



2nd Lt. H. W. Hise, USMCR, San Diego, CA 1942

Henry W. Hise, BGen, USMC (Ret.)
"Hank"

Date of Designation: 24 April 1942 NA # 12904

Dates of Active Duty: 1 July 1941 - 31 October 1971

Total Flight Hours: 3,700

Carrier/Ship Landings: Fixed wing: 228 Rotary: 12
Carrier Qualified SBD, TBF, F6F, F4D, F-8, A-4, H-34, T-28

Approximate Flight Hours:

Jet: 650 Prop: 2,730 Helo: 120 VF/VA: 2,400
VR/VP: 200

Combat Tours:

WW II: 1st Tour. VMSB-232, MAG-23, 1st MAW, 5 Jul. 1942-27 Dec. 1942 (SBD-2).

WW II: 2nd Tour. (All in TBMs)
VMTB-232, MAG-11, 2 Jul. 1943-1 Dec. 43
VMTB-143, MAG-11, 1 Dec. 43-14 Mar. 44.
VMTB-242, MAG-11, 14 Mar. 1944-20 Apr. 1944
VMTB-232, MAG-11, 21 Apr. 1944-23 Jun. 1944

WW II: 3rd Tour. VMTB-132, AirGrp-4, USS Cape Gloucester (CVE-104), 16 Oct. 1944-9 Nov. 1945 (TBM)

Korea: 4th Tour. VMF-311, MAG-33, K-3, 28 Mar 1952-26 Jun. 1952 (F9F-2)
MGCIS-1, MACG-2, 1st MAW, 17 Aug. 1952-15 Oct. 1952

Vietnam: 5th Tour. 1st MAW, Danang, Jan. 1968-Feb 1969 (A-4)

Aviation Commands:

VMSB-232, 28 Dec. 1942-15 Feb. 1943 (SBD)
VMTB-143, 2 Dec. 1943-13 Mar. 1944 (TBF)
VMSB-943, 3 Sep. 1944-15 Oct. 1944 (TBF)
VMTB-132, 16 Oct. 1944-9 Nov. 1945 (TBF)
VMF(N)-114, 12 Jul 1951-31 Jan 1952 (F4U)
VMF-311, 28 Mar. 1952-26 Jun 1952 (F9F-2)
MGCIS-1 (Air Control), 17 Aug. 1952-15 Oct. 1952
VMF(AW)-531, Jul. 1958-Jul. 1960 (F4D)
MAG-13, Jul. 1963-Jul. 1964 (F-8, A-4, H-34)



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Aviation Commands continued:

3rd MAW, Asst. Wing CG, Jul. 1967-Jan. 1968
1st MAW, Asst. Wing CG, Jan. 1968-Feb. 1969
COMCABS (West) CG, Mar. 1969-Nov. 1971

Combat Awards:

Distinguished Flying Cross (August 1942)
Air Medal (January 1944)
2 Legion of Merit (JCS 1967 and 1st MAW 1969)
Foxworth Medal 1952 (See Career Event #9)

Duty Assignment Chronology

7/41-5/42 Under Instruction, NAS Dallas, Jacksonville, Pensacola and Opalocka, FL.
6/42-12/42 VMSB-232, MAG-23, 1st MAW. Pilot.
12/42-2/43 VMSB-232, MAG-23, El Toro, CA. CO.
2/43-7/43 VMTB-232, MAG-23, El Toro. Ops. Officer.
7/43-12/43 VMTB-232, MAG-11, Pacific. Ops. Officer.
12/43-3/44 VMTB-143, MAG-11, Pacific. CO.
3/44-4/44 VMTB-242, MAG-11, Pacific. Flight Officer.
4/44-6/44 VMTB-232, MAG-11, Pacific. XO.
8/44-9/44 VMSB-943, MAG-48, Santa Barbara. Pilot.
9/44-10/44 VMSB-943, MAG-48. CO.
10/44-11/45 VMTB-132, Air Group-4, Santa Barbara and USS *Cape Gloucester* (CVE-109) CO.
10/46-1/47 VMF-122, MAG-14. Cherry Point. XO.
2/47-7/47 AWS-JC (Under Instruction), Quantico, VA.
7/47-7/48 AES-46 (Station Training Off.) Cherry Pt.
7/48-9/49 VMF(N)-114, MAG-11, Cherry Point. XO.
9/49-10/49 Air Intel. Officer Course, Lowry AFB, CO.
11/49-3/50 CasCO, HQBN, HQMC.
3/50-7/50 Asst. Chief of Staff, HQ, FMFLant, Norfolk.
7/50-10/50 Assistant G-2, HQ, FMFLant, Norfolk, VA.
11/50-3/51 VMF(N)-114, MAG-24, Cherry Pt. Ops. Off.
3/51-7/51 VMF(N)-114, MAG-24. Acting XO.
7/51-1/52 VMF(N)-114, MAG-24, Cherry Pt. CO.
3/52-7/52 VMF-311, MAG-33. Ops. Off., XO, CO.
7/52-8/52 MGCIS-3, Air Control Off./ Logistics Off.
8/52-10/52 MGCIS-1, MACG-2. CO.

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Duty Assignment Chronology continued

11/52-9/54 Head, Intelligence Branch, Div. AVN, HQMC.
10/54-7/55 Asst. Organization & Trng Off. "C" CO,
HqBn, HQMC, Washington, D.C.
7/55-7/56 AWS Senior Course, Quantico.
7/56-7/58 CNABATRA, Pensacola. Asst. Basic Trng
Officer. Qualified as helo pilot 26 May 1958.
7/58-7/60 CO, VMF(AW)-531. (F4D). Cherry Point,
Atsugi, Japan, Cubi Pt.-15 months in WestPac.
7/60-7/61 Naval war College, Newport, RI.
7/61-7/63 FMFPAC, Camp Smith, HI. Assistant S-1.
7/63-7/64 CO, MAG-13, Kaneohe, HI (A-4, F-8, H-34).
7/64-7/66 Div. Adj. HQMC. Head Inst. & Log. Branch.
7/66-7/67 JCS Action Officer, Pac. Div. (Current Ops.)
7/67-1/68 3rd MAW, Asst. Wing CG. El Toro, CA.
1/68-2/69 1st MAW, Asst. Wing CG, Danang, Vietnam.
3/69-11/71 CG, COMCABS (West), MCAS El Toro.

Summary of Significant Career Events

(1) My first ever catapult shot was a gunpowder catapult in an SBD off the midships, port side of the carrier *Long Island* on 20 Aug. 1942. We were launching first flight of aircraft into Guadalcanal - MAG-23, composed of VMSB-232 and VMF-223. I remember how surprised I was to see each side of the gravel strip lined with ground Marines. They were very happy to see us due to having been bombed every day. The only mechanic for VMF-232 was SSgt. Walt Kavalege, who rode in my back seat. So began Marine air at Guadalcanal. VS-5 off the USS *Enterprise* flew in two days later. I remember their pilots Fink and Buell.

(2) My next memorable flight was on 25 August 1942 on the first strike flown from Henderson Field, Guadalcanal. VS-5 and VMSB-232, led by Maj. Richard Mangrum and without any of our three Midway veteran pilots, launched to intercept a Japanese Task Force composed of aircraft carriers, warships and troop transports. We went out on a Northerly heading until John L. Smith and the escorting F4Fs had to return due to low fuel. Mangrum continued the flight without cover and found the Jap bombardment force and troop transports. Had he found the Jap carriers, I would probably not be telling this tale. We hit the cruiser of Adm. Tanaka and a transport. We were all elated that we hit the Japs and survived.

(3) My next most memorable mission was as CO of VMTB-143 in Jan. 1944 against Lakuani Air Field at Rabaul. It was the first good weather in a month. Expected to encounter up to 80 Zeros and 220 occupied gun positions around the harbor. We only lost one aircraft and very fortunately recovered the crew who sailed their rubber boat back almost to Bouganville.

(4) The Korean war produced my next most memorable mission. I was in VMF-311 flying F9F-2s with Slim Irwin as CO. I was Ops. Officer and was assigned to lead VMF-311 and VMF-115 aircraft loaded with VT fuzed bombs in max effort against the airfield East of Pyongyang, North Korea (Our first and last use of VT fuses). On climb-out from K-3 a VT fuzed bomb malfunctioned, killing the pilot and destroying two aircraft. I considered aborting the flight but decided to continue since we were suppressing flak for other aircraft.

I ordered the flight to open up so if one exploded it would not get the wingman. All but one of the VMF-311 F9Fs went with me and a few from 115 aborted. It was an uncomfortable ride to Pyongyang.

(5) My most stressful flight was my first night carrier landing in World War II on a blacked-out CVE during a light rain.

(6) My most enjoyable flight of World War II was landing a TMB on the Japanese airfield at Omura two days after the war ended. I went there to pick up my CAG, LtCol Don Yost, who had made an emergency landing there after flying his F4U thru a high power line while sightseeing. To see a hundred or so disabled Jap fighters and to know that we had beaten Japan was a great pleasure.

(7) My Vietnam memory is from the time I was in JCS as an Action Officer in 1967. I was assigned to go to Vietnam to all services flying aircraft to study loss rates. I discovered the Air Force flying out of Thailand was losing 33 pilots of every one hundred flying their 100 required missions into North Vietnam, and essentially getting nothing accomplished due to restricted targeting. My report put the Air Force HQ there on report for their loss rate, as I reported to AirPac and JCS. My report plus the subsequent trip of JCS staff to Vietnam finally helped get rid of Robert McNamara.

(8) Over my 30 years, I was never in a transport squadron nor was I a "log-hog" so my total hours are low. Being by nature cautious, I made it a career long practice to never fly an unnecessary flight. I deliberately tried to avoid all risks except those necessary to accomplish the assigned mission. I think the policy accounted for my survival, for of the 27 Second Lieutenants I went to Eva with in 1942, seven of us survived the war. The twenty all died separately and by every means such as accidents, lost in the weather, friendly fire, and being shot down. All of us survivors, at one time or another, were downed at least once in the Pacific, except one who quit flying in September 1942.

(9) Foxworth Medal 1952. For services set forth in the following CITATION: For phenomenal agility and outstanding ingenuity while serving as a driver of a hopped-up Bunsen Burner and later as Senior Blip Jockey with various friendly units engaged in an unadmitted war and unrecognized training exercise conducted against an unofficial enemy on unfriendly shores during the period 21 March 1952 to 10, 11, 12, 13, 14, 15, 16, ad infinitum, October, 1952. Major HISE, by exercising phenomenal agility in moving from Group to Group, Squadron to Squadron, and job to job within a Marine Aircraft Wing, and by further exhibiting outstanding ingenuity in coming up with conference provoking ideas during the times that he was in a particular job, successfully kept all hands in such a mental state that he was able to complete his tour with his posterior in the same configuration as when he entered the area. Major HISE'S actions at all times were in the highest traditions of the FOXWORTH MEDAL. (Medal is rusty washer suspended by a white string from a crimson and white striped ribbon.)

Signed - COL Jack R. Cram, USMC. 16 Oct. 1952.