

FORTITUDINE

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FORTITUDINE

Motto of the United States Marine Corps in the 1812 era

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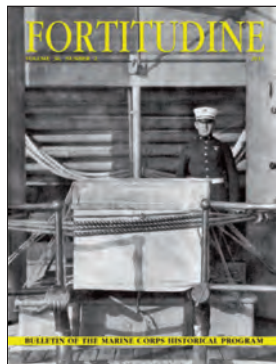
2011

"We can only know who we are by being certain of who we have been."

Gen Leonard F. Chapman Jr.
24th Commandant of the Marine Corps

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About the Cover: A Marine stands guard over the transport case bearing the remains of the Unknown American Soldier while en route from Le Harve, France, to Washington DC, aboard the USS Olympia, 25 October to 9 November 1921. (Official Marine Corps Photo #521778)

Back Cover: A silhouette photo of the World War I Tomb of the Unknown Soldiers

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This bulletin of the Marine Corps historical program is published for Marines, at the rate of one copy for every nine on active duty, to provide education and training in the uses of military and Marine Corps history. Other interested readers may purchase single copies or four-issue subscriptions from the Superintendent of Documents, U.S. Government Printing Office.

. . . Known but to God

by Kara R. Newcomer
Historian

Although the idea of honoring the unknown war dead of World War I originated in Europe, America embraced the idea and on 4 March 1921, the United States Congress approved, by public resolution, the burial of an unknown American soldier in the plaza of the new Memorial Amphitheater in Arlington National Cemetery in Arlington, Virginia. It was decided, after much discussion and debate, that the Unknown Soldier would be brought home from France and laid to rest in his native land on 11 November 1921, the third anniversary of the end of the war. In response to the choice of this day, Congress declared the day a legal holiday in honor of all those who had participated in the Great War.

The War Department ordered the Army's Quartermaster General, Major General Harry J. Rogers, to select an unknown soldier from those buried in France on 9 September 1921. After an extensive search of the records of the unidentified dead for anything that might offer a clue to the person's identity, four graves were selected, one each from the four American cemeteries in France—Meuse-Argonne, St. Mihiel, Somme, and Aisne-Marne. The bodies were exhumed on 22 October and examined to confirm he had been a member of the American Expeditionary Forces, he had died of wounds received in combat, and that there were no clues to his identity. Following their final preparations by an especially designated embalming team, the bodies were placed in four identical caskets and transport cases.

After the selection and preparation of the four candidates, the caskets were transported the next day by truck to the Hotel de Ville (City Hall) in Chalons-sur-Marne. Arriving at exactly 3:00 p.m., the caskets were met by a large delegation of French and American officials. French troops carried the caskets into the reception hall and placed them side by side on

Editor's Note:

The full inscription on the tomb of the World War I Unknown Soldier reads:

**Here Rests in Honored Glory
an American Soldier
Known but to God**

The following story about the Unknown Soldier from World War I tells how the Unknown Soldier was selected, transported, and buried in Arlington National Cemetery. This story, along with the photo essay section behind it, gives context to the celebration of Veterans Day, celebrated every year on 11 November. There are tombs for the Unknown Soldiers from World War I, World War II, Korean War, and the Vietnam War; however, due to DNA testing, the Unknown Soldier from Vietnam was identified, and per his family's request, no longer resides in the Vietnam tomb. The memorial is unofficially called the Tomb of the Unknowns or the Tomb of the Unknown Soldier.

their transport cases where they were then draped with an American Flag. A French Honor Guard was established to stand vigil until they could be joined by the six American soldiers from the American forces in Germany who were chosen as pallbearers later that evening to create a joint American-French Honor Guard.

Early on the morning of 24 October, the caskets were once again rearranged so that they now rested on a transport case other than the one they arrived in, ensuring that no one would even know which cemetery the body had come from. Sergeant Edward F. Young, USA, one of the six American pallbearers and a combat-wounded veteran of World War I, was appointed by Major Robert P. Harbold of the Quartermaster Corps to make the selection of America's Unknown Soldier.

At 10:00 a.m., prominent French and American military officials gath-

ered along with members of the press and French civil officials for the brief selection ceremony. After the rendering of honors to the dead by all present and two short speeches by General Pierre G. Duport, Commander of the French 6th Army Corps, and General Rogers, Sergeant Younger proceeded from the rotunda to the reception room. With him he carried a spray of white roses presented by a former member of the Chalons-sur-Marne city council who had lost two sons during the war. The French band played a hymn from the courtyard while Sergeant Younger walked around the four caskets several times. Choosing the third casket from his left, Sergeant Younger placed the roses—which would remain with the Unknown Soldier and eventually be buried with him in Arlington—upon the casket to indicate his selection. He then faced the casket and saluted. General Duport was the next to step forward, saluting and bowing. The

others in attendance followed as they paid their respects.

Following the end of the ceremony, the American pallbearers carried the chosen casket across the hall into another room where a special casket brought from the United States waited. After the body was transferred and arranged, pillows were placed to hold it, and it was covered with an American flag. The casket was then sealed. The empty casket was returned to the reception room where one of the three remaining bodies was placed inside so the casket could not be identified. The three unselected bodies were reloaded onto a truck and taken to Romagne Cemetery for immediate burial.

The casket containing America's Unknown Soldier was once again draped in the American Flag and carried in procession to the main hall. The combined French and American Honor Guard returned to its post before the press was allowed to photograph the casket and the room was opened to the public. Shortly after 4:00 p.m., the American and French officials reassembled at City Hall to begin the slow procession to the railroad station; the body would be transported to Le Harve via Paris on a special funeral train provided by the French government.

The departure ceremony opened with speech by both the mayor of Chalons-sur-Marne and by Major General Henry T. Allen, commander of American forces in Germany, before the American pallbearers carried the casket from the city hall. The casket was placed on a caisson while the French escort troops stood at attention. Once the procession reached the train depot, the American pallbearers transferred the casket to the train as the French military band played the American national anthem. The train departed the station at 6:10 p.m. and arrived in Paris three hours later where it remained overnight.

The next morning, the train departed Paris a little after nine in the morning and arrived in Le Harve at 1:00 p.m. Waiting to escort the Unknown Soldier to the U.S. Navy ship that would bring him home were repre-

sentatives from the French and American governments, a U.S. Army Honor Guard, a large contingent of French military including an Army band, and representatives from numerous French civil associations and societies. Thirty French soldiers, carrying the floral pieces from the train, preceded the casket and as the American pallbearers transferred the casket from the train to the waiting caisson, French school children showered the casket with flowers. The procession then made its way to the Pier d'Escale via City Hall where members of the city council presented a wreath to the Unknown Soldier.

Once the procession reached the pier, speeches were made by the mayor of Le Harve, General Allen, and the French government's representative, Monsieur André Maginot, the Minister of Pensions. Following the speeches, Monsieur Maginot, who later inspired the Maginot Line, presented the American Unknown Soldier with the Grand Cross of the Legion of Honor, France's highest decoration.

U.S. Marines, who were ordered aboard the USS *Olympia* in September 1921 as a special escort of honor to watch over the Unknown Soldier en route from France to the United States, presented arms as the U.S. Army pallbearers carried the casket to the waiting U.S. Navy cruiser. Six U.S. sailors and two Marines then relieved the Army pallbearers and carried the casket aboard the USS *Olympia* for the final trip home as the band from the cruiser played both the French and American national anthems as well as Chopin's "Funeral March."

The USS *Olympia* left the dock at 3:20 p.m., accompanied by the U.S. destroyer *Rueben James* and French torpedo boats. As the ships started out of the harbor, the French shore batteries rendered a 17-gun salute, which the USS *Olympia* returned. The salute was repeated again by the French ships when the U.S. ships passed through the escorting line of the French Navy just outside of French territory.

During the 15-day voyage, Marines stood regular four-hour watches to safeguard the transport case carrying

the Unknown Soldier. The case, which had to be kept topside because it would not fit through the ship's hatches without being tilted, was encased in a waterproof cover and lashed to the deck with heavy manila lines as a precaution against rough seas. Upon occasion, the Marine guard on duty would also need to be secured to a pole on the deck in order to remain standing due to severe weather.

On 9 November, the USS *Olympia* began its last leg of its journey as it sailed up the Potomac River on its way to the Washington Navy Yard, arriving at 4:00 p.m. Many prominent government officials and members of the U.S. military were waiting on the dock to pay their respects, including Army Brigadier General Harry H. Bandholtz, commanding the Military District of Washington and escort commander, General of the Armies John J. Pershing, Major General John A. Lejeune, the Commandant of the Marine Corps, and the 3d Cavalry and its mounted band from Fort Myer, Virginia.

In a manner befitting an admiral, the Unknown Soldier was brought ashore by Marines and sailors before responsibility was once again passed to eight Army pallbearers. The casket was once again placed upon a caisson. The mounted band then led the way to the U.S. Capitol building where the Unknown Soldier was to lie in state until his burial on the eleventh. Once the procession reached the Capitol building, the casket was carried into the rotunda where it was placed on the same bier that had held the bodies of U.S. Presidents, including President Abraham Lincoln.

President Warren G. Harding and Mrs. Harding were the first to enter the rotunda to pay their respects. Mrs. Harding placed a wide, white band of ribbon, which she had made, on the casket before President Harding stepped forward to pin a silver National Shield with 48 gold stars to the ribbon. President Harding also placed a wreath of red roses upon the casket. Representatives from Congress, Supreme Court, Army, and Navy then came forward to place wreathes.

The rotunda was opened to the public the following morning at 8:00 a.m. During the hours that the building was open, numerous patriotic and fraternal organizations held wreath laying ceremonies. Commandant of the Marine Corps Major General Lejeune even excused himself from Marine Corps Birthday celebrations—having declared 10 November be commemorated as the Marine Corps' official birthday 10 days earlier—in order to pay his respects once again to the Unknown Soldier. Scheduled to close at 10:00 p.m., the lines were still so long for those waiting to get in that the doors remained open another two hours. By the end of the day, approximately 90,000 people had passed by the bier.

On 11 November at 8:00 a.m., the eight specially selected pallbearers, including Marine Gunnery Sergeant Ernest A. Janson, carried the casket from the rotunda and down the east steps to the caisson. Half an hour later, a field artillery battery from Camp Meade, Maryland, who was positioned on the National Mall near the Washington Monument, started firing minute guns as the burial procession began making its way from the Capitol to Arlington National Cemetery. The guns would continue to sound every minute except for a brief pause at noon in observance of a two-minute period of silence until the end of all ceremonies.

The procession slowly made its way through the streets of D.C. until it crossed into Virginia. About three hours after leaving the Capitol, it reached the west entrance of the Memorial Amphitheater within Arlington National Cemetery. The military escort lined up facing the Amphitheater and presented arms as the casket was carried into the apse.

Four minutes before noon, the ceremony officially began with the Marine Corps band playing the National Anthem. Following an invocation and a two-minute period of silence at noon, President Harding addressed the audience, paying tribute to the Unknown Soldier and pleading for an end to war. Another hymn was sung and then President Harding placed the Medal of Honor and the Distinguished Service Cross on the casket. Several high-ranking officials from other countries then presented the Unknown Soldier with decorations of high order, some of which had never before been awarded to a foreigner.

Upon completion of the indoor ceremony, the Marine Corps band moved to an outdoor position. The band played "Our Honored Dead" as the pallbearers carried the casket from the apse through the southeast entrance to the tomb. President and Mrs. Harding, Vice President Calvin Coolidge and Mrs. Coolidge, senior foreign delegates and representatives,

the Secretaries of State, War, and Navy, Generals Pershing and Lejeune, and others took up positions near the tomb. Once the rest of the audience had left the amphitheater for their outdoor positions, Chaplain Charles H. Brent, who had been the Senior Chaplain of the American Expeditionary Forces during World War I, preformed the committal service.

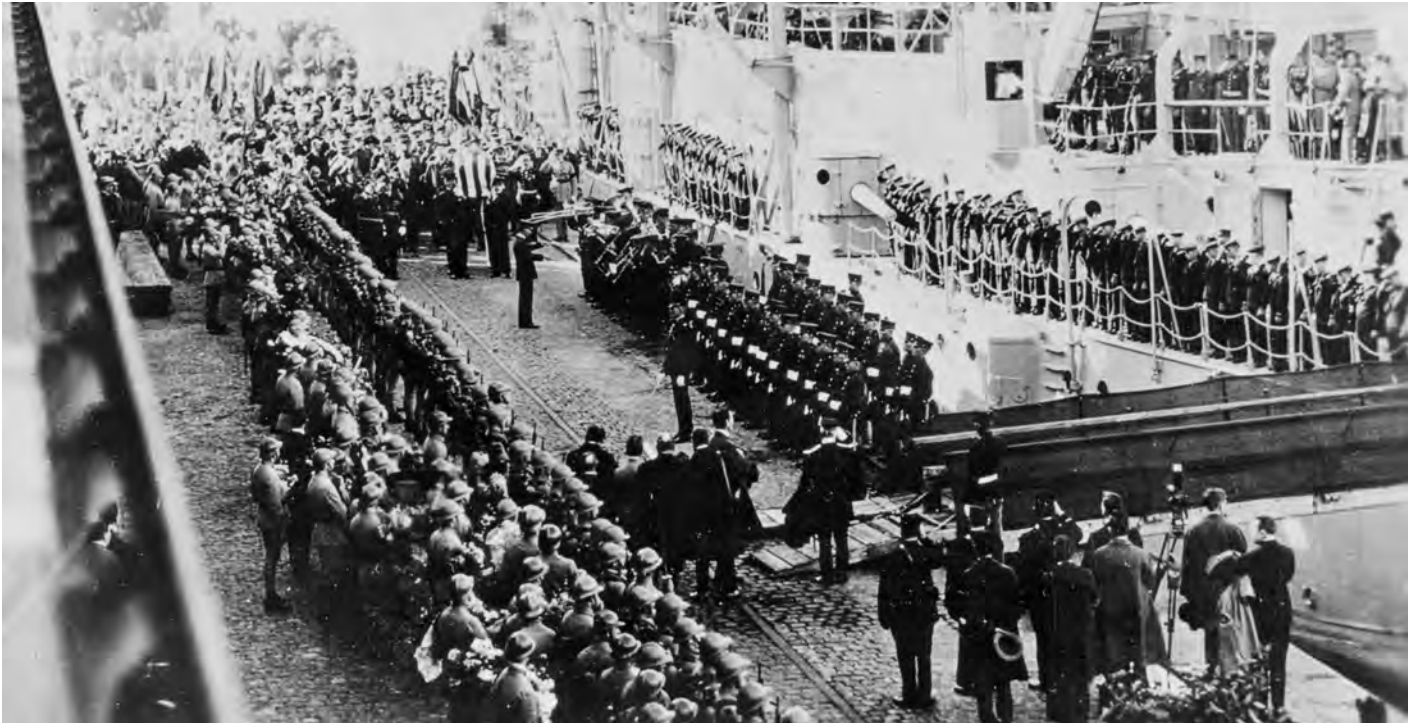
Following the committal, Mr. Hamilton Fish, Jr. III, a New York Representative in Congress who had initiated the Congressional resolution that resulted in the burial of the Unknown Soldier, stepped forward to place the first wreath upon the tomb. Mrs. R. Emmett Digney, President of the American National War Mothers and who had lost a son in the war, placed the second wreath, and Mrs. Julia McCudden, who represented the British War Mothers and who lost three sons, placed the third. After all the wreaths had been placed, Chief Plenty Coups, Chief of the Crow Nation stepped forward. Representing all American Indians, he laid his war bonnet and coup stick at the tomb.

As the casket was lowered into the tomb, the bottom of which was lined with a layer of soil from France, the saluting battery fired three salvos. A lone bugler then sounded "Taps" before the gun battery fired 21 guns in final salute. □1775□

The French Minister of Pensions, André Maginot, pins the Grand Cross of the Legion of Honor, France's highest decoration, upon the casket of the Unknown Soldier in Le Havre, France, on 25 October 1921.

Official Marine Corps Photo #521775





Official Marine Corps Photo #521764

The U.S. Navy takes possession of the Unknown Soldier in Le Havre following the pinning ceremony.



The casket bearing the body of the Unknown Soldier is carried aboard the USS Olympia in preparation for the voyage home to the United States. Once the flagship of Commodore George Dewey, the transport of the Unknown Soldier was one of the USS Olympia's last official missions before being decommissioned in December 1922.

Official Marine Corps Photo #521763

Marines and sailors receive the body of the Unknown Soldier on board the USS Olympia prior to the ship's departure from Le Harve. Standing in the foreground with the sword is then-Captain Graves B. Erskine, Commanding Officer of the Marine detachment.

Official Marine Corps Photo #521777





Official Signal Corps Photo #74400

The USS Olympia, bearing the body of the Unknown Soldier, approaches the docks at the Navy Yard, Washington DC, on 9 November 1921.

Marines and sailors prepare to disembark the casket carrying the remains of the Unknown Soldier from the USS Olympia after docking at the Navy Yard.

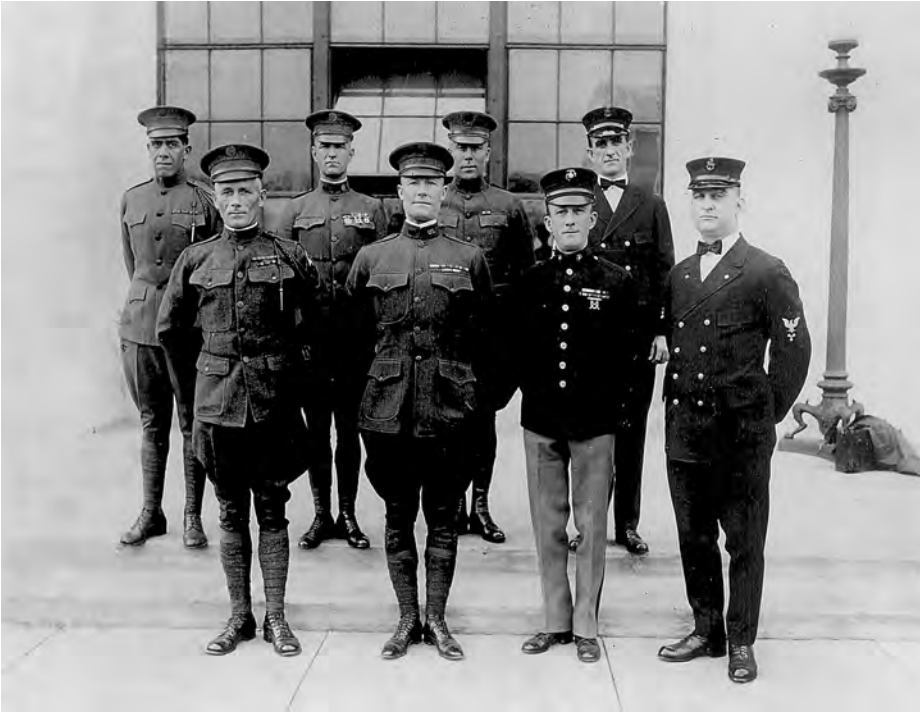
Official Marine Corps Photo #521810



A detail of Marines and sailors prepare to transfer the casket of the Unknown Soldier to the U.S. Army after disembarking.

Official Marine Corps Photo #521811





Official Marine Corps Photo #521814

Pallbearers for the Unknown Soldier from left to right. Front Row: Staff Sergeant James W. Dell, USA; Sergeant Samuel Woodfill, USA; Gunnery Sergeant Ernest A. Janson, USMC; Chief Water Tender Charles L. O'Connor, USN. Second Row: Sergeant Thomas D. Saunders, USA; First Sergeant Louis Raxga, USA; Sergeant Harry Taylor, USA; Chief Torpedo Man James Delaney, USN.



Official Marine Corps Photo #521813

Gunnery Sergeant Janson was the only Marine Medal of Honor recipient from World War I still on active duty, and therefore, he was the lone Marine to serve as a military pallbearer for the Unknown Soldier.

Dignitaries and military officials gather in the East Plaza of the U.S. Capitol where the Unknown Soldier lies in state.

Official Marine Corps Photo #521784





Official Marine Corps Photo #521781

The funeral procession prepares to leave the Capitol for the Unknown Soldier's final burial site in Arlington National Cemetery in Arlington, Virginia.

The caisson carrying the Unknown Soldier makes its way down Pennsylvania Avenue as the pallbearers and honorary pallbearers walk alongside.

Official Marine Corps Photo #521767





Official Signal Corps Photo #74446

The funeral parade of the Unknown Soldier passes down Pennsylvania Avenue. Thousands of mourners line the way to Arlington National Cemetery to pay their final respects to America's unknown fallen son.

The Quantico Marine Corps Band plays a tribute during the funeral parade.

Official Marine Corps Photo #521768



The funeral procession passes over the Alexandria Aqueduct Bridge from the Georgetown area of Washington DC into Arlington, Virginia.

Official Marine Corps Photo #521812



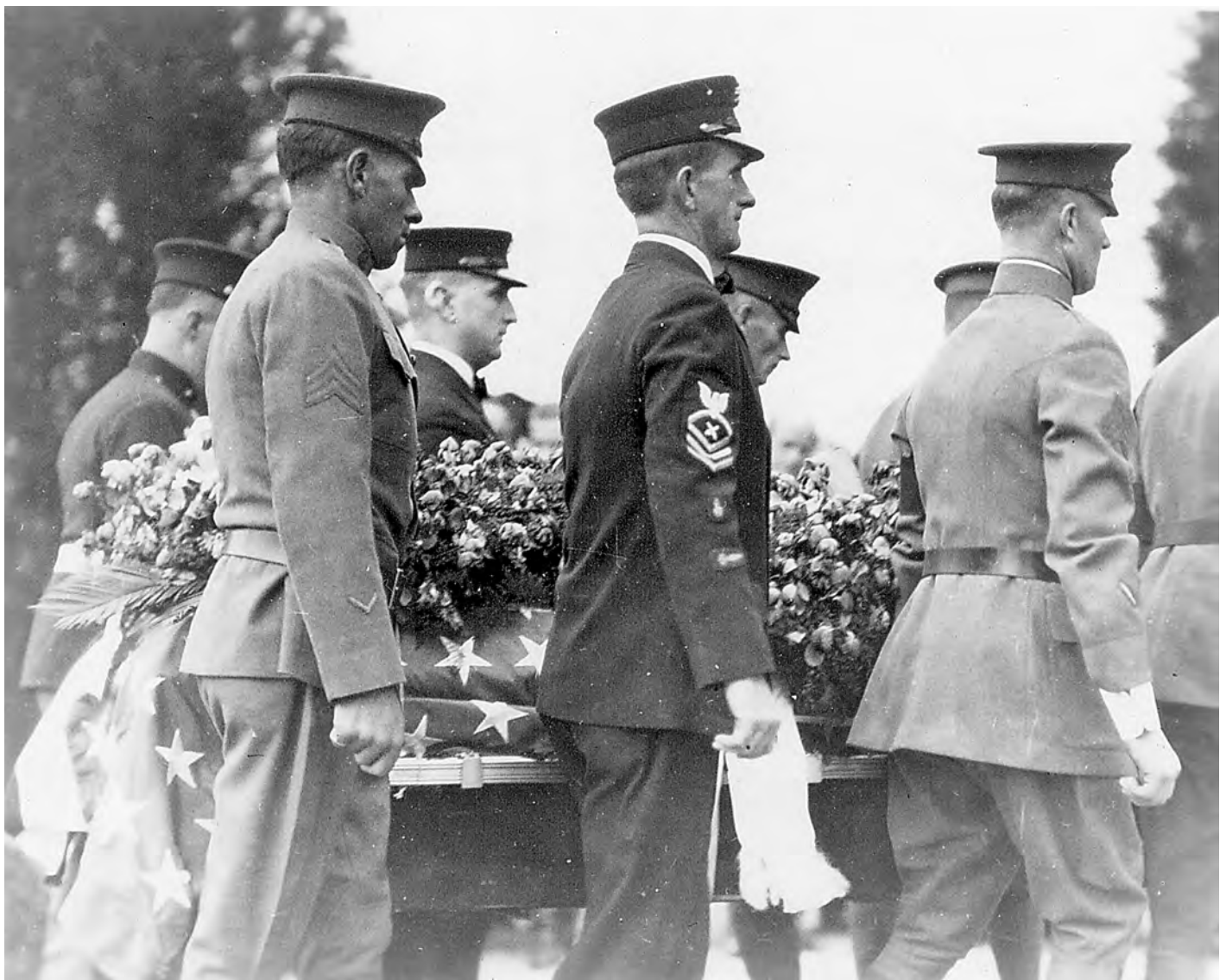


Official Marine Corps Photo #521782

Following funeral services held within the newly constructed Memorial Amphitheater at Arlington National Cemetery, the Unknown Soldier is carried toward his final resting place.

Pallbearers carry the Unknown Soldier toward his final resting place in the plaza of the Memorial Amphitheater.

Official Marine Corps Photo # 521786





Official Marine Corps Photo #521815

Thousands of mourners gather as the Unknown Soldier is finally laid to rest in the country of his birth.

A final prayer and salute is given as the casket is lowered into the steel vault, eventually coming to rest on two-inch thick soil brought from the battlefields of France.

Official Marine Corps Photo #521766



Marine Advisors in Haiti

by Charles D. Melson
Chief Historian

The United States occupied Haiti from 1915 until 1934. This attempt at nation building was carried out by the State Department through the Department of the Navy and the U.S. Marine Corps. At first the 1st Marine Brigade took the lead with the later establishment of a paramilitary police or gendarme force. By 1929, the gendarme force consisted of some 199 officers (128 U.S. Marines and 71 Haitians), 2,622 men (all Haitians), and 500 rural policemen (all Haitians). Marine officers and staff noncommissioned officers were assigned to fill the commissioned ranks of the Haitian constabulary at grades senior to those held in the Marine Corps. Describing this “colonial infantry,” historian Allan R. Millett wrote that these Marine “officers tackled their routine duties: training troops, writing reports, collecting intelligence, and struggling to keep their posts clean and healthy. Some officers collapsed under the strain and died of suicide or disease. The majority were glad to return to Marine units in the United States.”

First Sergeant Charles Frank Melson served in the U.S. Marine Corps from 1916 until 1935. For some nine years he served as a second and first lieutenant in the Haitian Constabulary, the Gendarmerie d' Haiti and later Garde d' Haiti (Gd'H), which had him leading local forces while commanding a remount station, a number of sub-districts posts, and finally an entire district. This was a desired posting in the interwar Corps, and Melson served with several well known Marines including Alexander A. Vandegrift, Keller E. Rockey, Lewis B. Puller, John H. Craig, and Faustin Wirkus. The U.S. Government continued to pay their salary as Marines while the Haitian government paid them as gendarme officers, which was much appreciated. Melson had another benefit in that he was accompanied in Haiti by his wife and child.

In 1927, Lieutenant (Gd'H) Melson



Photo courtesy of author
Lt (Gd'H) Charles F. Melson, wife Pauline, and son William at the Jacmel district, March 1924.

was eligible to take an examination for a Marine Reserve officer commission. A portion of this test included writing an original composition on any professional subject, his topic being the “duties of a non-commissioned officer in the Constabulary Detachment serving in the Republic of Haiti.” With today’s interest in advising and assisting foreign troops, this essay on previous experience has current relevance. An edited narrative follows:

When a non-commissioned officer reports for duty with the Constabulary Detachment he enters an officer’s training school for instruction in the duties of an officer: Haitian law, civil court procedures, Haitian language and customs, and other subjects necessary for the proper performance of this duty. When he finishes this course of instruction he is ordinarily assigned to command a sub-district.

His duties in this connection are manifold; he is responsible for the training of the native soldiers, their proper feeding and clothing, [and] instruction in their duties as police.

He also is financial advisor of one or more towns. He is in charge of paying the civil officials of his sub-district. These sub-districts are often spread over a large territory and he must make frequent inspections. He must also maintain friendly relations with the native officials in the different towns. For it is only by the cooperation of these officials that he can observe the workings of the courts, [and] the progress of the towns of which [he is the] financial advisor.

He makes regular monthly reports to his district commander, who in turn makes reports to headquarters. These sub-districts are often very isolated and a man must make use of his own initiative and judgment in most cases. He must by continuous training endeavor to make the native soldiers efficient rifle shots, and good policemen. He must carefully guard the discipline of his command but must show sound judgment and have a good sense of fairness. A proficiency in the native language is also necessary.

He must also never forget that he is a Marine and by his own example endeavor to keep the respect of his command and uphold their morale. Service with the U.S. Marine Constabulary Detachment in Haiti is valuable experience and training to any non-commissioned officer who try to profit by this opportunity. The Constabulary Detachment is a well organized outfit and deserves great credit for the work accomplished.

Lieutenant (Gd'H) Melson was respected well enough for his efforts that his department commander, Colonel (Gd'H) A. A. Vandegrift, wrote that in addition to administering the sub-district of Jacmel, Melson also stood in when the district commander was away on inspections from 11 to 15 days per month, undertaking



Photo courtesy of author

The Perodin sub-district where Lt Melson was stationed in 1920-21.

administration of the entire district. He fulfilled these additional duties “in a manner both praiseworthy and commendable.” Independent duty with foreign forces also had a down side when both Lieutenant (Gd’H) Melson and district commander Captain (Gd’H) Theodore G. Laitsch were called to task for an alleged fraudulent enlistment into the gendarme. Apparently autonomous judgment was not without risk of criticism. This took

place after they had left Haiti for the United States and serving in their Marine Corps ranks of First Sergeant and Marine Gunner. Commandant Major General Wendell C. Neville stated that it appeared that both were acting within the scope of their authority “for reasons which were considered to be sufficient.”

While some things do change—the term “native” is no longer acceptable—Melson’s other professional

observations still apply. A Marine assigned to advise and assist foreign forces needs to develop language skills, be aware of local customs, work to develop the local forces and civil authorities, maintain discipline and morale with good judgment and a sense of fairness, take the initiative while keeping the chain of command informed, and remember they are U.S. Marines representing the Corps and American people. Colonel John W. Thomason wrote that “all ranks of the gendarmerie detail are hand-picked, but the greatest care and judgment are exercised in designating the noncoms who hold gendarme commissions. They are the men at the point of contact, keeping the peace in detached and isolated district stations, where the gendarme officer, besides being military and police authority, is director of civil affairs as well. Haiti is largely rural, and it is not too much to say that the security of the government rests on their shoulders . . .”

Credit for this article goes to historians Annette Amerman and Kara Newcomer for finding my grandfather’s service record book at the St. Louis national records center. □1775□

Reference Branch

Inaugural Henry I. Shaw Jr. Fellow In Marine Corps History Announced

by Robert V. Aquilina

In conjunction with the Marine Corps Heritage Foundation, the Marine Corps History Division is pleased to announce the selection of Miss Emily C. Martin as the first recipient of the inaugural Henry I. Shaw Jr. Fellow Program in Marine Corps History. Named in honor of the longest serving Chief Historian at the History Division, and the initiator of the History Division intern program, the goal of the Fellow Program is to select and provide an outstanding History Division intern who has completed a Bachelor or Masters degree in History or a related field, the opportunity to gain invaluable work experience

working full-time for a six-month period at the History Division.

A native of Yonkers, New York, Henry I. “Bud” Shaw enlisted in the Marine Corps in 1943 and served with the First Marine Division on Okinawa. On his return from the war, he attended Hope College in Holland, Michigan, where he graduated with Honors in History. He subsequently received a Master’s degree in History from Columbia University. As a member of the Marine Corps Reserve during the Korean War, he was mobilized in 1950 and assigned to duty at Marine Corps Base, Quantico, Virginia, where he served as an editorial assistant on

the staff of Marine Corps Gazette. Upon his return to civilian life in 1951, he joined what was then the Historical Branch of the Marine Corps and began an illustrious 39 year career with the Marine Corps Historical Program. Mr. Shaw was co-author of four of the five official histories of Marine Corps operations in World War II and was chief editor of the last four. He served as editor of most of the official operational and functional Division histories of the Vietnam War and wrote or edited a large number of brief histories of Marine Corps units, bases, and activities. He wrote two of the History Division’s World War II anniversary

commemorative monographs, in addition to writing extensively in military history publications and journals of professional military history societies. Mr. Shaw founded the very successful Marine Corps History Division intern program, and was a friend and mentor to all of us at the History Division who had the privilege to know and benefit from his guidance. Mr. Shaw retired in 1990 and one year later received the Marine Corps Historical Foundation's highest honor, the Distinguished Service Award, for his "towering and unparalleled achievements as a civilian employee of the Marine Corps and for his career-long, heartfelt personal commitment to the research and writing of Marine Corps history." Mr. Shaw passed away 1 June 2000 at his home in Alexandria, Virginia, but his legacy to the Marine Corps Historical Program will never be forgotten. Upon being notified that the History Division wished to honor her late husband by the naming of the Fellow Program, Mrs. Reita Shaw commented in a letter to the Director of Marine Corps history, that she "could not think of a more appropriate way to remember him."

The Henry I. Shaw Jr. Fellow in Marine Corps History is personally selected by the Director of Marine Corps History after receiving input from Branch Heads as to the suitability and interest of interns who have recently completed internships at the History Division. The selected candidate is expected to commit full-time to the six-month program and receives a stipend from the Marine Corps Heritage Foundation. At the same time, the History Division benefits from having the services of a highly motivated individual, who has already demonstrated maturity, enthusiasm, and the potential to make a positive contribution to the History Division mission. The Fellow will normally be assigned to the Branch where the earlier internship had been completed.

Miss Emily Martin, the inaugural recipient of the Henry I. Shaw Jr. Fellow Program, is a native of northern Virginia, where she continues to love exploring the state's many historical sites. Her love of history led her to



Miss Emily Martin

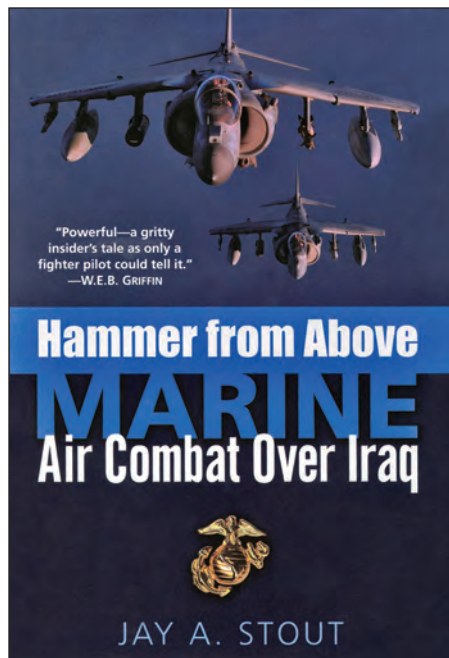
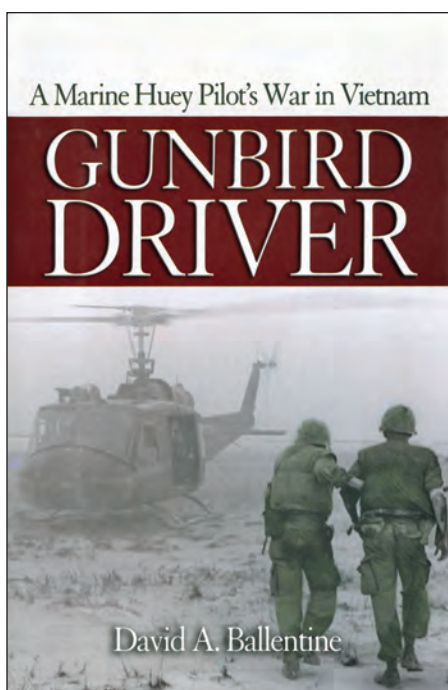
Christopher Newport University, where she graduated in 2008 with a Bachelor of Arts degree in history. During her undergraduate years, Emily worked as a volunteer with the Mount Vernon Archeological program and later held an internship at the Mariner's Museum Archive, where she created finding aids for several collections. In May 2010, she received a Masters Degree in American History from George Mason University. While attending graduate school, Emily worked for two years at the Special Collections and Archives of George Mason University, where she processed 31 collections and created finding aids using Encoded Archival Descriptions (EAD). She subsequently accepted an internship in the Reference Branch of the Marine Corps History Division. Emily made outstanding contributions to the Branch's mission—specifically, she contributed significantly to the Branch's ongoing digitization effort by reviewing, organizing, and scanning over 2,000 photographic images relating to Marine

Corps activities in pre-World War II China. She also reviewed, reorganized, and scanned many thousands of pages of Reference Branch working files, including all Vietnam War subject files, in anticipation of their use by staff and outside researchers during the upcoming Vietnam War Commemoration period. Emily also assisted in the processing of Vietnam War Status of Forces documentation for retirement to the National Archives and provided excellent research assistance in the completion of numerous Reference Branch requests. Emily was specifically mentioned for the help she provided to many visiting researchers to the History Division. Her contributions to the Division, combined with her demonstrated willingness to take on new and challenging assignments, made her an easy choice to be the first recipient of the Henry I. Shaw Jr. Fellow Program in Marine Corps History. Indeed, we strongly suspect that "Bud" Shaw himself would be very pleased with her selection. □1775□

Our Marine Aircraft in War

Book Review: David A. Ballentine, *Gunbird Driver: A Marine Huey Pilot's War in Vietnam* (Annapolis: Naval Institute Press, 2008) by Second Lieutenant Bryan C. Bergman

G*unbird Driver: A Marine Huey Pilot's War in Vietnam* recounts the experiences of First Lieutenant David A. Ballentine during his 13 months in Vietnam from 1966 to 1967. Ballentine served as a Huey pilot for Marine Observer Squadron 6, part of Marine Air Group 36. The squadron's call sign was "Klondike." *Gunbird Driver* is captivating with real stories about missions in Vietnam. For those readers unfamiliar with Marine aviation or Vietnam, Ballentine quickly explains aircraft and military jargon. Ballentine recalls specific events and memories ranging from the most harrowing air to ground engagements to the troublesome rats that plagued their quarters, by capturing the feel and events surrounding one squadron for a year in the Vietnam War. He candidly relates how he started as a new pilot learning the ropes and becoming one of



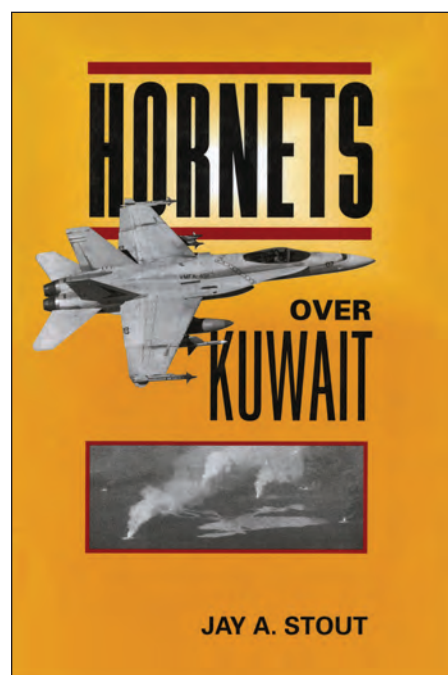
the senior pilots in the squadron. The author admits that many of the events, dialogues, and names in this book are not completely accurate. Memory cannot recall all the details of a flight, or exactly who was with you or what someone said verbatim. Some readers will find the frequent use of jargon and acronyms difficult, but this is how the Marines in his squadron talked and expressed themselves. Ballentine's memoir is unclouded with politics or grand strategies, but paints a vivid picture of his days as a Marine aviator, flying a Huey and doing his duty.

Book Review: Jay A. Stout, *Hammer from Above: Marine Air Combat Over Iraq* (Novato: Presidio Press, 2006) by Second Lieutenant Bryan C. Bergman

In his well written and organized book, Stout depicts the air campaign during Operation Iraqi Freedom. He carries the reader from the preparation to deploy, through the opening days of the war, and finally to 15 April, the end of major combat operation in Iraq. Stout develops the story on multiple levels

having collected and written the accounts of individual pilots and crews all the way up to the officers in charge of the air campaign. The stories are told and written in a way only a veteran Marine aviator can. Stout not only writes about the individual actions of Marine aviators but includes the overarching events and strategies during the invasion depicting the events on the ground, which the Marine aviators supported. Following different pilots and squadrons, the missions and sorties found in this book cover the entire air wing.

This book captures the entire war from the aviator's point of view and allows the reader to fully grasp the events and challenges that unfolded in Iraq and how the air wing succeeded. For those who wish to understand, what the Marine air wing accomplished during the drive to capture Baghdad and what role the Marine air wing played in supporting the Marine air ground task force, this is the book for you. This book also covers the challenges facing the Marine aviators in the planning and cooperation required in a joint and



multi-national operation. The strain on Marine aviation and the effects of the Marine air wing, supporting not only the Marine ground forces but other agencies, shows the dedication and fortitude of the men and woman who flew over Iraq. Despite the continued fighting in the years following April 15th, this book covers an important time period during Operation Iraqi Freedom and the courageous actions by the Marines who flew in the skies.

Book Review: Jay A. Stout, *Hornets over Kuwait* (Annapolis: Naval Institute Press, 1997) by *Second Lieutenant Katherine C. Gordon*

Major Jay A. “Guinness” Stout served with the “Warlords” of fixed-wing Marine Fighter Attack Squadron 451 during Operation Desert Shield and Desert Storm in Kuwait. Stout describes to the reader how Marine Corps fixed-wing fighter attack tactics evolved throughout the war. He begins with the early monotony of manning combat air patrol stations waiting to “intercept and destroy” virtually nonexistent enemy aircraft near the border of Kuwait. Stout uses stories and his personal insights and opinions to tell the story of Marine fighter pilots in Kuwait, applying the “surgical destruction” on targets of opportunity with strafing runs with 20mm cannons, while flying under 1,000 feet.

The story that Stout tells is interesting and draws the reader into the lives of a fighter pilot in Desert Shield and Desert Storm, complete with tales of how the pilots spent their downtime. Stout writes in a relaxed style as if he were telling stories to a friend. This style is refreshing, but distracting when off topic. The author is not afraid to be blunt about his personal opinions, for example, his stance on women in combat or the McDonnell Douglas AV-8B Harrier II, which he observed during combat operations and training flights.

Hornets over Kuwait presents an interesting perspective on the pilots of McDonnell Douglas F/A-18A Hornet in Operation Desert Shield and Desert Storm. The overwhelming



air superiority provided by the U.S. military greatly damaged the Iraqi defensive and offensive operations before U.S. ground troops even stepped foot in Kuwait. Reading Stout’s description of the skies during the operation and the sheer number of allied aircraft, it is no wonder that the Iraqi prisoners of war were terrified and would cower simply at the sound of a jet flying by.

Book review: Robert W. Robinson, *Scarface 42* (Bismarck: Tailwind Publications LLC, 2008) by *Stephanie C. Washburn*

A glimpse into the exploits of one Marine aviator’s twelve-month deployment to Vietnam in 1969, *Scarface 42* is a book that invites all readers to open its cover. Beginning with his first days as a Marine and moving quickly to his deployment to Vietnam, Robinson introduces the reader to the life of a Marine aviator at the end of the 1960s, without inundating the pages with military specific words and other obscure technical phrases. *Scarface 42* discusses the fascinating world of Marine pilots who flew the Bell UH-1 “Huey” Iroquois and Bell AH-1 Cobra during the Vietnam War. The ensuing chapters discuss various missions including routine armed escorts of medevac helicopters, providing close air sup-

port for forces on the ground, and “Prairie Fire” joint operations performed by the Marine Light Attack Helicopter Squadron 367 and Marine Light Attack Helicopter Squadron 167. Although Robinson included a handful of tales about the squadrons’ adventures outside of the various missions, he spent most of the pages describing the combat aspects of his year in Vietnam.

Using numerous sources, Robinson recreates his year spent in Vietnam. He dug through recollections of former squadron mates as well as numerous command chronologies, after-action reports, and books on the Vietnam War. The structure of the book, with each chapter dedicated to a single mission or period of time, you experience the camaraderie between the aviators and crewmembers of Marine Light Attack Helicopter Squadrons 367 and 167. Each chapter is engaging and leaves the reader wanting to know more about these men. The chapters follow chronological order and depict the day-to-day operations of the Squadrons 167 and 367 without overwhelming military terminology and technological descriptions. However because there is not a single storyline, the book lacked the flow of a unifying element. In addition, while many of the chapters detailed the various sorties and missions in which Robinson took part, his three or four stories about life in Vietnam seemed out of place in a narrative that, for the most part, focused on aviation. Robinson describes some aviators in one chapter and then proceeds to discuss them again several chapters later as if he had mentioned them on the previous page, making it difficult at times to follow.

Scarface 42 is not quite a history of that year of the Vietnam War, but more of a memoir of the men who served as Marine aviators in 1969. Robinson included pictures of his squadrons that matched faces to the personalities he describes. Almost every chapter had accompanying pictures that helped tell the story within the chapter. Together, Robinson constructs an engaging and enthralling account. □1775□

Snakes at Sea

The Marine Corps pioneered the use of helicopters for transport, reconnaissance, and casualty evacuation in the Korea War and refined those helicopter missions for the Vietnam War. In addition the Marine Corps developed the attack helicopter role within the Marine air-ground task force with the deployment of the AH-1J Sea Cobra. Although intended as support for Marine operations, the Sea Cobra soon found itself operating in an unexpected maritime strike capacity, highlighting the flexibility of Marine aviation.

This excerpt is from Major Charles D. Melson and Lieutenant Colonel Curtis G. Arnold, *U.S. Marines in Vietnam: The War That Would Not End, 1971–1973*. (Quantico: History Division, 1991), 178–181, which can be downloaded as a PDF file from <http://www.history.usmc.mil> under Publications.

Snakes at Sea

Another aircraft singular to the inventory of 1st MAF supported the Seventh Fleet, the newly arrived Bell AH-1J Sea Cobras of Marine Helicopter Attack Squadron (HMA) 369. Cobra gunships flew from amphibious ships to locate and destroy North Vietnamese sampans ferrying cargo from merchant ships to landing sites along the coast of North Vietnam and attempting to avoid the mines of Operation Pocket Money.

The squadron was still forming and had just received its AH-1Js when the Spring Offensive occurred. A detachment was sent to the 9th MAB, and on 11 June 1972, Admiral McCain called upon General Metzger to provide gunship support to TF 77. The origin of the Marine Hunter Killer (“MarHuk”) operation arose from the desire of Admiral Holloway and Admiral Cooper to ensure that the blockade of North Vietnam’s seaward approaches was complete and that not a “grain of rice” made it ashore through the use

of small, expendable boats which avoided the normal sea lanes. The use of carrier fixed-wing aircraft for this role diverted them from more critical interdiction missions. The solution rested in a more flexible, low-performance aircraft, the helicopter gunship. With the demise of Navy light attack helicopter squadrons, III MAF had the only immediate source of armed helicopters. General Metzger believed, however, that the value of stopping a sampan and its cargo was not worth the possible loss of a gunship. He also objected to depriving General Miller and the 9th MAB of both amphibious transports and gunships during a critical period. One consequence was the use of U.S. Army Cobras for helicopter escort during the amphibious landings.

Despite official reservations over the mission, General Brown warned the acting squadron commander, Captain Ronald G. Osborne, to be ready to go. As Major Dawson P. “Rusty” Hansen assumed command of the squadron on 15 June, it was loading on board ship to assume its role as the Marine Corps sea-based attack helicopter squadron. At the time, 18 officers, 99 enlisted men, and seven helicopters were squeezed into limited deck and hangar space on board the USS *Denver*. A troop transport, the ship lacked aircraft support and maintenance facilities. In fact, Admiral Holloway initially wanted a helicopter carrier (LPH) for this mission, but none was available because of 9th MAB combat and ready operations. Major Hansen and his maintenance officer, Captain David L. Caldon, overcame problems related to supply, missile countermeasure modifications, avionics support, ordnance handling, and the acquisition of Zuni 5-inch rockets not normally used by helicopters. Without doctrine or experience to go by, “innovation and imagination were the keys” for the self-styled “Marhuckers.”

Major Hansen and Captain David C. Corbert, the operations officer, devel-



Department of Defense Photo

An enemy view of the Sea Cobra showing the narrow perspective from head-on. This was a factor cited by aircrews as a reason that antiaircraft fire was ineffective. Another factor was the amount of suppressive firepower the AH-11 could put out in rapid order.

oped a concept of employment and techniques to accomplish the mission assigned by Seventh Fleet. This had two parts: the surveillance of merchant ships at the Hon La anchorage and the destruction of sampans running cargo ashore from these ships. As the merchant ships were from the People’s Republic of China, they were not to be attacked or threatened by the Marines. Rules of engagement kept the Marines at least 500 yards from the merchants and over the water at all times. Task Force 77 controlled daily sorties and coordinated air, gunfire, and rescue support. Over time, tactics evolved from a single morning and afternoon flight to random launches during the day. Finally, continuous night flights were conducted under illumination shells fired by accompanying destroyers. Because the AH-1J lacked radio cryptologic equipment, the use of radio silence was often mandatory to prevent and deceive North Vietnamese monitoring. Flying without radio communications at night over the open sea was one



Marine Attack Helicopter Squadron 360 photo

Squadron maintenance personnel viewed on the deck of a LPD with one of their "birds." They operated from inadequate spaces under demanding conditions to keep aircraft aloft.

measure of the squadron's skills.

The North Vietnamese positioned 23mm, 37mm, and 57mm antiaircraft guns for air defense around the three-sided Hon La anchorage. These weapons and a variety of small arms hit nine helicopters in 140 firing incidents. Enemy fire from the anchorage and the beach increased threefold over the six-month period of operations, but "very early the enemy realized that if they fired on the AH-1Js they could expect Cobras, NGF, and/or fixed wing to engage them. This has made the enemy fire short unsustained bursts and thus reduced their volume and accuracy." Major Hansen and his relief, Major David L. Ross, believed the Sea Cobra's small profile, maneuverability, and fire power prevented losses.

The AH-1Js fought back with 20mm guns and rockets and also were able to "call for" naval gunfire and tactical air. Two air observers were assigned to the squadron as airborne controllers, Chief Warrant Officers James E. Doner, Jr., and James R. Owens. The two flying "gunners" soon had the squadron pilots trained in airborne spotting and the squadron consequently could hit targets with more than just their on-board weapons, giving the North Vietnamese cause not to arouse the airborne Cobras. During

one flight Chief Warrant Officer Doner's Sea Cobra was fired upon by a 12.7mm machine gun. The pilot turned his nose towards the gun position and let loose a 5-inch Zuni rocket. This was Doner's first experience with the Zuni, and "the pilot didn't tell me he was about to fire it." The rocket enveloped the Cobra with smoke and sparks from its motor, tattling the aircraft, and had Doner yelling "We've been hit . . . !"

In August, the squadron moved to the USS *Cleveland* (LPD 7) and continued full-time combat operations. On 17 August, a concerted effort was

An AH-1J Sea Cobra from HMA-369 flies the call-letters of HMM-165 while part of a composite squadron. It is armed with 20mm cannon and Zuni rocket pods.

Department of Defense Photo



made to ensure continued "permissive environment" for the gunships using carrier-based A-6s and Vought A-7 Corsairs and the fire support of seven naval gunfire ships, including the Newport News. After this, hostile ground fire slackened. Operating periods alternated with port visits through December, with a final move to the USS *Dubuque* (LPD 8).

When operations ended on 26 January 1973, HMA-369 had flown 981 combat sorties, destroying or damaging 123 sampans carrying an estimated 5,444 100-pound bags of rice. The merchant ships resorted to dumping cargo into the sea in waterproof containers in an effort to float cargo ashore. A 1973 Center for Naval Analyses study concluded that the employment of HMA-369 released two destroyers and carrier aircraft otherwise required for this mission. The Secretary of the Navy recognized that the squadron maintained a sustained pace of heavy combat operations during all types of weather, "responding gallantly to the almost overwhelming tasks of providing a threefold role of attack, supply movement interdiction, and constant surveillance of the enemy." Major Ross also provided a fitting summary of the period when he stated that the squadron did more than just shoot-up sampans, ". . . most of all, the last six months of operations have given the AH-1J the opportunity to prove it deserves the designation of an attack helicopter . . ." □1775□

