

**TWO CORSAIR** night fighters return to the Boxer piloted by Lt. Ely, Lt. Stranlund

Tokyo. After the war, she returned to Korea.

This plucky little Korean lady fled with her family from Seoul when the communists occupied the city. Before the outbreak of these hostilities, she was able to finish her schooling. Margaret received a degree in English literature. In addition to her own language she speaks Japanese, Chinese, English and French.

The men at the air strip respect Margaret's sincere belief in her work; they admire her cheerful nature and her ready wit. She tells her friends that after the fighting stops she plans to teach

# KOREAN AIR WAR

## General Visits Carrier

The USS *Valley Forge* welcomed aboard LtGen. O. P. Weyland, Commander of the Far Eastern Air Force, when he recently visited the carrier for a talk with RAdm. F. W. McMahon, Commander Task Force 77. The General, on tour of naval activities, flew to the *Valley* in a Navy torpedo bomber from a United Nations airfield in Korea.

During his day on board General Weyland watched the carrier's air operations and observed the ship at battle stations. Later, the Far Eastern Air Force Commander toured the ship, visiting her numerous departments. At the close of his tour he was a spectator at the intelligence debriefing of VF-653 pilots, who had just returned from a mission over North Korea.

General Weyland chatted with Capt. W. D. Anderson, USAF, who is aboard the carrier under the Navy-Air Force pilot exchange program. Capt. Ander-

**HEAD AIR** Force man in Far East, LGen. Weyland, visits RAdm. McMahon on *Valley Forge*



son flies a Navy *Panther* jet in VF-52.

Prior to his departure the General remarked about the joint Navy-Air Force air interdiction program in North Korea, "It is my opinion that Task Force 77 planes together with the aircraft of the Far East Air Forces are doing a splendid job of dealing destruction to the enemy."

## Able Assistant

Not an unusual sight to Marines at an advanced air base in Korea is that of a pretty Korean girl going about her business amid the whirling dust of jeeps, trucks, and aircraft. This Korean miss, Kim Sung Sook, is the assistant to the chaplain of the 1st Marine Aircraft Wing. To her American friends she is known as Margaret.

Margaret left North Korea when nine years old to live with an aunt in Japan. During WW II she worked in an aircraft factory until American bombers destroyed her living quarters near

**KOREAN LASS**, speaking four languages, aids Marine chaplain; once made Jap aircraft



English and Christianity in rural schools in order "to help my country and her people to a better understanding."

## He's Had It

If you are looking for an expert at paper work, Cdr. Paul N. Gray, skipper of VF-54, is your man. Famed as the "Bald Eagle of the *Essex*", Gray racked up 100 missions against the Koreans and was shot up five times before RAdm. John Perry, commanding TF-77, ordered him to confine his activities to paper work.

But Gray almost did not get to obey the Admiral's dictum. His first escape came after Korean flak set his plane afire while he was bombing a Communist railroad at Hwachwang. He rode the plane to Wonsan harbor, where a South Korean patrol boat picked him up from the freezing waters.

A week later he tried to lay his bombs in a cave into which Communists ran their railroad engines for protection.

**BALD EAGLE**, brave Navy pilot, poses by Skyraider; Cdr. Gray now doing paper work



Bomb fragments from the hit almost tore his plane apart but he made it to an emergency field safely.

Escape #3 came four days later. He brought his *Skyraider* (his squadron uses them) back with 59 holes through it, but made a perfect landing aboard the *Essex*. "Those boys over there in Korea are getting closer each time," he commented.

A week later he was out again, flying lower than ever. On his way home, a 37 mm cannon shell hit his engine. He coaxed the plane into a 10-mile glide to the sea, where the destroyer *Gregory* rescued him with hands frozen and suffering from exposure. He requested transfer immediately to the *Essex* so he could brief his squadron next morning.

But Adm. Perry decided the *Bald Eagle* had had enough fighting. Before word got to Gray, however, he had taken off on a cold morning hop to plaster Korean railroad bridges and trains again. Later, the carrier broadcast the news that the squadron commander had been shot down again by .50 caliber fire and landed in the ocean. There was no word of rescue.

His squadron mates sweated it out in the wardroom and readyroom until it was announced the destroyer *Twining* had picked him out of the ocean off Wonsan. The card games resumed. A comedian posted a big sign, "Use caution when ditching damaged airplanes in Wonsan harbor. Don't hit Cdr. Gray."

So, after five times scraping with death, the *Bald Eagle* is doing paper work. The "bravest man in the Navy" has run out his string of combat missions and is running his squadron from aboard the *Essex*.

### Busy Rattlers

The *Deathbrattlers* squadron of Marine fighter pilots celebrated their 10,000th combat mission in Korea the past winter—and that 10,000th mission saw 1st Lt. Fred E. Croyle hit by Red anti-aircraft fire and forced to make a crash landing.

To make up to him, the Marines presented Croyle with a cake (see photo). A check of the devastation wrought by the *Deathbrattlers* shows that the enemy has, by far, had the worst of it, however.

More than 3,500,000 gallons of napalm have been dropped on enemy positions. Guns of their planes have spit out almost 3,000,000 rounds of 20 mm and 50 cal. bullets which killed an estimated 3,500 enemy troops. From their bomb racks they dropped 5,500,000 pounds of bombs on 9,000 buildings and 800 vehicles.

Commanding the *Deathbrattlers* is Col. Richard L. Blume. In the photo are Maj. John A. Kidney, M/Sgt. Ben

R. Hurst, Capt. W. C. Sprowls, Capt. R. D. Jannsen and Croyle in the front row and M/Sgt. Adam A. Pokerski, Maj. H. D. Raymond, Jr., 1st Lt. D. R. McEathern and Blume. At the extreme right is Col. Luther S. Moore, MAG-12 commanding officer.

### The Well-Dressed Pilot

Pictured on this page is a new type cold weather skin tested by the Marines in Korea, which allows the wearer to use a regular work uniform minus the added weight of present cold weather clothing. The new longies are of a foam-type rubber and weigh only a fifth as much as the present gear.

In the picture are Maj. Victor J. Layton, designer of the "skin", wearing an Arctic parka; Capt. Gaylord Guthneckt, who is wearing the skin as part of the experiment, and Lt. Frederick Adams in the old style long underwear. "It wouldn't take long to freeze in this temperature," was Adams' comment.

Capt. Guthneckt flew several hours in the suit at sub-zero temperatures and commented on the comfort. Both Marines are with HMR-161, fighting in Korea.

### Uneasy Friends

The First Marine Air Wing in Korea has a Marine corporal, James R. Dixon, whose hobby is collecting poisonous snakes and who is rapidly losing friends for it.

A resident of Texas, Dixon, now with a Marine transport helicopter squadron, collects his Korean specimens in his spare time and has caught several Aghistodans (the Korean equivalent of our poisonous copperhead).

Ostensibly, Dixon is collecting his "pets" for the San Diego zoo, but his big problem is to get them back to the states, since the Marine Corps just isn't going to go along with having them transported in the bottom of a sea bag.

In civilian life, Dixon ran a snake ranch and raised reptiles for various zoos. He made a sideline of milking venom from them to sell to serum manufacturers.

His slithering charges receive a great deal of attention from fellow helicopter mechanics, most of whom view them from a respectful distance. He complained once because they "were not the least bit understanding" when he bought some Japanese snakes and brought them back to keep in the hotel room where they were staying.

### Helicopter Circuit

The helicopter may well be called a chaplain's best friend in the case of Cdr. A. Ray Cook, chaplain aboard the *USS Valley Forge*. Chaplain Cook has the "routine assignment" of flying, via heli-

**CHAPLAIN** Cook uses intercom system to give evening devotions to *Valley Forge* in Korea



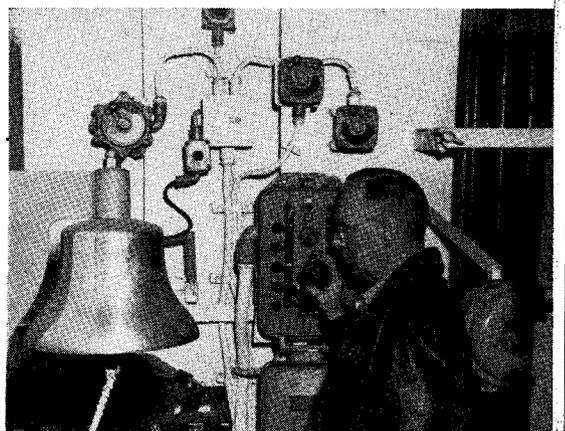
NEW FOAM rubber long oversuit (center) on Capt. Guthneckt proves self in Korea



SOMETHING special in cakes marks *Deathbrattlers* 10,000th mission; Lt. Croyle cuts up



MARINE Sgt. Scroggins looks on warily as Cpl. Dixon shows Korean snake collection





**KOREA'S MOST** bombarded town, Wonsan, is completely leveled by Navy planes, ship gunfire which pounded this Communist key point for past year; harbor was popular ditching point

copter, from one ship to another in Task Force 77, holding as many services as time will allow.

Cdr. Cook holds as many as three or four church services every Sunday. Assisting him in his duties is Seaman Bloesser. Bloesser plays a 50-lb. portable "Estly" organ which he takes with him when accompanying the Chaplain on his helicopter circuit.

The chaplain feels that his hardest job is not "circuit riding" but rather advising and helping his men aboard the *Valley Forge*—3,000 sailors, Navy pilots and Marines. Cdr. Cook has served aboard the carrier since March 1950 and has been in the Navy for 11 years. For his meritorious service during operations against the enemy he received a commendation from VAdm. Struble, Com-

mander 7th Fleet.

The crew's favorite service is an evening prayer that Chaplain Cook broadcasts over the main inter-communication system. Each night at nine the chaplain's voice is heard throughout the ship as he offers evening devotions.

### Triple Threat Carrier

A first time record for the USS *Valley Forge* was made when the carrier became a three-time participant in Korean combat. The ship, under the command of Capt. Oscar Pederson, entered the Korean war zone for the third time in December, 1951, when she rejoined Task Force 77.

The *Valley Forge* launched the first carrier offensive mission in Korean waters in July of 1950. The ship remained

there until November, then headed back to the States for an overhaul.

Because of the increasing tempo of the war, the *Valley Forge* started out once more for the east coast of Korea after a brief three-day stay in San Diego. For almost ten months her planes hammered at key Communist transportation and supply centers. Then the carrier returned to Puget Sound shipyards for a major overhaul. Thus ended her second tour.

Now operating from the "Happy Valley" is the First Air Task Group. This group boasts Fighter Squadron 653, operating F4U *Corsairs*, and Attack Squadron 194, flying AD *Skyraiders*. Fighter Squadrons 52 and 111 fly *Panther* jets from her decks, as the carrier continues its third offensive mission.

### Creating a Market

Purchasing agents for the North Korean Railroad Co., are going to have a trio of ex-salesmen who have been peddling their wares with VA-923 since their St. Louis dive-bomber squadron was called up.

Lt. John J. O'Sullivan sold brass fittings, Lt. William H. Conboy sold insurance and Lt. James E. Dagon sold men's hats as civilians. As members of the Navy's Korean "sales team", they peddled bad news up and down a railroad near Kosong.

After a series of dive bombing runs, their score showed 11 complete cuts and six partial cuts in the rails over a 12-mile stretch—all nicely spaced to make repairs difficult.

### Friendship Renewed

An old affinity between Seabees and Marines was renewed when a hard-charging crew of Navy Construction Battalion men "nailed down" a horrible mountain road for a semi-isolated Marine ground control intercept squadron. The Marines were 21 miles from their

**BOMB CARTS** loaded with sudden death for Communists await loading aboard *Antietam's* Skyraiders, Panthers spotted up the deck



**ONE REASON** Navy strikes on Korea have had to slacken at times is the snowy weather; here Essex crewmen clean off flight deck



source of supplies and were hampered for months by bridge washouts.

Working from dawn to dusk in below-zero temperatures, the Seabees strengthened several bridges. In two weeks they built four bridges capable of supporting heavy tanks.

CPO Gamble, directing the construction work, promised the Marines that his men could rebuild any of the bridges in six hours. The equipment for these projects included spikes, handsaws, hammers, and 4x12" timbers.

The Marines were very pleased when their construction friends built a cement sidewalk around the mess hall, an almost unheard-of luxury in Korea. The Seabees did this in "their spare time"—after dark.

### Einstein's Successor

Marine Capt. William J. Tebow is sure that Korea has the successor to Einstein. The captain, a pilot with the 1st Marine Aircraft Wing's transport helicopter squadron, decided to teach a 17-year-old Korean houseboy the science of mathematics. Armed with pad and paper, he started with a basic two plus two routine, but the lad knew the answers.

Covering simple algebra, geometry, plane trigonometry and spherical trig, the pilot was still unable to stump this junior "Einstein."

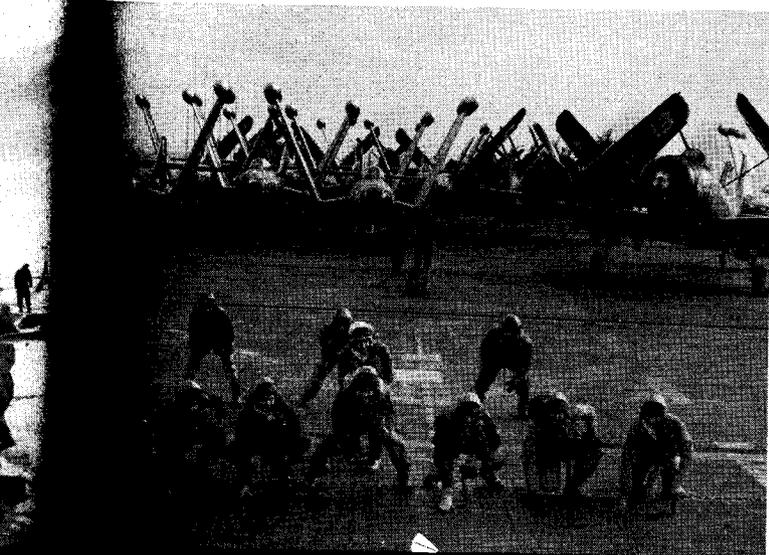
"We were ready to go into calculus, when I gave up," Tebow admits. "I didn't remember enough about it. The boy'd probably have tried to help me if he hadn't felt it might be disrespectful."

### Hi Yo Silver!

While on a flight over Pyongyang, North Korean capital, Capt. E. E. Poor, a Texas Marine pilot, started a real Texas stampede.

Firing short 20mm bursts into a huge barn in an enemy military camp, Poor

**PILOTS** of VF-52, quarterbacked by LCdr. Baslee, get in a little spring practice on Valley Forge after Korean winter wars



**KOREAN** railroad stock went down after the Navy sent Essex planes in to plaster this Communist rail bridge; note by-pass built after original tracks were destroyed by earlier raids

saw horses pour out from both ends and hightail it through the camp area.

"They still were going when I looked back," the captain said, "and I reckon the Reds are still trying to round up those nags."

### Grunt and Groan

One bleak, icy February morning a Skyraider guppy jockeyed onto the port catapult of the Valley Forge for pre-dawn patrol mission.

The pilot, LCdr. Wm. H. (Buck) Rogers, got the signal from the catapult officer, revved up his engine and blinked his running lights for immediate launch.

Something was wrong. His AD was free-sliding down the ice-coated deck with no help from the still-cocked cata-

pult. Rogers tramped the brakes and backed off power. He couldn't stop, so he slammed his throttle forward to the stop.

The crewmen, Raymond Frausto and Donald Backofen, both electronics men, were alerted for possible ditching upon contact. There was a sickening drop into the cold blackness off the bow of the carrier.

Rogers yanked up the landing gear and eased back on the stick. With a thud the heavily-loaded guppy hit the water and bounced back into the air. Salt spray flew everywhere.

The plane gained flying speed quickly and Rogers nursed it along just inches above the wave tops. A broken hold-back ring on the catapult had caused the close call.

**CREWMAN** Backofen points out damage to Skyraider's guppy after aborted catapult launch, while LCdr. Rogers, Frausto look on

