at the U.S. Air Force Academy in Colorado Springs, Colorado. Numerous papers were

delivered centering upon the theme, "The Influence of Air Power Upon Historians."



Marine Reserve Maj John T. Dyer, Jr., the Center's Marine Corps Art Collection curator as a civilian, was on active duty from 5 to 26 September as an artist covering NATO Exercise Bold Guard 78. Dyer followed Marines and their Allies (more than 65,000 men, 660 tanks, and countless other vehicles) through the mud of Schleswig-Holstein in northern Germany. He took many color slides and made drawings when time permitted. These references will serve as the basis for a series of 8 to 10 paintings similar to others Dyer has done of NATO exercises in Norway and Turkey.



The Seventh Annual Major General Wilburt S. Brown Memorial Military History Conference will be held at the University of Alabama in Tuscaloosa on 10 February 1979. The central theme of this year's conference will be "Guerrillas: Soldiers Out of Uniform." Papers will be presented by Professor Don Higginbotham, University of North Carolina, Chapel Hill; Professor Boone Atkinson of Mississippi University for Women; Professor Ed Moseley of The University of Alabama; and Dr. Charles Russell, formerly of the US Air Force Office of Special Investigations. Requests for information should be addressed to Mr. John H. Burton, P.O. Box 2967, University, Ala. 35486.