

**Transition: Painting of Corsair. Bring Vince to microphone.**

Vince to comment on having flown this plane before we begin.

Photo (1): Book cover: Vince comment on having flown this plane.

**2 Pappy Stories** -- liquor, and Zero advice

Photo (2) - Pappy Boyington -- Pappy wanted Vince's liquor.

(3) - 3 AM session @ Pappy -- about how to get a Zero off your tail.

**General Conditions - no stories, just comment on photo**

Photo (4) - Green Island, last base, also where flew with Lindbergh

(5) - Munda airstrip -- Typical. Also near Kennedy and PT109.

(6) - Taking a shower, about once a month.

(7) - Haircuts. No barber. Gave each other hair cuts.

(8) - Tents and bunks as sleeping quarters. Tent reminds him of a story.

**Tent photo (8) is the "set-up" to:**

**"Came to my quarters one day and another pilot was sitting on the bunk with a .45 automatic pointed at me and said he was going to shoot me if I did not stop trying to get more action for our squadron."**

Photo (9) - Vince with helmet and .45 (keep on during ".45 story.")

Photo (10) - 4 Planes in formation. My closest call was from "friendly fire."

Photo (11) - Rabaul. On a mission to Rabaul saw a pilot downed, and flying cover for him to be rescued resulted in me ditching in the ocean myself.

(12) - PV-1 rescue plane which ran Vince out of gas.

(13) - This PT Boat is the one which rescued me after 5 hours in a raft.

Photo (14) - "Prompter" Wrap it up due to time. Corsair with 500-lb bomb.

Sum up with types of missions flown. Most of 69 missions were flying cover for bombers, strafing, reconnaissance, and some bombing. one dogfight.

Only

Photo (15) - Conclude with Charles Lindbergh photo.

Mention the story is in bulletin.

If time remains, say why Lindbergh was allowed to do this.

**Acknowledge other veterans and closing remarks.**

## **Black Sheep Squadron**

*(Owen Morris' intro - Title Shot = book cover)*

The Black Sheep Squadron got its name partly from how it was formed from an odd lot of assorted pilots. **(A)** Greg Boyington had been one of the famous Flying Tigers in China where he shot down 6 Japanese Zeros. When he returned to the states and re-joined the Marines he became the oldest fighter pilot in the Pacific theatre at age 30. **(B)** Most of his squadron were age 19 to 22. That is how he ultimately also got the name "Pappy" Boyington.

Boyington initially was assigned to a rear area and was shuttling air craft. But he wanted to get into the action. He spoke to the commanding officer and asked if he could put together a group of pilots to form a squadron to see some action. He was given the opportunity and the pilots he recruited from the rear area were largely inexperienced because they flew other types of airplanes. He had a month to train them into a fighting squadron. **(C)**

Although Boyington was a hard drinking, brash and colorful character, his young recruits were unfairly characterized by the 1976 television show as misfits. They initially misfit the assignment of flying aerial combat against Japanese Zeros, but they were just a normal bunch of red blooded American patriots. **(D)** And they became a very successful combat squadron. The Black Sheep had two 6-week combat tours in late 1943 to 1944, with an impressive score during that time totalling 203 enemy planes -- as follows: shooting down 97 Zeros, 35 more probably shot down, 50 enemy planes at least damaged in aerial combat, and 21 planes destroyed on the ground. And all of that with 49 pilots; four of whom died during the first tour and eight of whom were lost on the second tour.

**(E)** Pappy became the Marine's top combat ace, and it is interesting how that came about. Combat squadrons would fly for six weeks in theatre and then do a rotation out for rest. After about three such tours of duty they usually ended their active combat career. When Boyington joined the fight in the Solomon Islands, the record for air combat victories was 26 planes shot down. The record was tied by both World War I's Eddie Rickenbacher and WWII's Joe Foss, who was no longer flying. So top gun was 26. **(F)**

As of Pappy's last tour of duty he had amassed 25 planes shot down and the news reporters were shadowing Boyington for the story when he might come back with the record. The last week he flew he just didn't have any action despite flying extra missions to give himself a chance for the record. **(G)** By that time the Japanese had begun to pull back from the Solomon Islands and the Black Sheep encountered Zeros less frequently.

## Vince's Talk in Outline Form

*Painting - transition  
comment on book.*

① Book cover - 2 Pappy Stories -- liquor, and Zero advice

Photo (1) - Pappy Boyington. Pappy wanted Vince's liquor.

(2) - ~~Late night~~ session about how to get a Zero off your tail.  
*3 AM*

**General Conditions - no stories, just comment on photo**

Photo (3) - Green Island, last base, where flew with Lindbergh

(4) - Munda airstrip.

(5) - Taking a shower, about once a month.

(6) - Barber, this is how we got haircuts.

(7) - Tents and bunks as sleeping quarters.

**Tent photo (8) is the "set-up" to the .45 automatic story**

Photo (9) - Vince with helmet and .45 (keep on during ".45 story.")

<sup>10</sup>  
Photo (10) - 4 Planes. Closest call from friendly fire.

<sup>11</sup>  
Photo (11) - Rabaul. Brief account of trying to support downed pilot.

(12) - PV-1 rescue plane which ran Vince out of gas.

*13# PT Boat -*

Photo (14) - Corsair with 500-lb bomb.

Most of 69 missions were flying cover for bombers,  
strafing, reconaissance, and some bombing.  
one dogfight.

*Recent Types of Missions*

Only

✓ Photo (15) - Conclude with Charles Lindbergh photo.

Say something about it if time remains to do so.

(It will be written about in the bulletin.)

**Acknowledge other veterans and closing remarks.**

Boyington came in from a long, tiresome mission with one day left before the Black Sheep were to leave the theater. He was still sitting on 25 victories. His squadron was not scheduled to fly the next day. (H) Another squadron leader named Marion Carl of VMF 223 group had a pre-dawn raid scheduled for Rabaul and let Pappy lead it to try for the record.

Pappy's own wing man volunteered to fly cover for him and they left at 4 AM to strafe the airstrip at Rabaul over 350 miles away. Pappy put crumbs of tobacco inside his eyelids to keep himself awake on the way to the target. He used rubber bands and string to rig an automatic pilot so he could smoke and nap enroute. (I) Some Zeros came up to engage them and Pappy and his wingman George Ashmun waded into the battle. Pappy shot down a plane and tied the record of 26. Others in the squadron witnessed the kill and reported it when the group returned. Because Pappy Boyington did not return. They waited, then they searched for him, but he was eventually logged as KIA along with his wing man.

He was hailed as the new hero in newspapers across the country -- getting the record on his last mission and being shot down. The reporters got their story. (J) What they did not know was that after the squadron lost track of him, Boyington claimed two more planes that day for a new record of 28 before he himself was shot down.

What happened was that his wing man got jumped by 20 Zeros and Pappy swung back to get them off him. He flamed two more airplanes but still George Ashmun was killed and crashed in the ocean. Then Boyington was hit and in flames and he barely jumped out about 100 feet above the waves. (K)

Unknown to our side he was picked up by a Japanese submarine and put into a P.O.W. prison for 20 months. He received a "posthumous" Congressional Medal of Honor, (L) only to have it pinned on in person later by President Harry Truman. The nation only found out that Pappy Boyington was alive after the surrender when a reconaissance plane flew over a P.O.W. camp on the Japanese mainland and painted on the roof of a building in white was: *Boyington Here*

I want to return for a moment to the other squadron leader (M) who traded places with Pappy Boyington to let him fly that fateful last mission -- Marion Carl. Marion Carl was the squadron leader for the "Fighting Bulldogs" (VMF 223) (N) the very squadron our own Vince Lipovsky flew in. Vince, like so many of our young men in World War II answered the nation's call at a time of national peril.

He was already flying (O) as a civilian and his ultimate aviation goal

was to fly the "China Clipper" flying boats to the orient. The ones you saw in the Indiana Jones movies. When the war broke out he joined the Navy to pilot "seaplanes" on patrols. **(P)** But during his training he changed his mind and volunteered to be a fighter pilot. He was assigned to the Marines, and sent on to the Solomon Islands.

Victory at Guadalcanal had turned the tide in the Solomons, and when Vince arrived the mission was to take back a chain of Islands from the Japanese. **(Q)** Vince served three combat tours in theater and flew 69 missions in the same planes as the Black Sheep, the Corsair. Indeed, the airplane #740 the Black Sheep are standing around **(R)** on the cover of this book was flown twice by Vince during B24 escort missions, the same type of mission on which he had his only dogfight with a Zero. He still has his logbook to account for these missions and what happened on them.

Vince tells the story in the bulletin about **(S)** Charles Lindbergh flying under the alias Jones, about having to ditch his plane in the ocean and being rescued by a PT boat, about his closest call being from friendly fire, **(T)** about the hard-drinking Pappy Boyington telling him how to get a Zero off his tail, about a guy coming for him with a .45 automatic because he asked for his squadron to see more action; and generally **(U)** what it was like to be a Marine fighter Pilot flying Corsairs in World War II.

Let's reflect on the patriots among us as we ask Vince to take us back to what it was like to serve at a time which called for great valor.

**(V) Transition: Painting of Corsair. Bring Vince to microphone.**