

Wednesday June 07, 1950 (Day -18)



[Sun Rise](#) 0510 1947

[Moon Rise](#) 0042 1158

[Moon Phase](#) Last Quarter 3:35 A.M.

Weather

[Korean Climate](#)

Mean Temp 23.9°C 75.02°F at Taegu

Heavy Overcast

[1950 Pacific Typhoon Season](#)

[Korea Temps - 1950-1953 - Station 143 \(Daegu\)](#)

Overview



Marine Corps Helicopters

In December 1946 a committee submitted a report to the Commandant recommending that two parallel programs to develop a transport seaplane and a transport helicopter be implemented.

The commissioning of Marine Helicopter Squadron 1 (HMX-1) in 1947 at Quantico, Virginia, marks the beginning of rotary-winged aviation in the Marine Corps with the [Pitcairn Autogyro](#).

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this is the bott



Much has gone on between then and now, the [Commandant of the Marine Corps](#) (CMC) in 1948 had instructed Marine Corps Board, (MCS) headed by [Major General Oliver P. Smith](#), the Assistant Commandant and Chief of Staff, HQMC, as to what

"measures which the Marine Corps should take in order to fulfill its obligations in maintaining its position as the agency primarily responsible for the development of landing force tactics, techniques, and equipment ."

By 3 June his recommendations were ready and went through the standard review. On 5 August 1949 [Major General William J. Wallace](#), Director, Division of Aviation (DivAvn), and [Brigadier General Edwin A. Pollock](#), Director, Division of Plans and Policies (DivP&P) had formed a study group at Head Quarters Marine Corps (HQMC) to implement the execution of Major General Oliver P. Smith's recommendations:

"that a transport helicopter program with the objective of activating one 12-plane squadron [on each coast] in 1953 and one such squadron in 1954 b initiated immediately ."

Thus began the process of developing a ["heavy-lift" helicopter](#). On 27 April 1950 the Navy Research and Development Plan, Operational Requirement Number AO-17501 (Rotary Wing Assault Helicopter) was issued, the listed requirements were :

"develop a rotary wing assault craft capable o f transporting combat equipped troops (or the equivalent in combat equipment) from transport vessels to beachheads in support of landing operations . . . that 20 combat equipped troops be transported with the weight of each man computed at 225 pounds ... operate from a CVE or larger carrier, or between carriers and suitable equipped transport ships, carrying assault troops with their initial requirements in supply, communications and organic weapons"

[USS Commencement Bay \(CVE-105\)](#) class carrier, was suggested to fill the requirements and the twin-engine assault helicopter would subsequently bear the [Sikorsky S-56](#) trademark and the Navy designation of XHR2S-1. Eventually, CVE-105 would be reclassified CVHE-105, 12 June 1955; and AKV-37, 7 May 1959. She was struck from the Navy list on 1 April 1971, and sold 25 August 1972.

Another joint helicopter conference was held on 22 May 1950. Attending were members

from: BuAer, DCNO (Air) Aviation Plans , DCNO (Air) Readiness, and HQMC . The Marine representatives were Major General Wallace (DivAvn) and Brigadier General Pollock (Plan s and Policies) .

It was decided to try two courses of action: simultaneously go with AO-17501 and attempt to persuade the Army and Air Force to cancel the XH-16 project and join with the Marine Corps in developing the XHR2S-1 .



One prototype XHR2S-1 was modified to have a 'twin-tail' with two tail rotors. The original version using two four-bladed tail rotors first flew on March 2, 1956. (Sikorsky via Hollis Kimball) [The Big Duce](#)

[Vice Admiral John H. Cassidy, DCNO \(Air\)](#), outlined a specific program similar to the one suggested by [General Cates](#). Cassidy's letter specified that priority of AO-17501 would be evaluated by a special review board (within CNO offices) in relation to all existing priorities. Also, if agreement could be reached with the Air Force to discontinue support of the XH-16 project, the \$200,000 remaining in the Fiscal Year 1951 funds would be applied to AO-17501 and design competition would be initiated for the XHR2S-1.

Much progress had been made toward procuring a "Heavy-Lift" helicopter, but events in the near future would accelerate the process even more. [\[note\]](#)

Songs of the week



There was no "top 10" list at this time, it was called "The Hit Parade" and it rated songs by the number of times they were played. The most popular songs for the week would appear in Billboard Magazine.

You can play the songs listed below by clicking on them.

- [My Foolish Heart - The Gordon Jenkins Orchestra \(vocal: Eileen Wilson\)](#)
- [Bewitched - The Bill Snyder Orchestra](#)
- [The Third Man Theme - The Guy Lombardo Orchestra](#)
- [Birmingham Bounce - Red Foley](#)

[\[note\]](#)

DPRK



Unification proposal

The DPRK today proposed over radio P'yŏngyang that unification and free elections was their hearts desire. This was part of a propaganda campaign to cover their army's movement to the 38th Parallel. [\[note\]](#) Back on 25 June 1949 there was a Democratic Unification Meeting at Mo Ran Pong, P'yŏngyang in North Korea. Please note the date. Also see the [Origins of the Korean War](#) to see the duplicity of the communists.

0000 Korean Time

Central	East Coast	Zulu	Korea
06/06/50 9:00 AM	06/06/50 10:00 AM	06/06/50 3:00 PM	06/07/50 12:00 AM

0100 Korean Time

Central	East Coast	Zulu	Korea
06/06/50 10:00 AM	06/06/50 11:00 AM	06/06/50 4:00 PM	06/07/50 1:00 AM

0200 Korean Time

Central	East Coast	Zulu	Korea
06/06/50 11:00 AM	06/06/50 12:00 PM	06/06/50 5:00 PM	06/07/50 2:00 AM

0300 Korean Time

Central	East Coast	Zulu	Korea
06/06/50 12:00 PM	06/06/50 1:00 PM	06/06/50 6:00 PM	06/07/50 3:00 AM

0400 Korean Time

Central	East Coast	Zulu	Korea
06/06/50 1:00 PM	06/06/50 2:00 PM	06/06/50 7:00 PM	06/07/50 4:00 AM

0500 Korean Time

Central	East Coast	Zulu	Korea
06/06/50	06/06/50	06/06/50	06/07/50

2:00 PM | 3:00 PM | 8:00 PM | 5:00 AM

0510 Sunrise

0600 Korean Time

Central	East Coast	Zulu	Korea
06/06/50	06/06/50	06/06/50	06/07/50
3:00 PM	4:00 PM	9:00 PM	6:00 AM

0700 Korean Time

Central	East Coast	Zulu	Korea
06/06/50	06/06/50	06/06/50	06/07/50
4:00 PM	5:00 PM	10:00 PM	7:00 AM

0800 Korean Time

Central	East Coast	Zulu	Korea
06/06/50	06/06/50	06/06/50	06/07/50
5:00 PM	6:00 PM	11:00 PM	8:00 AM

0900 Korean Time

Central	East Coast	Zulu	Korea
06/06/50	06/06/50	06/07/50	06/07/50
6:00 PM	7:00 PM	12:00 AM	9:00 AM

1000 Korean Time

Central	East Coast	Zulu	Korea
06/06/50	06/06/50	06/07/50	06/07/50
7:00 PM	8:00 PM	1:00 AM	10:00 AM

1100 Korean Time

Central	East Coast	Zulu	Korea
06/06/50	06/06/50	06/06/50	06/07/50
8:00 PM	9:00 PM	2:00 AM	11:00 AM

1200 Korean Time

Central	East Coast	Zulu	Korea
06/06/50	06/06/50	06/07/50	06/07/50
9:00 PM	10:00 PM	3:00 AM	12:00 PM

1300 Korean Time

Central	East Coast	Zulu	Korea
06/06/50	06/06/50	06/07/50	06/07/50
10:00 PM	11:00 PM	4:00 AM	1:00 PM

1400 Korean Time

Central	East Coast	Zulu	Korea
06/06/50 11:00 PM	06/07/50 12:00 AM	06/07/50 5:00 AM	06/07/50 2:00 PM

1500 Korean Time

Central	East Coast	Zulu	Korea
06/07/50 12:00 AM	06/07/50 1:00 AM	06/07/50 6:00 AM	06/07/50 3:00 PM

1600 Korean Time

Central	East Coast	Zulu	Korea
06/07/50 1:00 AM	06/07/50 2:00 AM	06/07/50 7:00 AM	06/07/50 4:00 PM

1700 Korean Time

Central	East Coast	Zulu	Korea
06/07/50 2:00 AM	06/07/50 3:00 AM	06/07/50 8:00 AM	06/07/50 5:00 PM

1800 Korean Time

Central	East Coast	Zulu	Korea
06/07/50 3:00 AM	06/07/50 4:00 AM	06/07/50 9:00 AM	06/07/50 6:00 PM

1900 Korean Time

Central	East Coast	Zulu	Korea
06/07/50 4:00 AM	06/07/50 5:00 AM	06/07/50 10:00 AM	06/07/50 7:00 PM

2000 Korean Time

Central	East Coast	Zulu	Korea
06/07/50 5:00 AM	06/07/50 6:00 AM	06/07/50 11:00 AM	06/07/50 8:00 PM

1947 Sunset

2100 Korean Time

Central	East Coast	Zulu	Korea
06/07/50 6:00 AM	06/07/50 7:00 AM	06/07/50 12:00 PM	06/07/50 9:00 PM

2200 Korean Time

Central	East Coast	Zulu	Korea
06/07/50 7:00 AM	06/07/50 8:00 AM	06/07/50 1:00 PM	06/07/50 10:00 PM

2300 Korean Time

Central	East Coast	Zulu	Korea
06/07/50 8:00 AM	06/07/50 9:00 AM	06/07/50 2:00 PM	06/07/50 11:00 PM

Casualties

Wednesday June 07, 1950 (Day -18)



Date	USAF	FUSA	USMC	CUSN	Other	Total
Previous						
Losses						
To Date						

Aircraft Losses Today 000

[Notes for Wednesday June 07, 1950](#)

cc cc