

Duty Assignment Chronology continued

5/51 In route to US on USS *President Jackson*.
Advised of selection for August class in
management and industrial engineering at
Rensselaer Polytechnic Institute in New York.

6/51-8/51 VMT-2, MCAS El Toro, CA (F4U, SNJ).

9/51-6/52 Troy New York Student at RPI in Manage-
ment Engineering (SNJ).

6/52-7/54 MCAS Cherry Point ORS-2, Assistant O&R
Officer/Flight Test Officer. (F7F, FH, F2H,
JRF, SNJ, JRB, R5C, R4D, F3D, F4U, R4Q,
OE, T0).

6/54 Navy Comptroller Office, Washington, D. C.
Comptroller Indoctrination Program.

7/54-1/55 MCAS Cherry Point HQ&HQ SQ.
Station Comptroller (SNB, FJ, TV).

3/55-8/57 MCAS Kaneohe Station S-4, Station
Comptroller (JRB, R4D, SNB, TV).

9/57-12/58 Iwakuni, Japan MAG12, 1st MAW
CO, MABS-12 (TV, AD, R4D, A4D).

12/58-8/61 MCAS El Toro Asst. G4, Base Development
Officer (R4D, SNB, TV).

9/1/61 Retired from active duty

Post Retirement

9/61- 5/85 Rockwell Corp Project Engineering on the
Minuteman Missile Program.

5/84-12/04 Owned and operated industrial tool business
in Santa Ana, CA.

Summary of Significant Career Events

During my combat tours on Guadalcanal the following episodes stand out in my mind above the hits I made on ships and gun positions. Both involved my rear seat gunner, who like most of our other gunners, were among the unsung and mostly unrecognized heroes in the battles.

1. In the mid-Nov. push by the Japanese to retake Guadalcanal, very late in the day after dropping our bombs I noticed bullets and tracers on both sides of my cockpit. My gunner S/SGT Orville Simmons calmly said "Mr Herlihy take a quick turn and break to the left so I can see him". I complied and heard him get off a long burst of fire and he exclaimed " I got him". The plane had quite a few holes in it, but we made the short flight back and landed.

2. The second incident was depicted in "Fighting Marines" exploits by Frank Tinsley. My mother saved a copy of it featured in Popular Mechanics in 1943. On June 30, 1943 while on a strike on Villa air field on Kolumbangara Island in the New Georgia Islands, as we were about to enter our dive there was the usual AA and a dog fight between our fighter escorts and the Japanese. I noticed a drop in my oil pressure and notified my rear seat gunner that after our dive I would head off-shore and probably make a water landing, while I still had some power. When I pulled out, the engine was heating up and we passed over the Island of Wana Wana. I made a good water landing about one hundred yards on the sea-side

of the island. I got out with my parachute and helped my gunner who was already getting our rubber raft out of the plane. We got in the raft, headed for shore, were swamped in the surf crossed the narrow beach and into the brush. At daylight we crossed the Island to the bay side, headed NW along the beach and met a native who took us to his village, where they kept us and notified the coast watcher on Kolumbangara. A couple of days later he directed them to return us to the US forces. They put us in a canoe told us to keep our heads down and headed for the Southern New Georges. While passing Munda the Japanese spotted us, lobbed a few shells at us which resulted in the natives really speeding up. A little later we were picked up by one of our PT boats starting out on patrol. Later that night due to bad weather with low visibility we ran up on a reef off of Munda. At dawn another PT boat backed up to us to try to tow us off. He ran up on the same reef just as the Japanese started shelling us. After a few rounds they hit us and everyone jumped in the water, to swim out to a third boat and we were on our way back to Guadalcanal. We arrived the next morning on an LST to resume flying.

3. Another incident that stands out in my mind took place during my second overseas tour during the Okinawa campaign with F4Us in VMF113 on approximately 14 June 45. On a CAP over an island just north of Okinawa, my plane was hit by an AA burst just outboard my cockpit, making a small hole in the fuselage, slightly damaging my engine controls and cutting my leg. I told the flight that I would return to the base, but that they should remain on station as planned. My wing man Lt. Anton said " They can't do that to Jug" and he dive bombed the gun position. He was shot down, made a good water landing off the coast, got in the water, but was being blown ashore faster than he could swim. Fortunately there was a PBY nearby that picked him up, while I was able to return to base without any problems.

4. During the Korean war while flying F4U-5Ns with VMFN 513 on a night intruder mission with an Air Force flare plane over North Korea, we spotted some vehicles on a road under a flare and dove at them while strafing. Unfortunately, on my pull out, I hit some wires or a cable. Not wanting to drop my bombs for fear of blowing myself up, I continued climbing. After determining that the plane was still flyable I released the bombs and returned to base with fifty or sixty feet of cable and a damaged horizontal stabilizer. This was in mid-March 1952, and don't remember if we were flying out of K9, K2 or K13. That was the month I set a record of over 90 hours of night and combat time in the Squadron.