

CONFIDENTIAL

WAR DIARY  
OF  
MARINE FIGHTING SQUADRON ONE TWELVE  
MARINE BASE DEFENSE AIRCRAFT GROUP FORTY TWO  
MARINE CORPS AIR STATION  
SANTA BARBARA (GOLETA), CALIFORNIA.

for period  
1-30 June, 1944.

Distribution:

Commandant Marine Corps  
Commander in Chief, United States Fleet  
Commanding General, Marine Aircraft Wings  
Pacific  
Commander Air Force, Pacific Fleet  
Commanding General, Marine Fleet Air West  
Coast  
Commanding Officer, MEDAG-42  
File

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WAR DIARY (PAGE TWO)

WAR DIARY OF MARINE FIGHTING SQUADRON ONE-TWELVE

6 June, 1944.

Clicks were bombed and strafed in gunnery drills.

When June ended, VMF-112 was ready for movement overseas. Operations were continuing at the month's end, but with the prescribed Marine Fleet Air, West Coast, training syllabus 96 per cent completed there was a marked eagerness among the pilots and men to be "up and at" the Sons of Heaven.

Squadron activities centered about the thought that the days of State-side duty were numbered. Gear was packed. Ground defense personnel dug fox holes and constructed varied type shelters. Practice emplacements were built for the 30 and 50 caliber water cooled machine guns.

Foggy weather hampered flight operations considerably. Several simulated landing problems with Army and Marine troops were cancelled by weather conditions. A new operations feature was the inauguration of seven-hour non-stop navigation flights covering approximately 1325 miles. Droppable belly tanks were used which gave the planes a total of 540 gallons of gasoline at takeoff. Most of the planes had 215 gallons left after seven hours.

Volley ball, softball and ping pong were major recreation items. The squadron team was tied at the month's end for first place in the Santa Barbara Softball League.

1 June, 1944.

Weather forced cancellation of flight schedule after one tow-sleeve gunnery flight.

2 June, 1944.

Our fighters intercepted bombers in special radar problem designed to teach interception technique.

3 June, 1944.

Fourteen fighters participated in problem with landing troops at San Clemente Island. Schedule also included gunnery drills.

4 June, 1944.

Flying included tow-sleeve gunnery, division tactics.

5 June, 1944.

Daytime gunnery drills and a night squadron flight to San Francisco and return were featured.

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WAR DIARY (PAGE TWO)

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6 June, 1944.

Slicks were bombed and strafed in gunnery drills.

7 June, 1944.

Fog cancelled operations. Training films were shown.

8 June, 1944.

Fog secured operations. The Air Combat Intelligence Officer presented a war theatre review. Training films were shown.

9 June, 1944.

Division tactics and tow-sleeve firing were on the operations calendar.

Second Lieutenant Keith H. Tormoen, USMCR, was killed at 1425 when his FG-1A, USN No. 13855, crashed and burned one mile west of this station. While in a dive the pilot went into a half roll and crashed. The remains were interned 17 June, 1944, in Onsetta Cemetery, Lot 12, Block No. 3, Section A, Duluth, Minnesota.

10 June, 1944.

Glide bombing on Wilson Rock in Santa Barbara channel, gunnery drills and engine test flights were scheduled. Captain David C. Andre, USMCR, joined from Personnel Group, MCAD, Miramar, San Diego, California.

11 June, 1944.

Escort technique was rehearsed in bombing and strafing problems directed against Wilson Rock, Santa Barbara Channel. Division tactics, gunnery also on day's program.

12 June, 1944.

Adverse weather forced cancellation of all but one glide-bombing and strafing flight.

13 June, 1944.

Operations included glide bombing and gunnery.

14 June, 1944.

Sixteen planes participated as support for landing party at San Clemente Island. Glide bombing, squadron tactics, escorting of bombers and strafing also on schedule.

15 June, 1944.

Bomber-escort, strafing featured operations.



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WAR DIARY (PAGE THREE)

16 June, 1944.

Flying included glide bombing, gunnery.

17 June, 1944.

Seven-hour, 1325-mile, non-stop navigation flights were inaugurated. Gunnery was featured in other flights.

18 June, 1944.

Operations included long navigation flights, gunnery.

19 June, 1944.

Long navigation flights, gunnery drills and familiarization featured.

20 June, 1944.

Air Raid Warning Squadron 20, now based here, joined with the squadron in radar interception problems.

21 June, 1944.

Gunnery drills featured.

22 June, 1944.

Radar interception drills, navigation flights and gunnery continued. Captain Elton Mueller, USMC, appointed to the rank of major.

23 June, 1944.

Adverse weather cancelled operations. Second Lieutenant Randolph Smith, USMCR, appointed to the rank of first lieutenant.

24 June, 1944.

Navigation, squadron tactics, gunnery featured.

25 June, 1944.

Twelve planes participated in a navigation flight to Las Vegas, Nevada, where they landed and rested and then returned.

26 June, 1944.

Adverse weather cancelled operations.

27 June, 1944.

Instrument flights and gunnery on flight schedule.



28 June, 1944.

Adverse weather cancelled most of the flying. Remaining schedule included division tactics, gunnery, and instrument flights.

29 June, 1944.

Weather conditions secured flight schedule.

30 June, 1944.

Adverse weather again.

( During the periods of adverse weather when flying was cancelled, training films on various subjects and lectures on enemy tactics, geography and war situations were presented. )

#### Personnel:

As of 30 June, 1944, the total strength of the Squadron is two hundred and ninety-seven men. Fifty officers and two hundred and forty-seven enlisted men. We lost one pilot, Second Lieutenant Keith H. Tormoen, (032562), USMCR, who crashed on 9 June, 1944.

#### Aircraft:

Total number of aircraft assigned to this squadron is twenty-four. Two F4U-1's, five F3A-1's, and seventeen FG-1A's. On the 30 June, 1944, we had twenty-four planes in commission. During the month we transferred two FG-1A's to Supply Officer, MCAS, Santa Barbara (Goleta), California. We received five F3A-1's and one FG-1A from NAS, San Diego, California.

#### Operations:

This month the squadron has flown a total of 1582.8 hours, with 1502 individual flights. All flights were operational.

HERMAN HANSEN Jr.  
Major, USMC.  
Commanding.



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WAR DIARY  
OF  
MARINE FIGHTING SQUADRON ONE TWELVE  
MARINE BASE DEFENSE AIRCRAFT GROUP FORTY TWO  
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Commandant Marine Corps  
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West Coast  
Commanding Officer, MBDAG-42  
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The squadron record board note at Guadalcanal bears 83 Japanese flags - signifying 83 enemy planes destroyed. The Wolfpack squadron lost but two of its own pilots.

During the past WAR DIARY OF VMP 112 we continued to hope that each dawn signalled the advent of the day when orders would arrive - and the squadron would move out to battle against the Japanese. To say that every man was an "Angus Beaver" as far as eagerness for combat is concerned would be putting it mildly.

Operational training continued apace. With the prescribed syllabus completed last month the squadron's training program covered almost

Marine Fighting Squadron 112 officially became the "Wolfpack" during July when the Chief of Naval Operations approved the squadron name and wolf's-head insignia. *1st, West Coast, training syllabus.*

Nicknames are usually won under unaccountable circumstances. Once that name really becomes part and parcel of a fighting unit, the details of the actual naming are usually hazy or completely forgotten. Such is the story of the designation of VMP 112 as the "Wolfpack."

No one seems to remember exactly who it was that gave the squadron its fighting tag. But it seems fairly certain that it was a girl in Sydney, Australia, who called the turn. Her name has been forgotten but the soubriquet she gave the squadron has lived on and grown more important with each passing day.

VMP 112 had turned in an enviable record in its operations from Henderson Field on embattled Guadalcanal. It was a well-earned rest that the squadron was ordered to on December 30, 1942, at Sydney, Australia. The men who fought in the Solomon skies in those days were anxious to relax but more eager for dates. A pretty Australian lass attracted their attention the first night in Sydney. Collectively they asked her for a date. She shook her head. "You're a pack of wolves," she said.

That nickname caught on. It had a fighting edge as well as a humorous note. The fellows liked it. When the pilots went back to Guadalcanal they designed a wolf's-head insignia and called themselves the "Wolfpack." From that day on their deeds and their achievements made the squadron's record a legend in Marine Corps aviation history.

Captain Gilbert Percy, who bailed out at 2000 feet over the Russell Islands and though his parachute never opened lived to tell the tale and Captain Sam Logan, whose right foot was severed by a saddistic Jap Zero pilot who swung his roaring propeller at Logan when Logan bailed out, were just two of the flyers who proudly wore the Wolf's-head insignia and made it famous. Major Robert Fraser, who alone strafed a Japanese battleship and who managed to get out of the cockpit after he had been trapped and his Corsair plane had sunk 10 feet underwater, was another.



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THE HISTORY OF THE 233

The squadron record board made at Guadalcanal bears 86 Japanese flags - signifying 86 enemy planes destroyed. The Wolfpack squadron lost but two of its own pilots.

During the past month pilots and enlisted men continued to hope that each dawn signalled the advent of the day when orders would arrive - and the squadron would move out to battle against the Japanese. To say that every man was an "Eager Beaver" as far as eagerness for combat is concerned would be putting it mildly.

Operational training continued apace. With the prescribed syllabus completed last month the squadron's training program concerns itself with new features - such as field carrier landings, double time in night flying, defensive combat tactics and rocket firing - recently added to the Marine Fleet Air, West Coast, training syllabus.

The death of Major Robert Cyrus Kennedy, squadron executive officer, was a hard blow to the unit. He died in a crash on July 22, near Flagstaff, Arizona, while on an operational cross-country flight.

Kennedy is the brother of Colonel and Mrs. L. B. Kennedy, Colonel Kennedy is the commanding officer of VMF-223.

1 July, 1944.

Members of this squadron led by Major Kennedy took part in the airplane competition of varied maneuvers in connection with the 4th of July Air Show at Santa Barbara State College Stadium, Santa Barbara. More than 15,000 spectators saw the show. Lieutenant J. Davis Smith, Squadron XO, served as driver of the airplane.

2 July, 1944.

Instrument flights and formation flights were on the operations schedule.

3 July, 1944.

Squadron operations ceased at 1400 to enable pilots and other personnel an opportunity to attend the wedding of Davis Kennedy and Miss John Callahan at the Trinity Episcopal Church in Santa Barbara. Major Robert Kennedy served as best man. Major General Francis E. McElroy, commanding general of Marine Fleet Air, West Coast, was a guest.

7 July, 1944.

Flights cancelled due to foggy weather.



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WAR DIARY OF VMF - 112

1 July, 1944.

Col. William D. Roberson, executive officer of MEDAG-42, and the Group staff inspected the squadron. Colonel Roberson said the inspection showed the squadron to be "excellent". Corporal Richard D. Kennedy returned from special temporary aviation duty at the Dugway Proving Grounds, Tooele, Utah, where he underwent instruction in chemical warfare.

2 July, 1944.

Flying consisted of division tactics, a test flight, familiarization flights and an instrument flight.

3 July, 1944.

Combat air patrol training, instrument flying and familiarization flights were on the day's activity log. 1st. Lt. John Callahan, who is to be married to Doris Sanderson, gave a bachelors' party for the Squadron officers. Doris Sanderson is the daughter of Colonel and Mrs. L. H. M. Sanderson. Colonel Sanderson is the commanding officer of MEDAG-42.

4 July, 1944.

Sixteen Corsairs from this squadron led by Major Kennedy took part in the 64-plane presentation of varied maneuvers in connection with the 4th of July War Bond show at Santa Barbara State College Stadium, Santa Barbara. More than 15,000 bond-buyers saw the show. Lieutenant J. Davis Scott, Squadron ACI Officer, served as Group 42's announcer.

5 July, 1944.

Instrument flights and squadron tactics were on the operations schedule.

6 July, 1944.

Squadron operations ceased at 1400 to enable pilots and other personnel an opportunity to attend the wedding of Doris Sanderson and 1st. Lt. John Callahan at the Trinity Episcopal Church in Santa Barbara. Major Herman Hansen served as best man. Major General Francis P. Mulcahy, commanding general of Marine Fleet Air, West Coast, was a guest.

7 July, 1944.

Flying cancelled due to foggy weather.

Squadron operations consisted of familiarization flights, low altitude flying, and a cross-country navigational training flight of four planes led by Captain Donald P. Cook from Santa Barbara to Reno, Nevada.

Squadron informed that the Chief of Naval Operations had approved the Half breed insignia and the nickname of "Halfbreed". The Navy Department asked for an



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8 July 1944.

Squadron operations included instrument flights, safety flights and squadron tactics drills. The squadron bought \$2,306.25 worth of war bonds in the 5th War Bond Drive thus winning a first prize of a \$25 war bond for 2nd Lt. John J. Fischer, squadron salesman, whose sales total was tops for the Group.

9 July 1944.

Flying consisted of tow sleeve firing and squadron tactics.

10 July 1944.

In accordance with a directive from the Chief of Naval Operations, the squadron pilots began a new course in recognition and identification. The new 38-hour syllabus includes the U. S., Free French, Japanese and British Royal Australian aircraft and Japanese planes.

11 July 1944.

Squadron tactics, familiarization flights and oxygen test flights were on the schedule.

12 July 1944.

Gunnery firing at sleeve, oxygen familiarization flights and squadron tactics were featured.

13 July 1944.

Squadron operations secured due to foggy weather. Lectures on carrier landings were presented by Lt. Harry J. Diehl, USMC, landing signal officer. We will check out on field carrier landings at the Oxnard fighter strip, located some 50 miles south of Goleta, California. Pilots were quizzed on landing signals. Good news, too. We had figured we wouldn't get any leaves until our return from overseas. Today that was changed to permit half of the pilots to leave for 15 days on 17 July, and the other half to go for 15 days upon the first group's return. There was talk of marriage and plenty of excitement as leaves were planned.

14 July 1944.

Flying included a familiarization flight and a four-plane cross-country navigational training flight from Santa Barbara to Boise, Idaho, led by Major Herman Hansen, Jr.

15 July 1944.

Squadron operations consisted of familiarization flights, tow sleeve firing, and a cross-country navigational training flight of four planes led by Captain Donald C. Owen from Santa Barbara to Reno, Nevada.

Squadron informed that the Chief of Naval Operations had approved the Wolf head insignia and the nickname of "Wolfpack". The Navy Department asked for an



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article on the historical significance of the insignia plus an artist's painting suitable for framing. Major Hansen and wingman return from flight to Boise, Idaho.  
16 July, 1944.

Six planes, led by Major Elton Mueller, returned from cross-country flight to Reno, Nevada. All had high praise for the hospitality shown by the Army.

The Group 42 change sheet showed our squadron to now include 299 officers and men. The recapitulation was as follows: 46 USMC commissioned officers, 2 USMC warrant officers, 241 USMC enlisted men, 2 USN commissioned officers, 8 USN enlisted, 299 total.

17 July, 1944.

Pilots begin check out on field carrier landings.

18 July, 1944.

Flights from 1030 to 1800 included gunnery firing, oxygen familiarization and gunnery and individual combat at 20,000 feet.

Captain Andre led a flight of four on a cross-country navigational training flight from Santa Barbara to Albuquerque, New Mexico. The trip covers 755 miles one-way.

19 July, 1944.

Sunny weather for a change. Field carrier landing drills, high altitude gunnery and combat tactics at 20,000 feet on the flight schedule. Captain Andre's flight returned from Albuquerque, New Mexico. They flew over the Grand Canyon on their trip east.

20 July, 1944.

Morning operations cancelled by heavy pea soup fog. AGIO presented lecture on Netherlands East Indies. Afternoon operations featured field carrier landing drills. Captain Frederick Green Jr., USMCR, a pilot in the original 112 squadron which fought at Guadalcanal, was transferred to Headquarters 42 of MBDAG-42 because of loss of weight. He was below the minimum weight for pilots. 2nd Lieutenant W.C. Webb assumed the duties of the Radio Officer.

"Wolf", the little dog which last month was adopted as the squadron mascot, died today after a fit of distemper.

21 July, 1944.

Fog again. Pilots saw Army Air Forces films on varied operations. Afternoon field carrier landing drills cancelled by weather. Major Robert C. Kennedy led a flight of four planes on cross-country navigational flight from Santa Barbara to Albuquerque, New Mexico. They will remain overnight.



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22 July, 1944.

Foggy weather again. Operations finally began at 1445 with field carrier landing drills. Major Mueller and 1st Lt. J.M. Callahan tested two Corsairs equipped with water injection systems. At 19,000 feet Lt. Callahan learned that his Corsair, with one minute of water injection, attained a true air speed of 384 miles per hour. Major Mueller did not test the water injector but learned that the flossy painted Corsair he was flying had a speed advantage of 10 to 15 knots over a Corsair with the old paint job. Both were enthusiastic about the tests and announced they would try again.

Major Kennedy was killed today and his death saddened the entire squadron. Major Robert Cyrus Kennedy, (06904), USMCR, was our squadron executive officer. Major Kennedy, pilot of FG-1A Bureau Number 13647, engine number P-12120, was flying in the number two position of a four plane section which took off at 1410 today from Albuquerque, New Mexico, on the return portion of a cross-country navigational training flight from this station. The section was scheduled to arrive here at 1715. Other members of the section were 1st Lt. Randolph Smith, USMCR; 1st Lt. Junie B. Lohan, USMCR; 2nd Lt. Robert B. Hamilton, USMCR. At about 1530 near Mormon Lake, 20 miles southeast of Flagstaff, Arizona, Major Kennedy's plane was observed by other members of the section to make a slow 180-degree turn to the right and to lose altitude at the rate of 1,000-feet per minute. The planes were flying at about 1500 feet above the terrain when Major Kennedy's plane left the formation. All efforts to contact the Major by radio failed. After its first turn, the Major's plane made another 180-degree turn. In the middle of this turn a parachute was seen to emerge from the cockpit and stream behind the plane. The parachute became entangled in the plane's tail section. To Lieutenant Hamilton it appeared as if the Major was trapped in the cockpit. A sheep herder at work nearby said he heard the plane engine sputtering and saw the plane afire before it struck the ground, explode and burned. Portions of Major Kennedy's body and positive identification were located near the wreckage of the plane. The plane was a complete wreck. Lieutenant Hamilton circled the spot and by buzzing the treetops was able to attract the attention of several people nearby and lead them to the wreckage. Lieutenant Lohan and Lieutenant Smith returned to the AAF Field at Winslow, Arizona to secure aid. Lohan the pilot of FG-1A, Bureau Number 13649, Engine Number 47753, crashed on landing and suffered a skull concussion. Plane damage included sudden engine stoppage, damaged propeller, wings, tail surface and fuselage. Smith, pilot of FG-1A, Bureau Number 13663, Engine Number HP-202469, made two landings and after returning from the scene of the Kennedy crash he crashed and suffered injuries to his head and hand. Plane damage included sudden engine stoppage, damaged propeller, wing, tail surface and fuselage. Both pilots were admitted to the Indian Sanatorium, Winslow, Arizona. Lt. Hamilton landed at Santa Barbara at 1930.



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23 July, 1944.

Field carrier landings, combat tactics and gunnery were on the operations schedule.

24 July, 1944.

Group 42's B50 transport plane, which left Santa Barbara 22 July, 1944, reached Winslow, Arizona. Among those aboard were Lieutenant Scott, Squadron AGIO, and Gunner Baljo, Squadron Engineering Officer, to investigate Major Kennedy's crash.

Twelve planes led by Captain Andre took off on a cross-country navigational training flight to Mojave, California. It was foggy again during the morning hours.

25 July, 1944.

Fog again in the morning.

Major Kennedy's remains delivered to widow here. Group 42's B50 returned from Winslow, Arizona. Captain Andre's flight participated in a practice problem at Mojave and returned to Santa Barbara.

Squadron received three F3A's, bureau numbers 11216, 11233 and 11261, from Service Squadron, NEDAG-42.

26 July, 1944.

Fog again.

Memorial services were held for Major Kennedy from his home, 1620 Grand Avenue, Santa Barbara. Officers were pallbearers. Two hundred enlisted men attended voluntarily.

27 July, 1944.

Major Kennedy's body, escorted by Major Sherman Smith, executive officer of VMP-213 and a close personal friend, left for Detroit, Michigan for services and interment.

Foggy weather interfered with operations. Field carrier landings practiced in afternoon.

Squadron enlisted men participated in a dance at the Santa Barbara American Legion hall. Funds were provided by the squadron recreation fund.

28 July, 1944.

Fog again. Division tactics, field carrier landings, gunnery and radar problem on afternoon schedule.

29 July, 1944.

Fog again. Pratt and Whitney engine representative presented lecture. In the afternoon the following checked out in field carrier landings: Captain David L. Andre, 1st. Lt. John Callahan, 2nd. Lt. Robert H. Cook, 2nd. Lt. Eugene C. Reuben, 1st. Lt. Robert B. Hamilton, 2nd. Lt. Lawrence H. Sowles, 2nd. Lt. Carroll V. King, 2nd. Lt. John R. Thompson.



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WAR DIARY OF VMF - 112

30 July 1944.

Morning fog again. 1st. Lt. J. M. Callahan and 2nd Lt. W. C. Webb were checked out in field carrier landings during afternoon. Radar flight, weather hop, gunnery drills and field carrier landings were on schedule. 1st. Lt. J. Callahan flew to San Diego and reported seeing, at North Island, a half dozen or more nearly perfect Japanese Zekes, which were captured on Saipan.

31 July 1944.

Foggy morning. Field carrier landings and link training on schedule in the afternoon. Magazine subscriptions totaling \$86.55 in cost were ordered for the squadron. Selected by vote of the personnel the subscriptions included many publications from National Geographic, Skyways, Fortune to Western Thrillers. Major Herman Hansen Jr., squadron commanding officer, returned from 15 days leave.

Personnel:

As of 31 July 1944, the total strength of the squadron was 247. 46 officers, 201 enlisted men and 8 Navy hospital corpsmen. We lost one pilot, Major Robert Cyrus Kennedy, (06904), USMCR, was killed, on 22 July 1944. Major Kennedy was the squadron executive officer.

Aircraft:

24 aircraft were assigned to this squadron. On the 31st of July 1944, VMF - 112 had 14 F4U-A's, 8 F3A-1's and 2 P4U-1's. A total of 18 of these were in commission. During the month we received 3 new ships, F3A-1's, from Service Squadron-42.

Operations:

This month the squadron had flown a total of 1090.5 hours, with 760 individual flights. All flights were operational.

HERMAN HANSEN JR.



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WAR DIARY  
OF  
MARINE FIGHTING SQUADRON ONE TWELVE  
MARINE BASE DEFENSE AIRCRAFT GROUP FORTY TWO  
MARINE CORPS AIR STATION  
MARINE SANTA BARBARA (GOLETA), CALIFORNIA.

FOR PERIOD  
1-31 AUGUST, 1944.

*Wright Field  
3rd edition*

*176 DAG-42*

Distribution: Commandant Marine Corps  
Commander in Chief, United States Fleet  
Commanding General, Marine Aircraft Wings  
Pacific  
Commander Air Force, Pacific Fleet  
Commanding General, Marine Fleet Air  
West Coast  
Commanding Officer, MEDAG-42  
File

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WAR DIARY OF VF-112

FOREWORD

1 August, 1944.

As July ended so August began. It was foggy again this morning. Pilots were training flies. Afternoon schedule included field carrier landings and gunnery work.

Marine Fighting Squadron 112, now two months past its readiness date, continued during August to wait most impatiently for the summons which would send it to battle against the Sons of Heaven.

Two months ago the squadron had practically completed its syllabus of training. When its embarkation for "duty beyond the seas" was delayed, Marine Fleet Air West Coast revised and lengthened the training syllabus. As August ended the squadron had completed 95.6 percent of its new training program. A few more flight hours in fixed gunnery, night flying and inter-type tactics are needed for completion.

The Wolfpack's training has been varied and comprehensive. In addition to the required flying hours and field carrier landings, the pilots have spent many hours in link training, navigational study, combat conditioning, radio study and recognition.

2 August, 1944.

Weather perfect. Pilots again ducked. Field carrier landings and gunnery on flight bill.

3 August, 1944.

Believe it or not! Perfect weather again. Squadron officers and men participated in rifle and small arms instruction drill. Flights included radar drill, carrier gun dog-fight, field carrier landings. Last half of squadron pilots begin fifteen day leaves.

4 August, 1944.

Eng. Pratt and Whitney representative presented lecture on Corsair engine performance. Defensive combat tactics and field carrier landings on schedule.

5 August, 1944.

No fog, but slight haze. Afternoon flight schedule included combat tactics at an altitude of 30,000 feet.



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WAR DIARY OF VVF - 112

1 August, 1944.

As July endeth so August began. It was foggy again this morning. Pilots saw training films. Afternoon schedule included field carrier landings and gunnery hops.

Remains of Major Robert Cryus Kennedy, (06940), USMC, killed in a Corsair crash 22 July, 1944, near Flagstaff, Arizona, were interred this date in Section 340-c crypt on Mezzanine floor of Mausoleum building in White Chapel Memorial Cemetery, Oakland, Michigan.

2 August, 1944.

Fog again. Pilots began checking out in parachute dunking machine rigged on end of station pier. The pilot is hoisted in parachute to a position above the water. As he is lowered he gets out of the harness, hits the water, inflates life jacket and rubber boat, climbs into it and paddles away. The exercise is carried out in full flying rig and all say it is "quite an experience."

Field carrier landings and gunnery on afternoon schedule.

3 August, 1944.

Weather perfect. Pilots again dunked. Field carrier landings and gunnery on flight bill.

4 August, 1944.

Believe it or not! Perfect weather again. Squadron officers and men participated in rifle and small arms instruction drill. Flights included radar drill, camera gun dog-fight, field carrier landings.

Last half of squadron pilots begin fifteen day leaves.

5 August, 1944.

Fog. Pratt and Whitney representative presented lecture on Corsair engine performances. Defensive combat tactics and field carrier landings on schedule.

6 August, 1944.

No fog, but slight haze. Afternoon flight schedule included combat tactics at an altitude of 30,000 feet.



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11 August, 1944.

Perfect weather again. Rifle and small arms inspection conducted. Field carrier landings on schedule.

7 August, 1944.

Field enshrouded in morning fog. Combat tactics, field carrier landings cancelled due to weather. Lecture given on Corsair engines, performances.

8 August, 1944.

Fog. The mysteries of water injection were explained by Pratt and Whitney representative. Local flights, high altitude combat tactics and gunnery on afternoon schedule. Enlisted men began ten day instruction in combat swimming at station pool.

9 August, 1944.

Fog, bit heavier than usual. Pilots saw combat films and survival picture of Army Air Forces entitled "Land and Live in the Jungle." Afternoon flying included radar drill, field carrier landings. Enlisted men given a barbecue at Tecolote Ranch, near Elwood.

10 August, 1944.

This was an unusual day. First, the sun began to shine early. Then accidents began to happen.

Captain Russell J. Hoswell, pilot of Corsair FG-1A, Bureau Number 14014, Engine Number HP-203456, crashed at 1105 in water five miles ESE of this field, one mile off shore. Captain Hoswell was a member of a flight of six Corsairs, commanded by Captain Donald C. Owen, enroute over water to Camarillo for field carrier landing drills. At 3000 feet Hoswell's plane engine began to fail. He descended to make a water landing when the engine began to function again. He was unable to gain altitude but was able to bring the plane 20 miles toward the field. About one mile off shore the engine quit and the plane dropped into the water. Hoswell was able to dive clear. He was rescued by crew of USS Skirmish, AM-303, and returned to Santa Barbara Section Base. Hoswell suffered four-inch gash on cheek. Plane was a complete loss.

2nd Lt. Norman F. Whittredge, pilot of FG-1A, Bureau number 13902, engine number HP-203382, crashed into a parked plane while taxiing for field carrier takeoff at Camarillo, California. Lt. Whittredge had cockpit cover closed due to wind and dust. Plane damage included sudden engine stoppage and damaged propeller. The pilot was unhurt.

Flight schedule this date consisted of field carrier landings, familiarization flights, night flights.

Eight Corsairs strafed and nine Corsairs bombed Wilson Beach in Santa Barbara channel. Field carrier landings practiced.



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11 August, 1944. (continued)

Perfect weather again. Rifle and small arms inspection conducted. Field carrier landings on schedule.

Six pilots became "movie stars" today. They were the flying "heroes" in a training film being produced for the Marine Corps. The six led by Major Herman Hansen Jr. included 2nd Lt. George J. Murray, 2nd Lt. E.W. Dennis, 1st Lt. John Callahan, 2nd Lt. J.M. Hamilton, 2nd Lt. Howard E. Sankey. The acting consisted of varied flights, runs on the cameraman's plane and runs on a cliff top simulated anti-aircraft position.

12 August, 1944.

Sun shines. Gunnery featured on flight schedule. Field carrier landings practiced.

13 August, 1944.

Sun greeted us and then got lost in the fog. Major Hansen, Lieutenants Murray, Hamilton, and Sankey departed on the first leg of a six hour cross country navigational flight to Seattle, Washington. Gunnery also on schedule.

14 August, 1944.

Fog. Major Hansen and flight returned from Seattle. Day's schedule included combat tactic flights, weather flight and radar drill.

15 August, 1944.

Fog and plenty of it. Afternoon flights consisted of gunnery, Strafing, combat tactics.

16 August, 1944.

Combat tactics, radar flights, and a cross-country navigational training flight to Albuquerque, N. M., were featured.

17 August, 1944.

Local combat tactics on schedule. 2nd Lt. Howard E. Sankey crashed on landing at Livermore, California, due to failure to lock wheels completely. He was unhurt.

18 August, 1944.

Eight Corsairs strafed and nine Corsairs bombed Wilson Rock in Santa Barbara channel. Field carrier landings practiced.



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18 August, 1944. (continued)

Five soldiers stationed at Camp Roberts were injured when a flight of four Corsairs from this squadron accidentally fired during a practice problem with troops at Camp Roberts, California. An investigation has been opened.

19 August, 1944.

Wilson Rock bombed and strafed in drills. Sgt. Major Bernard J. Coleman, an enlisted man in the original VMF 112, Promoted to warrant officer.

20 August, 1944.

Wilson Rock bombed and strafed again. Remaining pilots completed field carrier landing drills. Entire squadron is now checked out.

21 August, 1944.

Pilots began radar interception problems with Army's 2686 Fighter Wing Provisional. VMF 112 maintained a combat air patrol over Point Arguella and interceptions of Army E-24's were made on word from Air Raid Warning Squadron 20. Sixteen Corsairs participated.

22 August, 1944.

Interceptions continued with 14 Corsairs taking part. Pilots saw film on IFF.

23 August, 1944.

Ten planes took part in interception problems. Wilson Rock strafed and bombed.

24 August, 1944.

Thirteen planes in combat air patrol and radar interception problem. Bombing, strafing drills conducted.

25 August, 1944.

Interception problem cancelled. Nineteen planes bombed and twenty six planes strafed Wilson Rock during day.

26 August, 1944.

Thirty five planes were used in bombing and 19 planes in strafing of Wilson Rock during the day. Twenty men from squadron dispatched to assist in fighting forest fire raging over mountain land near base.