

USMC Photo 145092

Ewa airfield, Hawaii 1942. When the Japanese attacked Pearl Harbor on 7 December 1941, most of the Red Devil's aircraft were destroyed while still on the ground.



USMC Photo 12734

The Grumman TBF-1 Avenger was a single engine, 3-crew, torpedo bomber monoplane. The Avenger carried a regulation 2000-pound torpedo internally or four 500-pound bombs.

Mangrum received the Navy Cross and the first Distinguished Flying Cross awarded for the Guadalcanal campaign.

On 18 November the squadron arrived at San Diego and then moved to MCAS El Toro, California, where it remained, assigned to MAG-23, until it returned to the Pacific in July 1943. While at El Toro, the Red Devils acquired a new mission, torpedo bombing, and new equipment, the Grumman TBF-1 Avenger. This 1,600-horsepower aircraft carried a three-man crew: pilot, radio operator-undergunner, and rear-gunner. In addition to five machineguns, the plane carried one 2,000-pound naval torpedo or four 500-pound bombs.

With the change in mission came yet another change in unit designation. On 1 June 1943, the squadron became Marine Torpedo Bombing Squadron 232 (VMTB-232). On 16 July 1943 the squadron embarked and sailed from San Diego on the USS *President Polk* (AP 103). It arrived at Noumea, New Caledonia, on 2 August. The following day some of the personnel, really an advance party, transferred to the SS *Dashing Wave* (a civilian-manned troopship operated by the War Shipping Administration) and steamed for Espiritu Santo, New Hebrides, where they arrived on 6 August. The main body remained at Noumea until the 17th and then followed to Espiritu Santo on board the USS *Rixey* (APH 3). It arrived there on 20 August. Thus by September 1943, the Red Devils were back in the Pacific helping to knock out Japanese shipping, airfields, and installations on virtually every island of the Solomons.

Through January 1944, the unit operated primarily in the vicinity of Bougainville while flying from Espiritu Santo in the New Hebrides, Guadalcanal, and Munda on New Georgia. During this period VMTB-232 was assigned to MAG-24. From Bougainville, operations shifted to the New Britain Island area. On 17 January hunting was especially good for the Red Devils. While attacking an enemy convoy, 15 of the 18 squadron TBFs reported hitting targets. Navy and Marine Corps squadrons sank 5 ships and downed 17 Japanese fighters.¹³

From May to October 1944, the Red Devils flew from fields throughout the Solomons. From the New Hebrides in the south to Emirau in the north, the squadron, then assigned to MAG-11, sought out enemy targets. In November the unit moved to Falalop Island, Ulithi Atoll in the Caroline Islands



USMC Photo A412439
Lieutenant General Richard C. Mangrum commanded VMF-232 twice during his career, once while he was a second lieutenant in 1930 and again during World War II in the Pacific.

and on 1 January 1945, VMTB-232 supported the Army invasion of Fais Island in the Carolines. Until April 1945, the unit remained in the Ulithi area neutralizing Japanese-held bases, providing anti-submarine patrols, escorting convoys, and furnishing air defense for the fleet anchorage at Ulithi.

The next move for the Red Devils brought them to Okinawa on 22 April 1945 where they joined MAG-33 at Kadena Airfield. By the end of April, over 100 missions had been flown. The cost to the squadron was two aircraft and crews lost to enemy action. While most of the glory of flying over Okinawa was achieved by the fighters, First Lieutenant Fred F. Folino in an Avenger shot down an enemy plane with air-to-ground rockets the night of 17 May putting the Red Devils in the scoring column for aircraft kills. The squadron then began making regular runs against the enemy airfields and installations in Japan and continued pounding the enemy until 15 August



USMC Photo 529599

Grumman F6F-5 Hellcat fighter. The single-seater Hellcat was equipped with a 2,000-horsepower engine and could attain speeds in excess of 400 miles per hour.

when hostilities ceased. The Red Devils flew anti-submarine patrol and convoy missions until departing for the United States on 31 October.

During its participation in operations throughout the Pacific, VMTB-232 lost 49 men and 17 aircraft, of which 29 Marines and 8 aircraft were directly attributable to enemy action. On 16 November the squadron—one of the few to earn two Presidential Unit Citations—arrived at San Diego, was decommissioned, and the Red Devil insignia was shelved. But it would be only a temporary interruption.

Reactivation

The Red Devils were reactivated in the Marine Corps Reserve as Marine Fighter Squadron 232 (VMF-232) on 3 June 1948 at the Naval Air Station at Floyd Bennett Field, New York, once more becoming a fighter squadron after a 15-year lapse. In July 1949 the 41 officers and 113 enlisted men of VMF-232, under the command of Captain Thomas S. Ferdinand, participated in Reserve training at MCAS Cherry Point, North Carolina. All flying at this time had to be done in aircraft belonging to other squadrons, because it was not until the unit returned to New York that it began receiving Grumman F6F-5 Hellcats. The single-seat Hellcat was equipped with a 2,000-horsepower engine and could attain speeds in excess of 400 miles per hour. The fighter

was armed with six 50-caliber machineguns (three in each wing) and could carry two 5-inch rocket pods with either two 1,000-pound bombs or external fuel tanks. The aircraft, credited with downing 5,155 Japanese planes, could climb at a rate of 3,000 feet per minute and had a service ceiling of 37,000.¹⁴

For the next year the squadron's efforts were directed towards building the unit into a combat-ready force. As a result of these efforts, VMF-232 won the Willard "Jesse" Reed Trophy for 1949. This award was presented annually to that squadron at Floyd Bennett Field which had the highest scores throughout the year in attendance, aircraft availability, maneuver performance, inspections, and rifle and pistol competition. Until the middle of September 1950, VMF-232 remained in Reserve status conducting organized drills one weekend each month, in addition to an annual 2-week summer training maneuver.

On 18 September 1950, after the outbreak of the Korean War, VMF-232 was alerted for active duty and 12 days later was ordered to MAG-15, 3d MAW at MCAS El Toro. The squadron was airlifted and arrived at its new duty station on 1 October. Eight days later, Lieutenant Colonel Joseph A. Gray assumed command of the Red Devils. On 14 October the squadron received the first delivery of nine Chance-Vought F4U-4 Corsairs. This single-seat fighter had a turbo-supercharged 2,400-horsepower



USMC Photo A150802

A well-worn F4U-4 Corsair prepares for a landing. VMF-232 received its first Corsair on 14 October 1950.

engine—about 400-horsepower more than the previous models—and was used by several land- and carrier-based squadrons. The F4U-4 had four 20mm cannons (two in each wing) and could be armed with two 1,000-pound bombs or eight 5-inch, air-to-ground rockets. This fighter could reach speeds in excess of 450 miles per hour, climb at 4,800 feet per minute, and had a service ceiling of 41,400 feet.¹³

Intensive training soon began in air-to-air gunnery, strafing, dive, glide, and low-level bombing, rocket firing, close air support, night familiarization, instruments, tactics, and navigation. Several squadron members also received instruction in air intelligence, air spotting, and chemical warfare.

On 9 December all pilots, aircraft, and necessary enlisted personnel departed for the Naval Auxiliary Air Station El Centro, California, for field carrier landing practice. The following week the squadron flew to Pensacola, Florida, where the Red Devils joined the pilots of VMF-235 for carrier qualifications on board the light fleet aircraft carrier USS *Wright* (CVL 49). On 23 December 1950, VMF-232 returned to MCAS El Toro.

During the first 6 months of 1951, the unit participated in extensive specialized problems, exercises, and training. By the latter part of April, nearly all the original aviators and 40 percent of the enlisted Marines in the squadron had been detached and were sent overseas in various drafts of Air FMFPac. In May, the possibility of deployment on board a carrier

off Korea caused all squadron activities to be directed toward this type of duty. Consequently, all aviators either qualified or requalified on board the escort carrier USS *Rendova* (CVE 114) between 29 May and 2 June 1951. During that period, the VMF-232 pilots made 212 landings with only one accident; a Corsair was damaged when it struck the ship's landing barrier. Then, from 11-15 June, the squadron provided air support and combat air patrols during a landing exercise conducted in the San Clemente area.

In spite of the fact that 20 more pilots were drafted for combat duty during July, the squadron flew 725 hours during the month. In August all phases of training were intensified, and in October the Red Devils flew 1,054 hours, the highest monthly total since the squadron ceased combat operations in 1945.

During November and December 1951, unit training included napalm delivery and night rocket firing. Unfortunately, the training routine was interrupted on 14 December by a fatal mid-air collision involving Captains William Javoronok and Gay Jones. The following month, First Lieutenant William A. Poe nearly became another statistic. While flying low in search of a simulated target in Silver Creek Canyon, approximately 8 miles from Pickel Meadows, California, he found himself hemmed in on three sides by mountain peaks thousands of feet high. Unable to reverse course, he tried to climb over an 11,000-foot-high ridge directly ahead. While nearly stalled, the plane struck the



USMC Photo A346716

The first jet fighter for VMF-232 was the F9F-2 Panther built by Grumman. It had a Pratt & Whitney engine which produced 5,750 pounds of thrust and enabled the Panther to reach a speed of 650 miles per hour.

ridge about 20 feet from the top. The aircraft was destroyed, but Lieutenant Poe escaped uninjured.¹⁶

For the first half of 1952, VMF-232 remained at El Toro conducting training. In February and March, the squadron flew both day and night missions in support of 3d Marine Division training at Camp Pendleton. During April and May, 29 pilots and 94 enlisted men went to NAS El Centro, California, for ordnance training preparatory to being transferred overseas.

On 27 August 1952, flight operations were secured and the unit's Corsairs were ferried to the overhaul and repair facility to be readied for a shipboard voyage to Hawaii. A week later, the squadron's personnel and equipment were airlifted to NAS Alameda where they were loaded on board the attack transport USS *President Jackson* (APA 18). The Red Devils arrived at Pearl Harbor on 9 September 1952 and reported to MCAS Kaneohe Bay where they were assigned to MAG-13 for 6 months' temporary duty. Six days later flight operations began. The first scheduled training was 4 days of carrier landings on board the attack carrier USS *Oriskany* (CVA 34). The normal routine was interrupted briefly in September when Captain Howard W. Ligon's Corsair caught fire during flight. Unable to extinguish the blaze, Captain Ligon was forced to bail out over the ocean. Within 5 minutes after landing offshore from Kaneohe Bay, a

fishing boat picked up the uninjured pilot and returned him to shore.

The Jet Age

In March 1953, VMF-232 was homeward bound. It departed Kaneohe on 5 March and arrived at El Toro 6 days later. During that month, the Red Devils received their first jet fighters, the Grumman F9F-2 Panther. The changeover from Corsairs to the single-seat F9F with its 5,750-pound thrust Pratt & Whitney engine virtually halted all flight operations. During most of April, 10 Panthers were on hand, but availability was low because of inexperienced crews as well as a paucity of spare parts. However, by the end of the month, 90 percent of the pilots had received familiarization flights and a 2-week course of instruction for mechanics considerably helped the maintenance effort. In July, just when things seemed to be going well for the squadron, misfortune plagued the unit. On the 13th, Second Lieutenant John J. Dipasqua was killed when his aircraft crashed on takeoff. Additionally, nine F9F-2s were grounded for maintenance during the first 20 days of July which greatly reduced the training effort.¹⁷

August 1953 was spent preparing for the Red Devils' second 6-month tour at Kaneohe. On the 14th, an advance echelon composed of 3 officers and



USMC Photo A402678

The North American FJ-4 Fury jet was the latest modification of the famed Saber jet used during the Korean War. VMF-232 traded in the F9F-5 Panther jet for the Furies.

20 enlisted men left for Hawaii. The remainder of the squadron departed San Diego on 21 September. Effective 4 January 1954, homeport for VMF-232 was changed from MCAS El Toro to MCAS Kaneohe Bay where the unit was assigned to MAG-13.

Flying the Grumman F9F-5 Panther jets, which gave them 500 pounds more thrust than the -2 model, and later the North American FJ-4 Fury, which first arrived in the Marine Corps inventory in 1956, the Red Devils remained in Hawaii for the next 8 years, the only excursion from the islands being a cruise to the western Pacific. The squadron departed Hawaii on 8 September 1958 and deployed to NAS Atsugi, Japan, where, from 17 September to 15

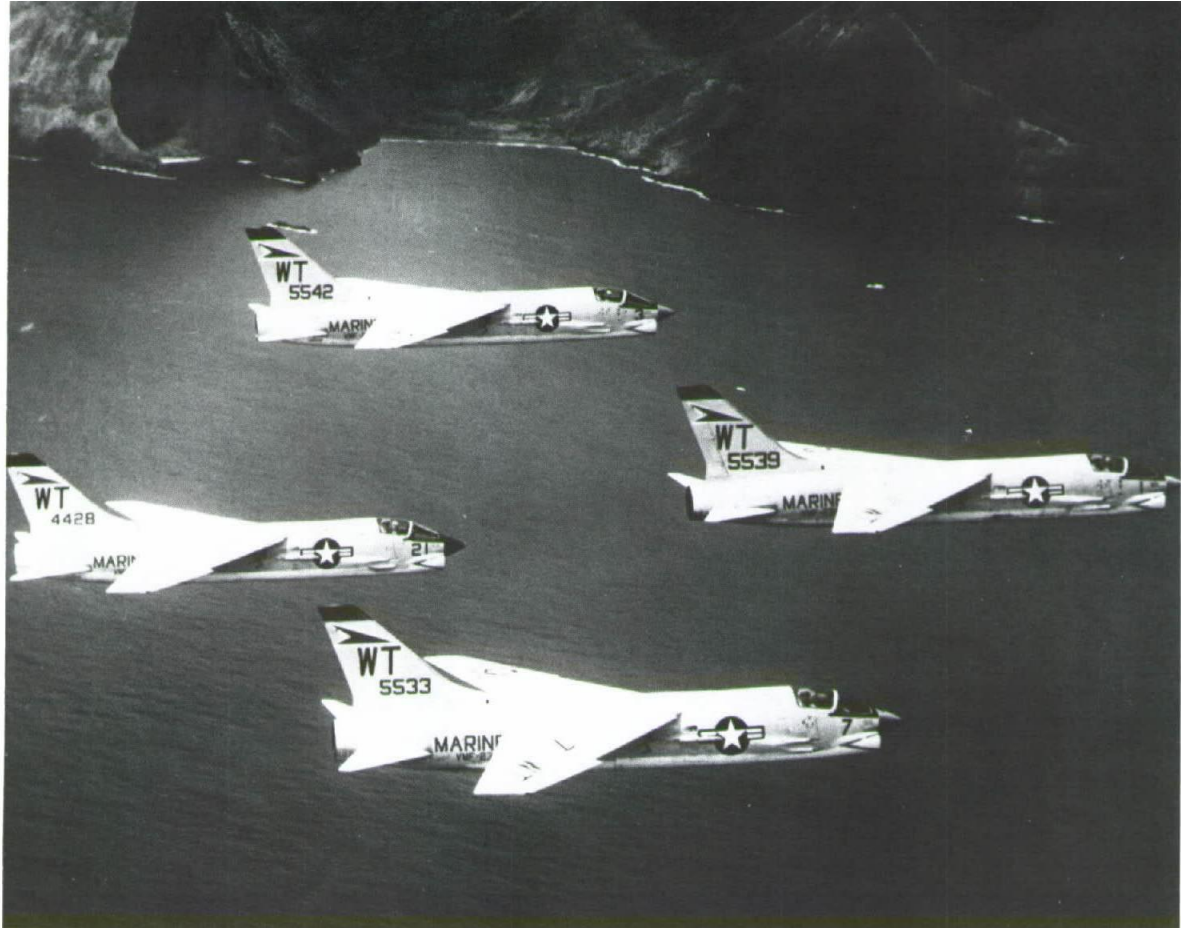
November, the unit was on board the aircraft carrier USS *Bennington* (CVS 40). While deployed on board the carrier, the squadron participated in operations in the Gulf of Taiwan during the Communist bombardment of Quemoy and Matsu Islands. The Red Devils flew combat air patrol missions as directed by U. S. Commander, Taiwan Defense Command until relieved by VMF-451. The unit returned to Atsugi where it remained until it departed for Kaneohe Bay on 15 March 1959.¹⁸

In early 1962, the squadron transitioned from the FJ-4 to the new Chance Vought F8U-2N Crusader, later redesignated the F-8D. While both the Fury and the Crusader were single-engine, swept-wing fighters, the 16,000-pound thrust engine with af-



USMC Photo A421670

An F-8E Crusader is ready for takeoff. The Crusader was an all-weather interceptor and on 1 March 1965, VMF-232 became Marine All-Weather Fighter Squadron 232.



USMC Photo A417492

A flight of four Crusaders from VMF-232. The Chance-Vought Crusader with its 16,000-pound thrust engine with afterburner, more than doubled the thrust of the FJ-4.

terburner of the F-8D far exceeded the performance capabilities of the Fury with its 7,800-pound thrust engine. Although both aircraft were equipped with four 20mm cannons, the Crusader could carry four Sidewinder, heat-seeking, air-to-air missiles while the FJ-4 could only carry two. Additionally, the improved radar and autopilot system of the Crusader enabled it to perform as an all-weather interceptor.¹⁹

On 12 June 1962, VMF-232 embarked on board the USS *Oriskany* (CVA 34) and operational control of the squadron shifted to Carrier Air Group 16. The ship departed Pearl Harbor on 25 June and arrived in the Philippines on 8 July. While at NAS Cubi Point, an F-8D was lost when the engine flamed out during a test flight. The pilot safely ejected, and the squadron completed the cruise without further accidents.²⁰

In July, because of the tension between the Netherlands and Indonesia, the carrier steamed towards New Guinea. The alert was canceled, however, and the ship resumed its normal schedule. The carrier then conducted anti-air warfare exercises during which the squadron flew numerous combat air patrol missions. The ship developed mechanical

difficulties, and for 5 weeks the squadron operated from NAS Atsugi while the ship underwent repairs.²¹

After additional in-port time at Subic Bay, Philippines, in October and November, the carrier departed for Hawaii arriving on 11 December 1962. The Red Devils were then assigned to MAG-13, 1st Marine Brigade where they remained for the next 4 years.

Combat and the Far East

On 1 March 1965, VMF-232 became Marine All-Weather Fighter Squadron 232 (VMF(AW)-232). As a result of the intensification of operations in Southeast Asia, the squadron left Hawaii for MCAS Iwakuni arriving there on 2 September 1966, a year and a half after the first fixed-wing squadrons had been committed to combat operations in Vietnam. During the next 2 months, the unit, commanded by Lieutenant Colonel Nicholas M. Trapnell, Jr., moved in increments to Da Nang Airfield, Republic of Vietnam (RVN). By December, the last of the Red Devils had arrived at Da Nang and the squadron was assigned to MAG-11.



USMC Photo A418621

A pair of VMFA-232 Phantoms on a mission over Vietnam. The Red Devils received their first Phantoms on 19 September 1967.

The squadron, flying the newer F-8E Crusader which it received in August 1966, began full combat operations in December. The F-8E was similar to the F-8D but with higher-performance radar which, being mounted in the nose section, changed the appearance slightly. By the end of the month, VMF(AW)-232 had flown 571 sorties while delivering 418 tons of ordnance to enemy targets; four aircraft had received hits, and the Red Devil pilots had become familiar with the I and II Corps area as well as portions of the area north of the Demilitarized Zone (DMZ).

During the first 4 months of 1967, 19 more F-8Es were hit. In most cases, the damage was caused by a single small arms round and was easily repaired. Most importantly, no pilots were injured, but in May and June the Red Devils were not quite as fortunate. On 4 May, Major Edward F. Townley's jet was hit as it circled over a suspected enemy position. Soon the fighter was heading seaward trailing fire and smoke. Major Townley ejected and was recovered uninjured.²² On the 19th, the first Red Devil was killed in action and the squadron lost its second aircraft. While flying a direct air support mission, Captain Harold J. Hellbach reported receiving fire over the target area. As the pilot turned toward the sea, the jet suddenly pitched nose up and then entered a dive exploding when it hit the ground about 6 miles from the target area.²³ On 21 June, Major Charles L. Cronkrite, who, after his transfer from 232 to the group staff, continued flying with the Red Devils, was killed. After experiencing mechanical dif-

ficulties, Major Cronkrite ejected and "it was suspected that the pilot was unconscious when he hit the water." July was a better month in that no one was killed or injured, but one aircraft was lost on the 2d when Major Bruce A. Martin ejected after his plane was hit. Two other F-8s were destroyed on 15 July as the result of an enemy rocket attack on Da Nang. August marked the last month of the unit's combat tour, and on the 30th, when the last plane landed, the Red Devils had amassed totals of 5,785 sorties, 7,273 flight hours, and 6,271 tons of ordnance expended.

Under the leadership of Major Melvin H. Sautter, the final preparations were made for the trans-Pacific flight to El Toro. The squadron, upon arrival in California on 1 September 1967, was assigned to MAG-33 and Major Norbert F. Schnippel, Jr., became the commanding officer. After transferring most of the squadron veterans and joining several new personnel, the unit began rebuilding. On 8 September, VMF(AW)-232 was redesignated Marine Fighter Attack Squadron 232 (VMFA-232). The rejuvenated squadron began receiving McDonnell F-4J Phantom II aircraft on 19 September and immediately began intensive training in preparation for its return to Vietnam. The Phantom, designated primarily as a fighter/interceptor, also possessed a full ground attack capability. It required the addition of another crew member, a naval flight officer who was employed as a radar intercept officer (RIO). The Phantom, with its two 17,000-pound thrust engines, was capable of flying at twice the speed of sound and



USMC Photo A149802

Air-to-air refueling of a Red Devil F-4B by a KC-130 tanker from VMGR-352. Both squadrons were based at MCAS El Toro, California.

could carry approximately 16,000 pounds of ordnance.²⁴

From a modest beginning of 13 hours flown in October, the squadron flew 83 hours in November and 188 hours in December. From January 1968 to March 1969, the Red Devils conducted training at MCAS El Toro, MCAS Yuma, and Naval Auxiliary Air Station Fallon, Nevada. After an operational readiness inspection held the first week in March, the Red Devils were prepared for the return flight to Vietnam. On 17 March 1969, the advance party left for Chu Lai, Vietnam, and arrived 2 days later. The main body departed El Toro on 25 March and arrived on 27 March. The flight transit of the Pacific for the squadron's 15 aircraft plus 3 Navy F-4J's started on 20 March. En route stops were made at Kaneohe, Wake Island, Guam, and Cubi Point. By 31 March, the last of the squadron's aircraft arrived at Chu Lai.

For the next 5 months, VMFA-232 supported Marine operations in Vietnam as part of MAG-13. During that tour, two aircraft were lost, but none of the crew members were injured. The squadron accumulated over 3,000 combat sorties and flew nearly 3,600 combat hours. On 4 September 1969, the commanding officer, Lieutenant Colonel Ralph J. Sorensen, led a two-plane flight on the unit's last combat mission. Three days later VMFA-232 redeployed to MCAS Iwakuni and was assigned to MAG-15, 9th Marine Amphibious Brigade. On 8 November, the squadron was reassigned to the 1st MAW, retaining its assignment to MAG-15.

With the exception of training deployments to Naha Airbase, Okinawa, and NAS Cubi Point, Philippines, the squadron remained with MAG-15 in Japan until April 1972. On 5 April, the 1st MAW received a warning order from FMFPac to be prepared to deploy two fixed-wing tactical aircraft squadrons to Vietnam.* The decision was made to deploy two F-4 units, VMFA-115 and -232, based at Iwakuni. On the morning of 6 April, the Joint Chiefs of Staff issued an execute order for the two squadrons and by noon the first flights were airborne. While en route an operational mishap resulted in the loss of a Red Devil plane. Both the pilot, First Lieutenant Jeffrey F. Weed, and the RIO, Captain Elber A. Highers, Jr., were killed. The total time required for the deployment of MAG-15 (Fwd) with 12 F-4Bs from VMFA-115, 15 of VMFA-232's F-4Js, and support elements from Headquarters and Maintenance Squadron 15 and Marine Air Base Squadron 15 was 2 days. The rapid response of Marine aviation units was noted by all levels of command, including the President of the United States.²⁵

Due to the temporary status of the Marine forces in Vietnam, "COMSEVENTHFLT directed that operational control of MAG-15 (Fwd) be retained by

*In 1969, the Marine Corps began reducing its strength in Vietnam and in June 1971 the last Marine tactical aircraft squadron was redeployed to Japan. The return of Marine air to Vietnam came in response to the Communist Easter offensive in 1972.



USMC Photo A422928

An aerial view of Nam Phong, Thailand looking southwest. Most clearly seen are the aircraft hangar spaces and fuel farm.



USMC Photo A422933

Red Devil F-4J Phantom jets parked on the apron at Nam Phong. VMFA-232 flew combat missions in Vietnam from Nam Phong.

An F-4J belonging to VMFA-232 on the Nam Phong flight line. Nam Phong was better known to the Marines as the "Rose Garden."

USMC Photo A422894



the 1st MAW, with missions assigned by ComUSMACV air component commander (Seventh Air Force) through the 366th Tactical Fighter Wing located at Da Nang.’’²⁶ On 9 April, after all crews had received a briefing from the Air Force, the Red Devils’ commanding officer, Lieutenant Colonel Joe L. Gregorcyk, led the first Marine combat mission.

On 20 June, MAG-15 (Fwd) moved to Nam Phong, Thailand, which became known to all Marines as the “Rose Garden.” The Red Devils immediately began flight operations supporting South Vietnamese ground forces in the northern and central parts of RVN, as well as flying missions into Laos and North Vietnam.²⁷ Between 2 August and 30 November 1972, VMFA-232 lost three Phantoms and two crew members. One pilot, First Lieutenant Sam G. Cordova, was lost in North Vietnam and a RIO, Captain Donald C. Breuer, was lost in Laos. Both officers were listed as missing in action, but Breuer has since been declared as killed in action. For the next 11 months, the squadron operated without the loss of an aircraft or a crew member. Finally, on 1 September 1973, the squadron’s third combat tour in Southeast Asia ended.

On 1 September 1973, the last Red Devil left Nam Phong and the Indochina War and made Cubi Point, Republic of the Philippines its home for the next 2½ months. While at Cubi Point, VMFA-232 took part

in a missile exercise conducted to qualify aircrewmembers with the Sparrow and Sidewinder missiles. From 13 to 20 November the squadron moved 209 short tons of equipment in C-130 aircraft and established itself at MCAS Iwakuni.

For Marine Fighter Attack Squadron 232, success or achievement was no longer measured in terms of bomb damage assessments, targets destroyed, and 100-mission crew members, but rather in readiness, training posture, and inspection results. By the end of June 1974, the squadron was ready to settle down to the routine of peacetime flying, but not before accepting the Hanson Award for fiscal year 1974 which distinguished the unit as the most outstanding fighter squadron in the Marine Corps. During the period for which the squadron won the award, it was under the leadership of first, Lieutenant Colonel James M. Mead and later, Major Frederick J. Schober.

On 1 September 1975 VMFA-232 celebrated its 50th birthday. The squadron remains a vital part of the 1st Marine Aircraft Wing and is still located at Iwakuni, Japan. It deploys several times a year for training to either Cubi Point, Kadana, or to an aircraft carrier for carrier qualification. Now, more than 50 years since its initial commissioning, the Red Devil squadron remains ready to respond.

NOTES

The principal source materials used in preparation of this history are held by, or are obtainable from, the History and Museums Division, HQMC, hereafter, Hist&MusDiv. One of the most important files in this group is VMFA-232 Squadron History File (Hist&MusDiv), hereafter VMFA-232 HistFile. It should be noted that this reference file contains information from early years before the squadron received the VMFA designation as well as later materials.

Early Developments

Unless otherwise noted, the material in this section is derived from VMTB-232 Unit History Files (Hist&MusDiv), hereafter VMTB-232 UnitHistFile; and from comments on the draft manuscript contained in the VMFA-232 Comment File (Hist&MusDiv), hereafter VMFA-232 CommFile.

1. Maj Edwin H. Brainard "Marine Aviation—A Lecture," *Marine Corps Gazette*, Vol. XI, No. 3 (September 1926), p. 192.

2. All biographical data on general officers is from the biographical file at Hist&MusDiv.

3. Robert Sherrod, *History of Marine Corps Aviation in World War II* (Washington: Combat Forces Press, 1952), pp. 27-28, hereafter Sherrod, *Aviation*.

4. "History of Aircraft Squadrons, W. C. E. F." (VMTB-232 UnitHistFile).

5. LtGen Richard C. Mangrum, Comments on draft MS, dtd 6Feb78 (VMFA-232 CommFile), hereafter *Mangrum Comments*.

6. CNO 1tr to CO VMTB-232, dtd 30 Aug 44, Subj: Squadron Insignia (VMFA-232 HistFile).

7. "History of VMTB-232 Squadron Insignia" cited in VMTB-232 UnitHistFile.

8. *Mangrum Comments*.

9. Ibid.

10. Capt F. P. Mulcahy, "Marine Corps Winners of the Herbert Schiff Memorial Trophy," *Marine Corps Gazette*, Vol. 18, No. 1, February 1934, pp. 28-29.

World War II

Unless otherwise noted, the material in this section is derived from VMSB-232 War Diaries, July 1941-November 1945, and from VMSB-232 Muster Rolls for the same period. All material is located in Hist&MusDiv.

11. VMSB-232 Muster Rolls, December 1941.

12. Sherrod, *Aviation*, p. 96.

13. Ibid, p. 196.

Reactivation

Unless otherwise noted, the material in this section is derived from VMF-232 War Diaries, June 1948-March 1953 and from VMFA-232 HistFile.

14. *Jane's All the World's Aircraft* 1945-46, compiled and edited by Leonard Bridgmen, (New York:McMillian Co.) p.259c, hereafter, *Jane's Aircraft* and date.

15. Ibid, pp.218c-219c.

16. VMFA-232 HistFile.

The Jet Age

Unless otherwise noted, the material in this section is derived from the VMFA-232 HistFile and from the *Flight Jacket*, MCAS El Toro, California, and *The Windward Marine*, MCAS Kaneohe, Hawaii.

17. VMFA-232 HistFile

18. VMF-232 Unit Diary, September 1958-March 1959, (Hist&MusDiv).

19. *Jane's Aircraft*, 1961-62, p. 235

20. *Marine Fighter Squadron 232 - 1962 WestPac Cruise Report*, dtd 8Dec62, cited in VMFA-232 HistFile.

21. Ibid.

Combat and the Far East

Unless otherwise noted, the material in this section is derived from the VMF(AW)-232 Command Chronologies, March 1965-August 1967, and from VMFA-232 Command Chronologies, September 1967-December 1976. All material located in Hist&MusDiv.

22. U.S. Naval Safety Center, Aircraft Accident Printout for USMC Aircraft in Combat Environment (July 1963-January 1973).

23. Ibid.

24. *Jane's Aircraft*, 1966-67, p.284

25. FMFPac, "Operations of U.S. Marine Forces in Vietnam," April 1972.

26. Ibid.

27. MAG-15 Command Chronology, April-June 1962.

Appendix A

CHRONOLOGY

1 Sep 1925	Activated at San Diego, California, as Division 1, Fighting Plane Squadron 3M, 2d Aviation Group	Oct 1950	Relocated to El Toro, California, and reassigned to Marine Aircraft Group 15, Aircraft, FMFPac
Sep 1926	Reassigned to Aircraft Squadrons, West Coast Expeditionary Force	Aug-Sep 1952	Relocated to MCAS Kaneohe Bay, Territory of Hawaii, and reassigned to Marine Aircraft Group 13
Apr-Jun 1927	Deployed to Hsin Ho, China, and reassigned to Aircraft Squadrons, 3d Brigade	Mar 1953	Relocated to El Toro, and reassigned to Marine Aircraft Group 15
25 Jun 1927	Redesignated as Fighting Plane Squadron 10M	Sep 1953	Relocated to Kaneohe Bay, and reassigned to MAG-13
1 Jul 1927	Redesignated as Fighting Plane Squadron 6M	Feb 1958	MAG-13 reassigned to 1st Marine Brigade
Sep-Oct 1928	Relocated to San Diego and reassigned to Aircraft Squadrons, West Coast Expeditionary Force	Sep-Oct 1958	MAG-13 relocated to Atsugi, Japan
1 Jul 1930	Redesignated as Fighting Plane Squadron 10M	Feb-Mar 1959	MAG-13 relocated to Kaneohe Bay
1 Jul 1933	Redesignated as Bombing Plane Squadron 4M	Jun-Dec 1962	VMF-232 at sea in the western Pacific with the Seventh Fleet
1 Jul 1937	Redesignated as Marine Bombing Squadron 2	1 Mar 1965	Redesignated as Marine All-Weather Fighter Squadron 232
Jan 1941	Deployed to Pearl Harbor	May 1965	Detached from MAG-13
1 Jul 1941	Designated as Marine Scout Bombing Squadron 232	2 Sep 1966	Relocated to MCAS Iwakuni, Japan
Aug 1941	Reassigned to Marine Aircraft Group 21, 2d Marine Aircraft Group	Sep 66-Sep 67	Relocated to Da Nang, Vietnam, and reassigned to MAG-11, 1st MAW.
Dec 41-Aug 45	Participated in the following WWII Campaigns: <ul style="list-style-type: none"> Pearl Harbor Guadalcanal New Georgia Bougainville Bismarck Archipelago Northern Solomons Okinawa 	1 Sep 1967	Relocated to U.S. and assigned to MAG-33, 3d MAW at El Toro
1 Jun 1943	Redesignated as Marine Torpedo Bombing Squadron 232	9 Sep 1967	Redesignated as Marine Fighter Attack Squadron 232
Nov 1945	Relocated to San Diego	27 Mar 1969	Relocated to Chu Lai, Vietnam, and reassigned to MAG-13, 1st MAW
16 Nov 1945	Deactivated	7 Sep 1969	Relocated to MCAS Iwakuni and assigned to MAG-15, 9th MAB
3 Jun 1948	Reactivated at Floyd Bennett Field, New York, as Marine Fighting Squadron 232, Marine Air Detachment, Marine Air Reserve Training Command	8 Nov 1969	Reassigned to MAG-15, 1st MAW
1 Apr 1949	Redesignated as Marine Fighter Squadron 232	6 Apr 1972	Relocated to Da Nang
		20 Jun 1972	Relocated to Nam Phong Air Base, Thailand
		1 Sep 1973	Relocated to Cubi Point, Republic of Philippines
		14 Nov 1973	Relocated to MCAS Iwakuni
		17 Dec 1973	Relocated to NAF Naha, Okinawa
		12 Feb 1974	Relocated to MCAS Iwakuni

Appendix B

COMMANDING OFFICERS

2dLt Clayton C. Jerome	1 Sep 1925 - 19 Sep 1925
1stLt William J. Wallace	20 Sep 1925 - 6 Nov 1925
Capt Harry H. Shepherd	7 Nov 1925 - 1 Dec 1925
2dLt Clayton C. Jerome	2 Dec 1925 - 11 Mar 1926
Capt Harold D. Campbell	12 Mar 1926 - 17 Mar 1926
Capt Francis P. Mulcahy	18 Mar 1926 - 3 Jun 1926
1stLt William J. Wallace	4 Jun 1926 - 14 Nov 1926
2dLt Frank H. Lamson-Scribner	15 Nov 1926 - 15 Dec 1926
1stLt William J. Wallace	16 Dec 1926 - 31 Aug 1928
1stLt Arthur H. Page, Jr.	1 Sep 1928 - 31 Oct 1928
1stLt Clayton C. Jerome	1 Nov 1928 - 30 Jun 1930
1stLt Stanley E. Ridderhof	1 Jul 1930 - 14 Jul 1930
2dLt Samuel S. Jack	15 Jul 1930 - 31 Aug 1930
2dLt Richard C. Mangrum	1 Sep 1930 - 22 Sep 1930
2dLt Elvin B. Ryan	23 Sep 1930 - 14 Oct 1930
1stLt Vernon M. Guymon	15 Oct 1930 - 15 Dec 1931
1stLt Calvin R. Freeman	16 Dec 1931 - 27 Jan 1932
Capt Vernon M. Guymon	28 Jan 1932 - 13 Aug 1933
1stLt Lawrence T. Burke	14 Aug 1933 - 5 Feb 1934
1stLt Allen C. Koonce	6 Feb 1934 - 15 Feb 1934
Capt Vernon M. Guymon	16 Feb 1934 - 22 Feb 1934
1stLt Allen C. Koonce	23 Feb 1934 - 31 Mar 1934
1stLt Albert D. Cooley	1 Apr 1934 - 31 Oct 1934
1stLt Stanley E. Ridderhof	1 Nov 1934 - 23 Apr 1935
1stLt William G. Manley	24 Apr 1935 - 12 Aug 1935
Capt Vernon M. Guymon	13 Aug 1935 - 14 May 1937
Capt Edward L. Pugh	15 May 1937 - 28 May 1937
Capt Frank D. Weir	29 May 1937 - 30 Apr 1938
Capt Hayne D. Boyden	1 May 1938 - 24 Jan 1940
Capt Pierson E. Conradt	25 Jan 1940 - 4 Jun 1940
Capt Ward E. Dickey	5 Jun 1940 - 30 Jun 1940
Maj Ira L. Kimes	1 Jul 1940 - 6 Jan 1942
Maj Richard C. Mangrum	7 Jan 1942 - 31 Dec 1942
1stLt Henry W. Hise	1 Jan 1943 - 5 Feb 1943
Capt Rolland F. Smith	6 Feb 1943 - 14 Apr 1944
1stLt Charles R. Ryan	15 Apr 1944 - 25 Apr 1944
Maj Menard Doswell III	26 Apr 1944 - 19 Jan 1945
Maj Allen L. Feldmeier	20 Jan 1945 - 16 Nov 1945
INACTIVE	17 Nov 1945 - 31 May 1948
Capt Thomas S. Ferdinand	1 Jun 1948 - 8 Oct 1950
LtCol Joseph A. Gray	9 Oct 1950 - 31 Oct 1951
Maj Frank H. Presley	1 Nov 1951 - 30 Nov 1951
LtCol Robert C. Hammond, Jr.	1 Dec 1951 - 23 Mar 1953

LtCol Robert R. Burns 24 Mar 1953 - 31 Jul 1954
 LtCol Donald D. Blue 1 Aug 1954 - 22 Nov 1954

 LtCol William M. Watkins, Jr. 23 Nov 1954 - 18 Jul 1955
 Maj Edward R. Agnew 19 Jul 1955 - 14 Oct 1955
 Maj Stephen G. Warren 15 Oct 1955 - 2 Sep 1956
 Maj Emmett O. Anglin, Jr. 3 Sep 1956 - 10 May 1957
 LtCol Jay W. Hubbard 11 May 1957 - 18 Oct 1958

 LtCol Louis H. Steman 19 Oct 1958 - 19 Aug 1960
 LtCol Robert R. Peebles 20 Aug 1960 - 8 Dec 1961
 LtCol Douglas D. Petty, Jr. 9 Dec 1961 - 30 Apr 1963
 LtCol Jack R. Sloan 1 May 1963 - 8 May 1964
 LtCol Harrel K. Jobe 9 May 1964 - 30 Apr 1965

 Maj Gerald M. Kieswetter 1 May 1965 - 31 Jul 1965
 LtCol Nicholas M. Trappnell, Jr. 1 Aug 1965 - 22 Mar 1967
 Maj Melvin H. Sautter 23 Mar 1967 - 31 Aug 1967
 Maj Norbert F. Schnippel, Jr. 1 Sep 1967 - 31 Oct 1967
 LtCol Walter P. Hutchins 1 Nov 1967 - 11 Aug 1969

 LtCol Ralph J. Sorensen 12 Aug 1969 - 3 Mar 1970
 LtCol Robert E. Solliday 4 Mar 1970 - 14 Oct 1970
 LtCol Joseph S. Rosenthal 15 Oct 1970 - 5 Aug 1971
 LtCol Joe L. Gregorcyk 6 Aug 1971 - 9 May 1972
 LtCol Edward R. Maag 10 May 1972 - 8 Sep 1972

 LtCol Rodney O. Lawrence 9 Sep 1972 - 19 Apr 1973
 LtCol James M. Mead 20 Apr 1973 - 15 Mar 1974
 Maj Frederick J. Schober 16 Mar 1974 - 19 Jul 1974
 Maj Jack B. Hammond 20 Jul 1974 - 6 Aug 1974
 LtCol Warren A. Ferdinand 7 Aug 1974 - 30 June 1976

 LtCol Robert L. Daniels 1 July 1975 - 10 Jun 1976
 LtCol Albert K. Charlton 11 Jun 1976 - 6 Oct 1977
 LtCol Frank J. Horak, Jr. 7 Oct 1977 -

Appendix C

STREAMER ENTITLEMENTS

PRESIDENT UNIT CITATION STREAMER WITH TWO BRONZE STARS

Solomons, 24 Aug - 13 Oct 1942
Okinawa, 4 Apr - 30 Jun 1945
Vietnam, 15 Nov 1966 - 13 Sep 1967

NAVY UNIT COMMENDATION STREAMER WITH ONE BRONZE STAR

Vietnam, 27 Mar - 7 Sep 1969
Vietnam, 21 Jun - 31 Dec 1972

YANGTZE SERVICE STREAMER

Shanghai, 23 Jun - 27 Jun 1927

MARINE CORPS EXPEDITIONARY STREAMER

China, 22 Oct 1927 - 3 Oct 1928

AMERICAN DEFENSE SERVICE STREAMER WITH ONE BRONZE STAR

Hawaii, 8 Sep 1939 - 7 Dec 1941

ASIATIC-PACIFIC CAMPAIGN STREAMER WITH ONE SILVER AND THREE BRONZE STARS

Pearl Harbor-Midway, 7 Dec 1941
Capture and defense of Guadalcanal, 20 Aug - 2 Nov 1942
Cape Esperance, 11-12 Oct 1942
New Georgia, 23 Sep - 16 Oct 1943
Bismarck Archipelago, 20 Jan - 1 May 1944
Northern Solomons, 2 May - 19 Jun 1944
Okinawa, 22 Apr-30 Jun 1945

WORLD WAR II VICTORY STREAMER

7 Dec 1941 - 16 Nov 1945

NAVY OCCUPATION SERVICE STREAMER WITH ASIA CLASP

Okinawa, 2 Sep - 31 Oct 1945

NATIONAL DEFENSE SERVICE STREAMER WITH ONE BRONZE STAR

18 Sep 1950 - 27 Jul 1954
1 Jan 1961 - 15 Aug 1974

VIETNAM SERVICE STREAMER WITH ONE SILVER STAR

Vietnamese Counteroffensive Phase II, 15 Nov 1966 - 31 May 1967
Vietnamese Counteroffensive Phase III, 1 Jun - 13 Sep 1967
Tet 69/Counteroffensive, 31 Mar - 8 Jun 1969
Vietnam, Summer-Fall 1969, 9 Jun - 7 Sep 1969
Vietnam, Cease-Fire Campaign, 6 Apr 1972 - 28 Jan 1973

VIETNAM CROSS OF GALLANTRY WITH PALM

15 Nov 1966 - 7 Sep 1969

The back cover shows the squadron insignia of VMFA-232. The Red Devil in the diamond-shaped field has been used by the squadron since its inception.



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