

Thursday June 15, 1950 (Day-10)



[Sun Rise 0510 1951](#)

[Moon Rise 0416 1953](#)

[Moon Phase New Moon 7:52 A.M.](#)

Weather

[Korean Climate](#)

Mean Temp 24.9°C 76.82°F at Taegu

Heavy Overcast

[1950 Pacific Typhoon Season](#)

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

Overview



On 15 June 1950, HMX-1 was given an opportunity to demonstrate to [President Harry S. Truman](#) and the Joint Chiefs of Staff the many tasks which Marine helicopters were now able to perform. A simulated amphibious assault was staged for the guests as the helicopters were "put through their paces" in presenting a complete amphibious demonstration similar to the Congressional exhibition given the previous year.

15 Jun CONUS——[President Harry S. Truman](#) visited the [Marine Corps Base at Quantico, Va.](#) and witnessed combat demonstrations designed to prove that the Marine Corps should be allocated a bigger budget. Highlight was an assault landing using Piasecki" flying-banana" helicopters to show Mr. Truman how men and equipment could be flown from carriers to objectives behind enemy lines. (1950 FOF, 195G).

[\[note\]](#)

[Yesterday](#)
[Weather](#)
[Overview](#)
[DSC](#)
[SN](#)
[TFW](#)
[USAF](#)
[USMC](#)
[USN](#)
[Misc.](#)

0000

0100

0200

0300

0400

0500

[Sun Rise](#)

0600

0700

0800

0900

1000

1100

1200

1300

1400

1500

1600

1700

1800

1900

[Sun Set](#)

2000

2100

2200

2300

[Casualties](#)

[Tomorrow](#)

this is the bott



Using the HRP-1 Piasecki "flying-banana" helicopters. Demonstrating how men and supplies could be deployed from carriers to the front. The Marine Corps termed it "Vertical Envelopment."

As of this date the TO/E for HMX-1 was:

- 6 HRP-1's
- 7 HO3S's and
- 2 HTL-2's
- 20 officers and 90 enlisted men

This actual on hand accounting was:

- 6 HRP-1's
- 9 HO3S's and
- 1 HTL-3 replacement for HTL-2 that crashed in April 1950
- 23 officers and 86 enlisted present

The next day a parade and review was staged at Quantico in honor of [Lieutenant General Lemuel C. Shepherd, Jr.](#), the outgoing Commandant of the MCS, a position he had held since April 1948. At the close of the ceremony, six [HRP-1s](#), six [HO3S-1s](#), and the [HTL-2](#) made a "Fly-by" in formation . This was believed to have been the largest group of helicopters to fly in formation to date. [57]

Reviewing the progress made by [HMX-1](#) since its commissioning date to June 1950, the squadron performed practically all aspects of its assigned missions and tasks . Evidence indicated that the operations of HMX-1 had been completely satisfactory. Although the Commandant's time-table for the helicopter program had slipped, HMX-1 had used every conceivable opportunity to ensure that fulfillment of the program had been met to the best of its capability

. Development of tactics and techniques in connection with the movement of assault troops had been accomplished by participation in the [PACKARD](#) operations. The evaluation of a small helicopter for observation purposes had been completed and specifications submitted for its characteristics .

Compliance with the last task assigned had also been completed when a proposed table of organization was submitted for a typical Marine helicopter squadron .

Although the squadron did not possess 18 aircraft as the original planners had envisioned and CNO had approved, by the end of June, HMX-1 was one aircraft in excess of the authorized level. The latest allowance list, dated 15 June 1950, established the maximum number of aircraft at 6 HRP-1s, 7 HO3Ss, and 2 HTL-2s. This compared with an actual on hand accounting of 6 HRP-1s, 9 HO3Ss, and 1 HTL-3 . [58] An HTL-3 had replaced the HTL-2 after it had sustained severe damage in a crash during April 1950. Personnel strength at the end of June was like - wise near the authorized level . It had been readjusted in April 1950 to 20 officers and 90 enlisted men with the squadron reporting a total of 23 officers and 86 enlisted . [59]

[note]

Although the squadron did not possess 18 aircraft as the original planners had envisioned and CNO had approved, by the end of June, HMX-1 was one aircraft in excess of the authorized level .

The latest allowance list, dated 15 June 1950 , established the maximum number of aircraft as indicated. This compared with an actual on hand accounting as indicated. allowed on hand deficiency 6 HRP-1s, 6 HRP-1s, 0 7 HO3Ss, and 9 HO3Ss, and -2 2 HTL-2s. 1 HTL-3. -1 [58]

58. CO HMX-1 ltr to CMC, dtd 20Jul50, Subj : Progress Report for period IFeb-30Jun50.(Rotary Requirement No. AO-17501; request for higher priority.

An HTL-3 had replaced the HTL-2 after it had sustained severe damage in a crash during April 1950 .

[note]

Photo # 80-G-420949 HO3S helicopter aboard USS Philippine Sea, Oct. 1950



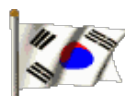
Sikorsky HO3S-1 Dragonfly



Bell 47 HTL-3



The net effect of the Roberts campaign was to create the impression that the ROK troops were the best in the Far East and lacked only air power and heavy artillery to be completely invincible. As [KMAG](#) internal reports showed, this was far from the truth. There were continuing grave, fundamental weaknesses in the ROK Army, and by **June 15, 1950**, it was still far from being trained. Only about 25 percent of the ROK Army (sixteen of sixty-seven battalions) had completed battalion level training and was ready to move on to regimental exercises.



Moreover, the widespread corruption in the infrastructure and profligacy in the field had seriously sapped the efficiency and staying power of the ROK Army. The original stockpile of 51 million rounds of small arms ammo had dwindled to 19 million.

Owing to the careless use and loss of spare parts, "35 percent of the vehicles" were out of commission, leaving only 2,100 trucks and jeeps. For the same reasons, "10 to 15 percent" of the weapons were "unusable." [2-72]

2-72. training status: Military Advisors in Korea, p. 78. Corruption: FRUS VII, 1950, pp. 93-96 (Roberts memo to [KMAG](#) personnel). Ammo, trucks, etc.: FRUS VII, 1950, and South to the Naktong, p. 17; Military Advisors in Korea p 98.

Beyond that, the gravest threat to the ROK Army was not the dubious 100 plane NKPA Air Force but rather its awesome force of 150 Soviet T34 tanks. In the Roberts campaign in the **spring of 1950** the Soviet tanks were scarcely mentioned - and never stressed - either publicly or privately.

Tanker Roberts had fostered the belief that Korea was "not good tank country," and apparently for that reason he was not overly concerned about the NKPA armored forces. For an experienced tanker like Roberts, who knew firsthand the terror that German panzer divisions had evoked among some tank-less American infantry in the Bulge, his apparent indifference to the NKPA armored forces was simply inexplicable. [2-73]

2-73. "Not good tank country": Military Advisors in Korea, p. 100. Swayers wrote: "The Americans did not include tanks... in part because of fiscal limitations and in part because the [KMAG](#) staff felt ta thte roads and bridges of South Korea did not

lend themselves to efficient tank operations"



V The ROK 1st Division, anchoring the left flank of the four-division force deployed at the 38th Parallel, had placed its 12th Regiment at Kaesŏng, the ancient capital of all Korea. One of its senior [KMAG](#) advisers was Army Captain Joseph R. Darrigo, aged thirty. He was a conscientious, competent adviser, one of the few in [KMAG](#) who liked duty in Korea.

[\[note\]](#)

Songs of the week



- [My Foolish Heart](#) - The Gordon Jenkins Orchestra (vocal: Eileen Wilson)
- [Bewitched](#) - The Gordon Jenkins Orchestra (vocal: Mary Lou Williams)
- [The Third Man Theme](#) - Alton Karas
- [Why Don't You Love Me](#) - Hank Williams

[\[note\]](#)

0000 Korean Time

Central	East Coast	Zulu	Korea
06/14/50	06/14/50	06/14/50	06/15/50
9:00 AM	10:00 AM	3:00 PM	12:00 AM

0100 Korean Time

Central	East Coast	Zulu	Korea
06/14/50	06/14/50	06/14/50	06/15/50
10:00 AM	11:00 AM	4:00 PM	1:00 AM

0200 Korean Time



Central	East Coast	Zulu	Korea
06/14/50 11:00 AM	06/14/50 12:00 PM	06/14/50 5:00 PM	06/15/50 2:00 AM

0300 Korean Time

Central	East Coast	Zulu	Korea
06/14/50 12:00 PM	06/14/50 1:00 PM	06/14/50 6:00 PM	06/15/50 3:00 AM

0400 Korean Time

Central	East Coast	Zulu	Korea
06/14/50 1:00 PM	06/14/50 2:00 PM	06/14/50 7:00 PM	06/15/50 4:00 AM

0500 Korean Time

Central	East Coast	Zulu	Korea
06/14/50 2:00 PM	06/14/50 3:00 PM	06/14/50 8:00 PM	06/15/50 5:00 AM

0510 Sunrise

0600 Korean Time

Central	East Coast	Zulu	Korea
06/14/50 3:00 PM	06/14/50 4:00 PM	06/14/50 9:00 PM	06/15/50 6:00 AM

0700 Korean Time

Central	East Coast	Zulu	Korea
06/14/50 4:00 PM	06/14/50 5:00 PM	06/14/50 10:00 PM	06/15/50 7:00 AM

0800 Korean Time

Central	East Coast	Zulu	Korea
06/14/50 5:00 PM	06/14/50 6:00 PM	06/14/50 11:00 PM	06/15/50 8:00 AM

0900 Korean Time

Central	East Coast	Zulu	Korea
06/14/50 6:00 PM	06/14/50 7:00 PM	06/15/50 12:00 AM	06/15/50 9:00 AM

1000 Korean Time

Central	East Coast	Zulu	Korea
06/14/50	06/14/50	06/15/50	06/15/50

7:00 PM | 8:00 PM | 1:00 AM | 10:00 AM

1100 Korean Time

Central	East Coast	Zulu	Korea
06/14/50	06/14/50	06/14/50	06/15/50
8:00 PM	9:00 PM	2:00 AM	11:00 AM

1200 Korean Time

Central	East Coast	Zulu	Korea
06/14/50	06/14/50	06/15/50	06/15/50
9:00 PM	10:00 PM	3:00 AM	12:00 PM

1300 Korean Time

Central	East Coast	Zulu	Korea
06/14/50	06/14/50	06/15/50	06/15/50
10:00 PM	11:00 PM	4:00 AM	1:00 PM

1400 Korean Time

Central	East Coast	Zulu	Korea
06/14/50	06/15/50	06/15/50	06/15/50
11:00 PM	12:00 AM	5:00 AM	2:00 PM

1500 Korean Time

Central	East Coast	Zulu	Korea
06/15/50	06/15/50	06/15/50	06/15/50
12:00 AM	1:00 AM	6:00 AM	3:00 PM

1600 Korean Time

Central	East Coast	Zulu	Korea
06/15/50	06/15/50	06/15/50	06/15/50
1:00 AM	2:00 AM	7:00 AM	4:00 PM

1700 Korean Time

Central	East Coast	Zulu	Korea
06/15/50	06/15/50	06/15/50	06/15/50
2:00 AM	3:00 AM	8:00 AM	5:00 PM

1800 Korean Time

Central	East Coast	Zulu	Korea
06/15/50	06/15/50	06/15/50	06/15/50
3:00 AM	4:00 AM	9:00 AM	6:00 PM

1900 Korean Time

Central	East Coast	Zulu	Korea
06/15/50 4:00 AM	06/15/50 5:00 AM	06/15/50 10:00 AM	06/15/50 7:00 PM

2000 Korean Time

Central	East Coast	Zulu	Korea
06/15/50 5:00 AM	06/15/50 6:00 AM	06/15/50 11:00 AM	06/15/50 8:00 PM

1951 Sunset

2100 Korean Time

Central	East Coast	Zulu	Korea
06/15/50 6:00 AM	06/15/50 7:00 AM	06/15/50 12:00 PM	06/15/50 9:00 PM

2200 Korean Time

Central	East Coast	Zulu	Korea
06/15/50 7:00 AM	06/15/50 8:00 AM	06/15/50 1:00 PM	06/15/50 10:00 PM

2300 Korean Time

Central	East Coast	Zulu	Korea
06/15/50 8:00 AM	06/15/50 9:00 AM	06/15/50 2:00 PM	06/15/50 11:00 PM

Casualties

Thursday June 15, 1950 (Day-10)



Date	USAF	FUSA	USMC	CUSN	Other	Total
Previous						
Losses						
To Date						

Aircraft Losses Today 000

[Notes for Thursday June 15, 1950](#)

cc cc