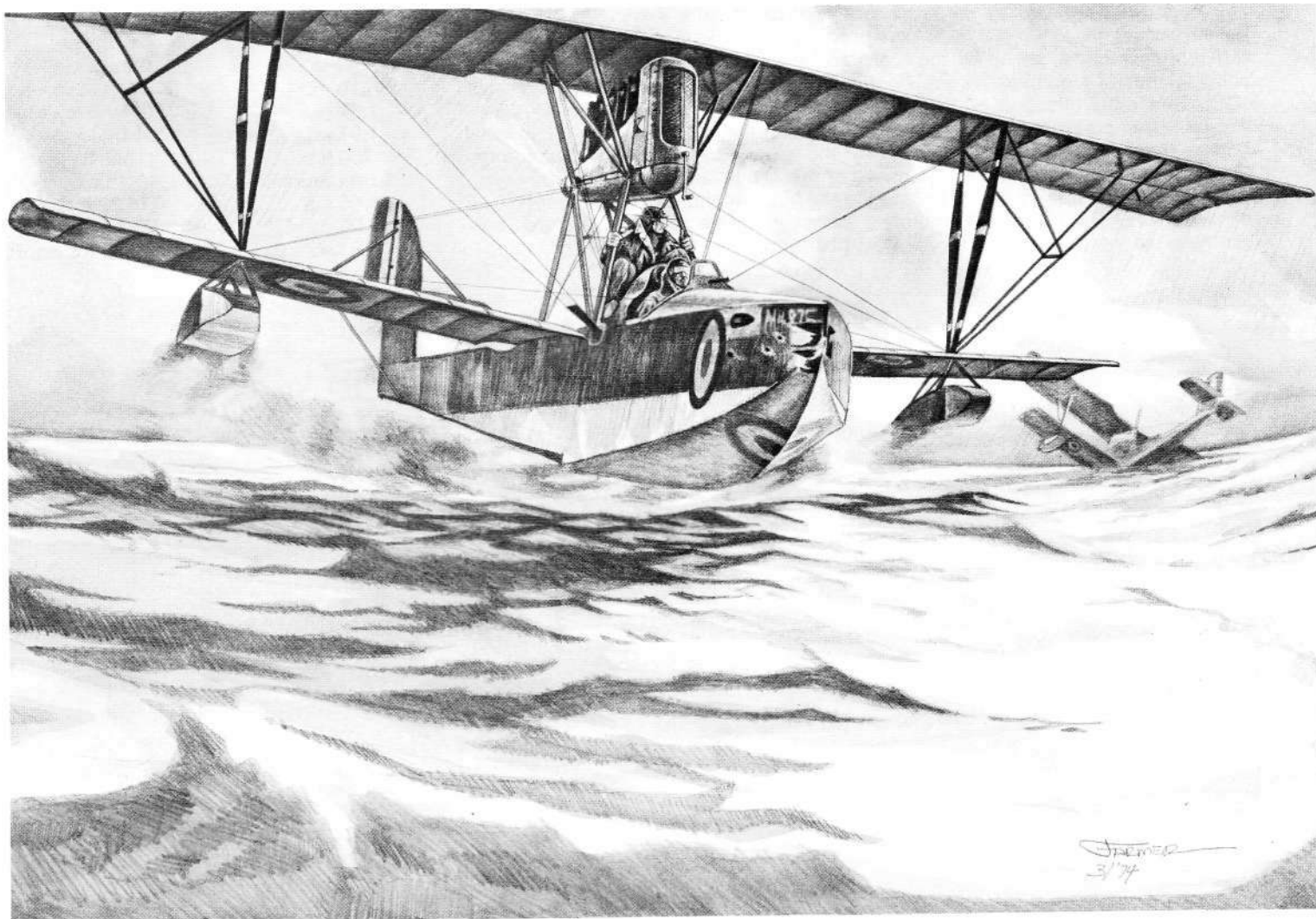




MEDAL of HONOR



William J. Bennett's Research Project 6910 will bring to each issue of the *JOURNAL* one of the citations for the Medal of Honor. Because in all cases the individual actions were never recorded photographically, maximum use of the talents of the artists among the Society will be made. Those interested in contributing an illustration depicting one of these situations are urged to write to the Editor. The drawing above, in pencil and tempera wash is by our Art Editor, James H. Farmer.

The first American airman to receive the congressional Medal of Honor was Ensign Hammann for his action off the enemy-held port of Pola on 21 August 1918.

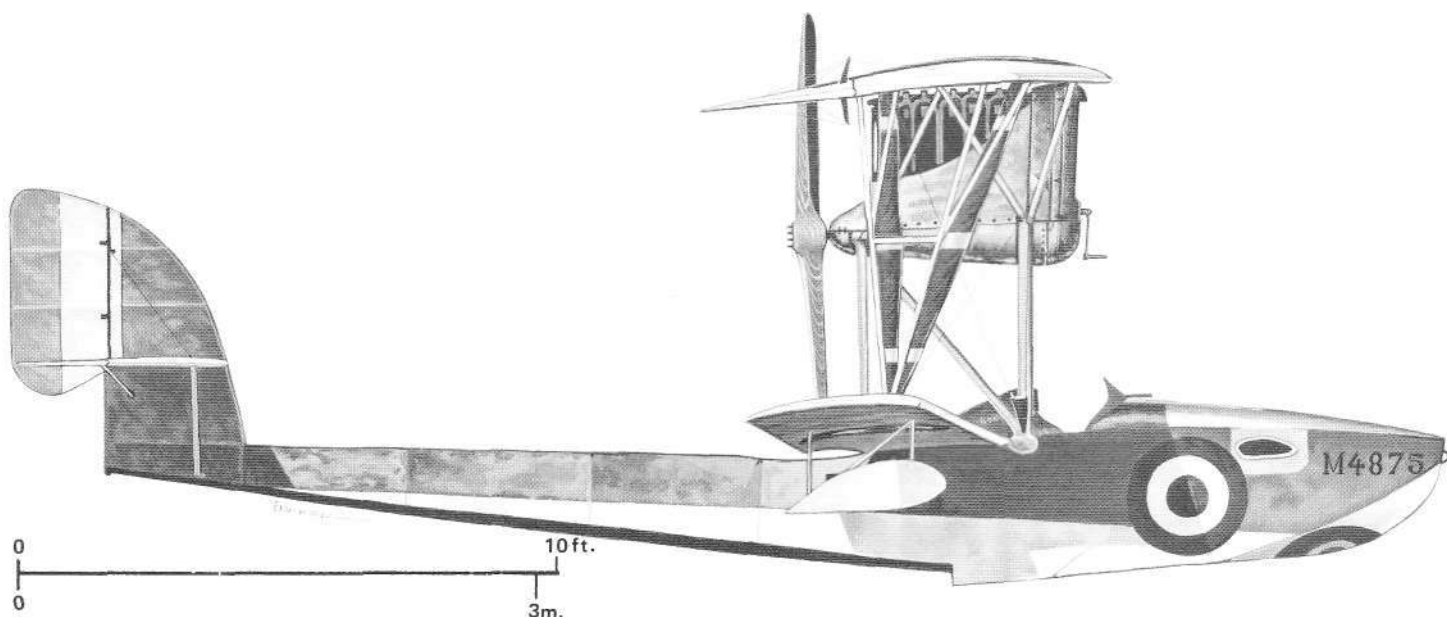
Rank and organization: Ensign, U.S. Naval Reserve Fleet. *Born:* 16 March 1892, Baltimore, Md. *Appointed from:* Maryland. *Citation:* For extraordinary heroism as a pilot of a seaplane on 21 August 1918 when with three other planes Ensign Hammann took part in a patrol and attacked a superior force of enemy land planes. In the course of the engagement which followed the plane of Ensign George M. Ludlow was shot down and fell in the water 5 miles off Pola. Ensign Hammann immediately dived down and landed on the water close alongside the disabled machine, where he took Ludlow on board. Although his machine was not designed for the double load to which it was subjected, and although there was danger of attack by Austrian planes, he made his way to Porto Corsini.

•From Medal of Honor, 1863-1968, prepared for the Committee on Labor and Public Welfare, United States Senate, U.S. Govt. Printing Office, Washington, D.C. 20402. 1968. (Price, \$4.00)

The Macchi M.5, as used by the American Naval pilots from the Italian base at Porto Corsini, was developed by an Italian firm, with a French name, set up by the coach and automobile body-building firm of Macchi as Societe Anonima Macchi-Nieuport in 1912. Under the direction of Eng. Giulio Macchi the company first built Nieuport monoplanes, later built a copy of the Austrian Lohner flying boat, the L.1, in quantity for the Italian Navy. The Macchi M.3 and M.5 series were extensions of this design, and the U.S. Navy pilots, trained on the M.3, found the M.5 fast and very manoeuvrable. The Nieuport Sesquiplane design influence is apparent in the V-struts and small lower wing planform.

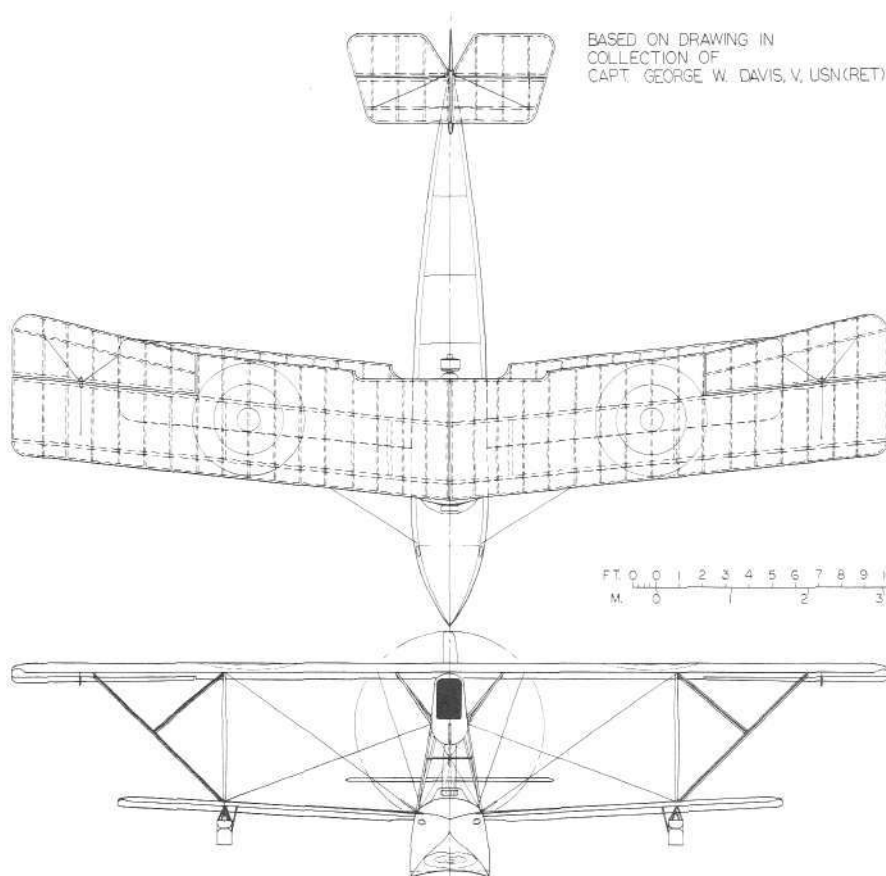
SPECIFICATIONS:

Span, upper	11.90 m.	(39 ft.+)
lower	8.00 m.	(26 ft. 3 in.-)
Length overall	8.10 m.	(26 ft. 6 in.-)
Chord, upper	1.67 m.	(5 ft. 6 in.-)
lower	1.31 m.	(4 ft. 4 in.-)
Weight empty	700 kgs.	(1543 lbs)
Engine —	Isotta Fraschini V-4B,	160 h.p.
Wt. per h.p.	6.45 kgs.	(14.22 lbs)
Wing area	29.00 sq. m.	(312 s. ft.)
Wing loading	35.5 kgs./sq. m.	(12.70 lbs./sq. ft.)



COLORS AND MARKINGS:

At this time, the colors and markings of Hammann's and Ludlow's airplanes can only be assumed. The U.S. Navy assigned on two serial numbers to Macchi aircraft (5574 and 5575), but a larger number, as many as 21 at one period, were in service with the Naval Detachment at Porto Corsini where Hammann was assigned. Probably these airplanes remained in Italian colors and markings. The serial number shown here is authentic only for its application to an M.5 flying boat, and no further data is available (but is requested) for Hammann's airplane.



The Medal of Honor was created by Act of Congress in the first year of the Civil War. President Lincoln placed his signature on the legislation instituting the MOH on December 21, 1861, and it is the only medal of the United States Government authorized to be presented in "the name of the Congress." It may be awarded for a person, officer or enlisted, who in actual conflict with an enemy (shall) "distinguish himself conspicuously by gallantry and intrepidity at the risk of his life, above and beyond the call of duty."

Ensign Charles Hazeltine Hammann was involved in an action in the Adriatic Sea in World War One which is best described by the account in *Flying Officers, USN*, compiled by the Naval Aviation War Book Committee, Washington, D.C. in 1919. It reported:

"An aerial combat occurred in August over Pola, in which the Americans gave a good account of themselves. A patrol of two bombing planes and five chase planes left the station to distribute propaganda on Pola. Two machines had motor trouble and put back before the engagement. After dumping the reading matter over Pola, the fight began. The Austrians used their anti-aircraft guns, but with poor results, when five land chase planes and two hydroplanes assembled to attack them. Ensign Ludlow, leading pilot of the chase machines, gave the signal to attack three Austrians, and dived at them with Pilots Parker and Hammann following. Voorhees, a fourth pilot, was unable to enter the combat because his machine guns jammed.

The fight started with Ludlow attacking the center machine, Parker one to the left, and Hammann engaged two others. Ludlow's engine was damaged by bullets, and Parker's right gun jammed. Ludlow started home, fighting off two machines, when his motor broke down due to the damage it had earlier received, and his plane caught fire. He entered a spin and threw off one of the enemy, at the same time putting out the fire. The other enemy plane followed him down to 500 meters. Ludlow landed a short distance from Pola, and the enemy plane returned to its base.

Hammann saw Ludlow land, and after throwing off the two machines with which he was engaged, landed near Ludlow and after destroying the damaged machine, Ludlow returned in Hammann's machine, sitting on the boat directly under the engine. They did not leave, however, until they had made certain that the abandoned machine had sunk, firing 100 rounds at it from the air to complete the destruction. The men were badly bruised and cut up, but otherwise no injury was inflicted. All pilots returned to base."

Lt. Hammann remained in service (he was Naval Aviator No. 1494) and was killed in the crash of a flying boat at Langley Field on June 14, 1919. A destroyer was later named for him, the USS

HAMMANN (DD-412), launched in February 1939, sponsored by Miss Lillian Hammann, and which was sunk at the Battle of Midway. A destroyer escort was named HAMMANN (DE-131), launched in December 1942, and again sponsored by (now) Mrs. Lillian Hammann Rhode.

The author of Research Project 6910, William J. Bennett, is attempting to obtain the exact descriptions of all of the aircraft used by the airmen in the actions for which the Medal of Honor was awarded. This includes all color and markings and identifiable inscriptions. An appeal is made to Members of A.A.H.S. to correct published information, or supply missing portions, including the names of all other crew members.

Capt. John Walmsley's airplane, B-26C 44-34314, of the 3rd Bomb Group still needs final details for the action 14 September 1951. It may have been black for night use although it is believed to have had natural finish aluminum. The Identification letters on the fin are missing.

SSgt. Maynard Smith was in B-17F-65-BO, 42-29649, in his action of 1 May 1943. Its Squadron Code was "RD", for the 306th B.G., and other known members of the crew were Lt. Lewis P. Johnson and Lt. Robert McCullum.

Capt. Harl Pease, of the 19th B.G., was flying in B-17E 41-2416 on 7 August 1942, an airplane possibly named SILKWORM II by a former pilot. None of the crew names, with Pease on that day, are known.

Lt. Lloyd H. Hughes was awarded the MOH for action in the Ploesti raid, flying a B-24D, 42-40753. Although the letter "J" is known, was there also the Code YO on that airplane at the time? Was the airplane in natural finish aluminum, and did it have any name? 389th B.G. personnel are requested to respond.

Lt. Col. Addison E. Baker and Maj. John L. Jerstad were in B-24D HELL'S WENCH on the Ploesti action of 1 August 1943, but a photograph of this airplane is needed for further location of markings.

Lt. Col. Leon R. Vance, of the 489th B.G., was flying a Willow Run built B-24H 42-49830 on 5 June 1944 but this was not a 489th Group airplane. Rather it was borrowed from the 44th B.G., 66th B.S., which used the Squadron Code "WQ". Data is needed from anyone in the "Circled A" 389th B.G.

Col. Edward Michael, recently retired from the USAF at Travis AFB, was flying B-17G-30-DO named BERTIE LEE and Coded WF-? of the 305th B.G. on 11 April 1944. Col. Michael has not responded to letters.

A recent addition to the list of MOH winners is Lt. Col. Leo K. Thorsness for his action on 19 April 1967 in an F-105. All other data is unavailable at present.



ABOUT THE AUTHOR

Sgt. William J. Bennett, USAFR, has made an avocation of building a model (sometimes several of each) of the airplanes and helicopters flown in action by Medal of Honor awardees. From this has grown his Research Project 6910, with a great deal of personal contact and correspondence from a great group of airmen. Although rewarding in these and other ways, there are still the frustrations of obtaining information to complete his project. He is shown here with Gen. James H. Doolittle and Col. John A. Macready (admirers of the collection) at a recent banquet.