



NAVY AIR POWER IN KOREA

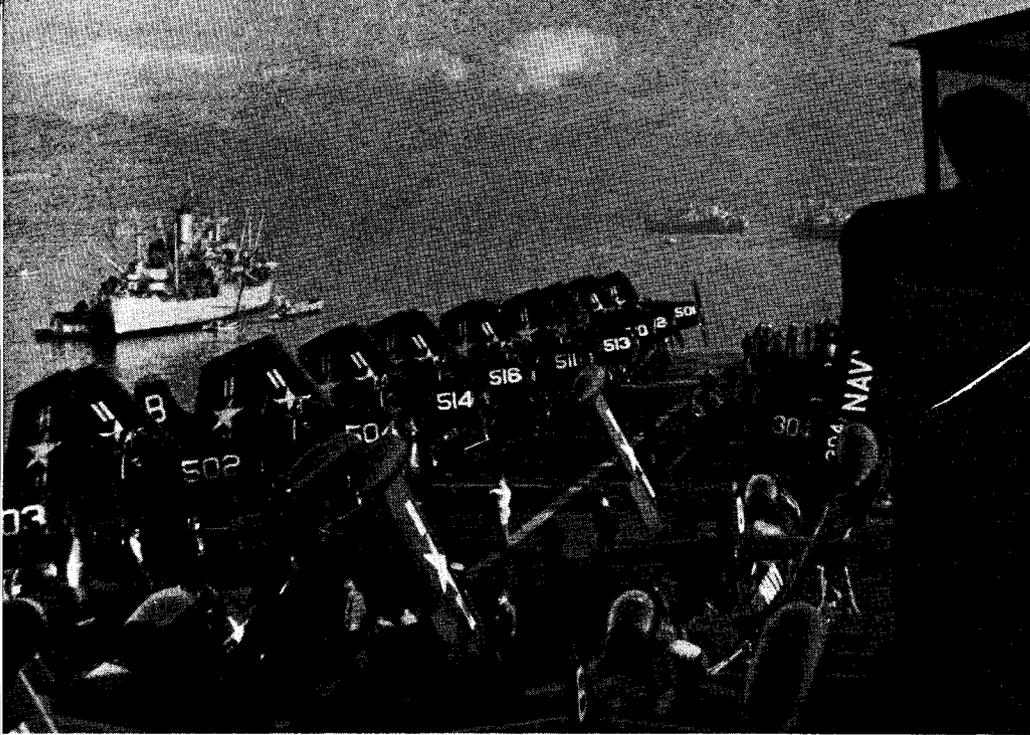
AS UNITED NATIONS troops pull out of positions in South Korea before advancing hordes of Chinese Communists, the importance of protective air cover increasingly is driven home.

Without carrier-based fighters and bombers to disrupt the enemy supply lines and to furnish close air support, the orderly withdrawal could have turned into a rout.

A good example of how helpful Navy and Marine aviation have been to ground troops is the picture

above. Probably the finest picture of close air support of the war thus far, it shows a Marine *Corsair* pulling out of a dive as its napalm bomb flames up on the ground behind it. Ground troops wait for the aerial attack to flush enemy troops from hillside trenches delaying their march southward. The photo is by Sgt. F. C. Kerr.

As America at home mobilizes its strength, the war in Korea moves swiftly. Stories of Navy and Marine aviation in this far-off war appear on following pages.



'OPERATION PINWHEEL' ON CV PRINCETON HELPS TURN SHIP AROUND IN SASEBO HARBOR, JAPAN

Korean 'Country Store'

When the Marines were hard-pressed in the North Korean pocket, Marine "air delivery" boys delivered many tons of supplies to them by plane and parachute. In four hours on one job they dropped 42,130 pounds near Majon-Ni, establishing a new record.

Four hours after they got the urgent request the transports dropped 450 rounds of 105 mm artillery, 100 rounds of 4.2 mortar, 24 rounds of 60 mm. mortar, six cases of hand grenades and 36,000 rounds of belted machine gun bullets. Also dropped were 5 gallons of anti-freeze for tanks, 200 gallons of gasoline and 1,512 pounds of rations. Pilots who flew the record drop of 152 parachutes were LCol. Bruce Prosser, Capt. H. D. Menzies, Lt. E. D. Storrs and Robert Carter and M/Sgt. Larry Laugen.

The First Air Delivery Platoon during the first 13 days of November shoved 456,556 pounds of food clothing and supplies over the side to a Marine unit in Korea, taking 87 flights to do the

trick. The platoon packages the supplies, loads them on planes and kicks them overboard. Although they are infantrymen they get flight pay.

Gunfire Sinks Mine

Lookouts on the tender *Gardiners Bay* sighted a suspicious-looking object bearing down on it in the strong Inchon harbor tide rips. A ship's boat made close examination and identified it positively as a floating mine of the Russian Mk 25 type.

The ship's 20 mm and 40 mm guns opened fire on it at about 1,000 yards range. The mine was holed and started to sink after 30 rounds of 20 mm and 80 rounds of 40 mm were fired. It sank well clear of the shipping channel and anchorages.

Ferry Service Suspended

The Fusen reservoir ferry had to cancel its schedule indefinitely in North Korea. The reason: No boats.

Corsair pilots from First Marine Aircraft Wing night fighter squadron saw Communists feverishly loading a couple

of boats with supplies on the banks of the reservoir. They passed on the information to day fighter pilots who would have better light for bombing and staffing.

Next day rockets and bullets from the planes of Capt. Jack Rainalter and Lt. Harold Daign sank the 100-foot ferry, plus a smaller 25-foot boat alongside. To put the ferry line definitely out of business they damaged a 25-foot barge half mile down the shore.

Cold on the Feet

With ingenuity reminding one of the Seabees, Marines at Wonsan commandeered empty rocket crates to make wooden floors under their tents to protect the inhabitants from the icy North Korean weather.

A construction crew of a dozen Marines, augmented by Korean laborers, scrounged the airfield area for empty rocket boxes. These were carefully dismantled and nailed into tent floor sections. It was not uncommon to see a morning's box collection transformed into a row of tent floors by nightfall.

Further ingenuity was displayed to keep the winter's blasts out of the Marines' airfield operations shack. The former Japanese concrete structure was badly scarred by Marine planes before Wonsan fell. All windows had been destroyed.

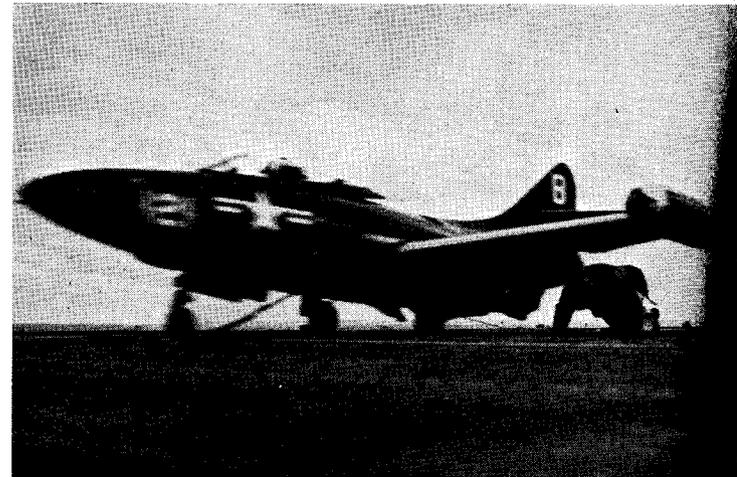
As winter came on "Consumption Junction" became more untenable for Marines on duty in it. The windows could not be boarded up because the duty section had to keep an eye on field operations.

Marines found a Korean in the nearby city who had some glass, though how he kept it through a campaign that leveled most of Wonsan is a mystery. The Marines had no money and the Korean had only the clothes on his back. Result: windows for the shack and a sack full of castoff summer duds for the Korean. For a Russian rifle, a sailor found a glass cutter aboard his ship in the bay and the operations shack soon had 56 panes of glass.

RADM JOHN M. HOSKINS, ComCarDiv Three, plans combat operations aboard *Valley Forge* off Korea with Capt. Walter F. Rodec



CATAPULT officer ducks as Navy *Panther* jet is launched for a strike against North Korean Communists from *Princeton's* deck



Know What You Shoot At

So that Marine fighter-bomber pilots would know Russian tanks from our own Army armor, indoctrination classes were held for Marine Air Group 12 fliers. Two tanks were parked immediately behind their briefing room where all outgoing pilots are given final word on targets.

The pilots liked the idea and said the Army officer who thought it up must have been a one-time insurance salesman.

Male Annie Oakley

Like the fabulous marksman who could drive a nail in a post at 100 paces with a rifle bullet, the Marines boast of the shooting of 2nd Lt. James W. Laseter. This First Marine Air Group pilot knocked out a Red self-propelled gun in Korea by firing a rocket directly into the operator's seat. All this while diving on the weapon at several hundred miles an hour.

A low-flying recco plane scouted the scene after Laseter's attack and reported he got a direct hit in the cockpit-like seat.

Another candidate for the sharpshooter's medal is the Marine fighter pilot who was called in by the ground control officer, Lt. John Theros, at Chosin reservoir to knock out a single machine gun firing on ground troops from the hills.

Using tracer bullets as a target in the dark, the plane came in from a flat angle, low over the streets of Hagaru-ri. As he zoomed over, the troops took cover, cussing the pilot, whoever he was.

Next morning, however, the tone changed to one of awe as a forward patrol went to look for the machine gun nest. There in the ruins of his position lay the gunner with a hole right between the eyes.

Rough Time in Korea

It was one of those days when Capt. Bert Sadkin, Marine transport pilot, wished he had stayed in bed. He was dropping air supplies to isolated Marine ground troops in North Korean mountains.

Flying about 100 feet up at around 100 mph, his Air Drop Platoon crewmen were busy pushing out parachute rigged bundles. Suddenly a jolt almost jerked the yoke out of Sadkin's hands. A crewman told him one bundle had hit and entangled on the tail assembly.

Sadkin banked the plane sharply, trying to lose the chute and bundle. All he succeeded in doing was knock one of his crewmen unconscious against the side of the plane—not a good procedure for crew morale.

So he landed the plane, the bundle bouncing along on the runway. "I'm glad this didn't happen earlier today," Sadkin commented, "That bundle had winter clothes in it. Earlier I was delivering ammunition."

Reunion in Japan

This is the sequel to last month's story about Lt. Carl C. Dace of VF-111, first American pilot to use his ejection seat in combat to escape a stricken plane. Dace went into the water off Korea and was rescued next day by a destroyer.

After his rescue word was received on board ship that his wife, Lt. Emily Dace (NC), a flight nurse, was in Tokyo area. Lt. (jg) F. J. Morgan, the air group doctor, telephoned her the news of her husband's rescue. On the male lieutenant's return to the carrier leave was arranged and he went to Tokyo to see his ocean-hopping spouse.

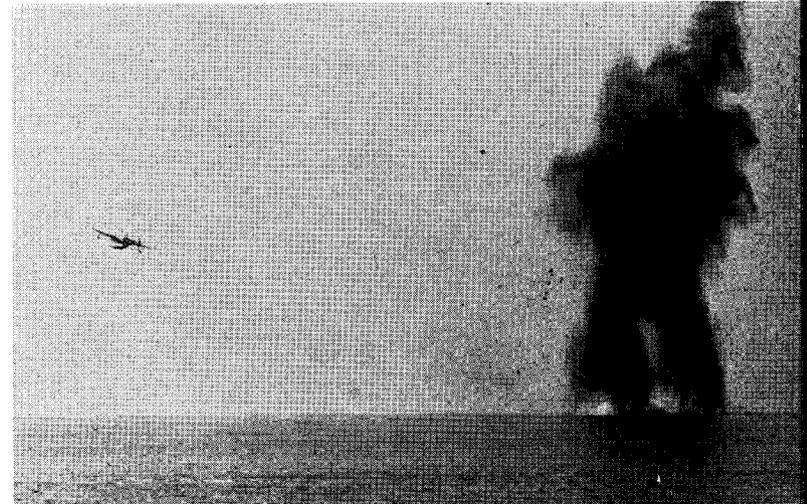
Fate was against him. When he arrived his wife had flown back to the states in an evacuation plane. On the carrier's next entry in port, however, the two schedules jibed and the Dace's had a family reunion in Japan. Now every time the ship hits Japanese area ports, Dace streaks for Tokyo and tries to find his ocean-flying wife, who just might happen to be in town, MATS hospital flight schedules being uncertain as they are. Other pilots wish they were half so lucky.



GUN CAMERA pictures from a *Skyraider* with VA-55 shows 20 mm cannon shells ripping into freighters in North Korean harbor

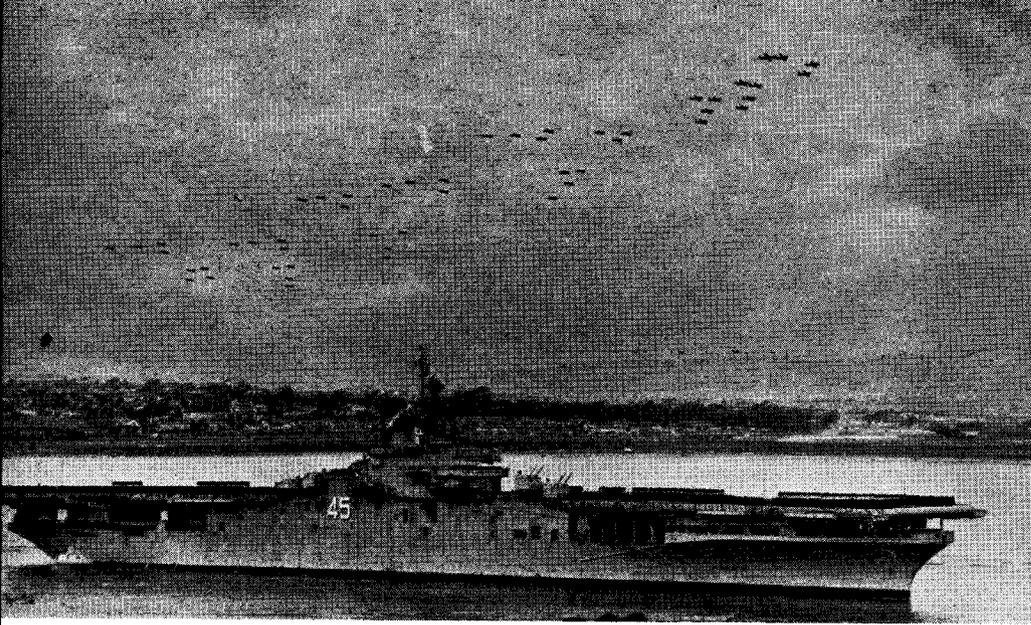


SPEWING OIL and listing, a North Korean tanker lies dead in the water as VA-55's AD dive-bombers continue to plaster it



NAVY PBM exploded two Russian-type mines in channel at Chinamp'o, Korea; best hunting time for mines proved to be low tide





CARRIER VALLEY FORGE steams into San Diego harbor from seven months fighting duty off Korea; CAG-101 aircraft fly parade overhead as the ship nears naval air station's dock

Planes Protect Beachhead

Naval aviation and carriers played a large part in the successful evacuation of 193 shiploads of Marines, Army and Korean refugees from the Communist-ringed seaport of Hungnam the last of December.

Navy and Marine *Corsairs* and *Sky-raidiers* from RAdm. Edward C. Ewen's Task Force 77 and an escort carrier group dropped bombs, napalm and rockets on North Korean troop emplacements. Napalm tanks could be seen tumbling down from the planes and huge clouds of black smoke arose in the hills as they hit.

While Navy and Marine personnel moved 350,000 tons of supplies and equipment aboard Navy transports, cargo ships, LST's, LSD's and MSTs vessels, a continuous cover of planes shuttled from carriers to smash onrushing Chinese and North Korean troops. In the final five days of the evacuation, with the beachhead growing smaller by day strikes came faster and faster. More than 2,500 sorties by fighters and bombers were flown during the operation in close support of ground troops.

The daily raids kept the Communists well dug in and prevented any big push

at the beach area.

All the time the ships were evacuating men and equipment from the beachhead Marine and Navy transport planes flew heavy schedules, evacuating wounded men from Hungnam to Japan. Only a few short weeks ago these same planes and ships were bringing in the supplies they later had to fly out.

Jets vs. Helicopter

Three Russian-type MIG-15 jets attacked a Navy helicopter in Korea but the ability of the pinwheel to maneuver swiftly foiled the fast jets.

Lt. (jg) Raymond A. Miller and his crewman R. F. Anderson, AM3, were engaged in rescuing 28 Korean troops from Changyon, deep in enemy territory. The helicopter, with two of the ROK men aboard, had just left the ground when it was attacked by the Russian jets. Only quick maneuvering on the part of Lt. Miller avoided their being caught in the path of enemy fire.

According to Miller, the speed of the jets made it impossible for them to change their position to train their fire on the helicopter after it had maneuvered out of range. Before the jets had time to make a turn and come in for a second run the helicopter was

flown out of sight and returned to its base ship.

In the picture at the bottom of this page, Miller tells Anderson and Lt. Charles C. Jones of his squadron how he eluded the jets.

Here's How It's Done

Marines demonstrated a new way to work close air support at night around Seoul. An air-controller with Marine ground troops asked for help to knock out a large concentration of well-organized Communists on a hill massing for an attack.

Capt. John McCabe headed his F7F for the scene. The controller directed the *Tigercat* to the target by firing tracer bullets. "Let me know when you want the machine guns to stop," he told McCabe.

"OK," the pilot said and started his close-in support run on the target at the end of the stream of tracers. About 1,000 feet off the ground, McCabe called, "Stop the fire!"

The machine guns stopped and the captain dropped a fragmentation bomb on the troops. He made eight more dives on the tracer bullet-spotted hill, firing his rockets and 20 mm cannons at the Communists. There was no counter attack from the hill that night.

Bullets, Not Pamphlets

As a propagandist, Maj. Jack Brushert found his bullets worked better than propaganda leaflets against Chinese Communists in North Korea.

Given newly-printed leaflets to drop telling the Chinese to go home, Brushert flew over Choshin reservoir, put the plane on auto pilot and shoveled out the leaflets. Most of them flew back in his face.

Over Taehung-Dong he tossed out another package. It hit the cockpit hatch and leaflets flew back in his face again. On his way home he spotted a couple of new Communist trucks on a road. He worked off his anger by burning one with rockets while his wingman, Lt. Richard R. Miller, got the other.

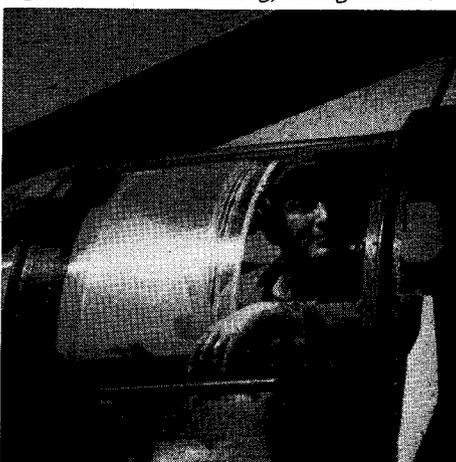
GUNNER'S MATE Peter P. King repairs 40 mm gun aboard *Philippine Sea* during snow



LT. MILLER tells how 3 MIG jets attacked his helicopter in Korea, failed to hit it

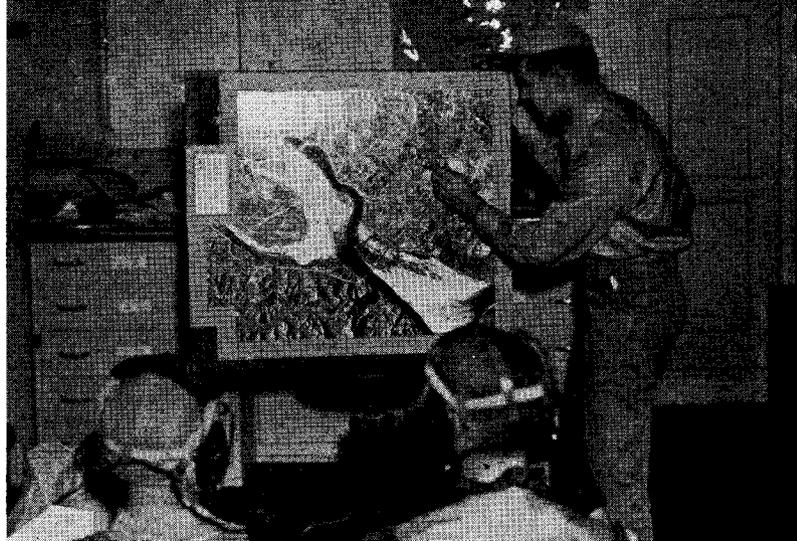


FAMED RESCUE pilot with VMO-6 in Korea is Capt. Victor A. Armstrong, sitting in HO3S





CHIPPING ICE off the flight deck of the *Badoeng Strait* off Korea, being used by Marines for close support of ground men



NORTH KOREAN defenses are pointed out by Cdr. Leonard E. Ewoldt, ACI officer of the *Boxer*, showing guns, other targets

Unlucky "17"

A new unlucky number has cropped up on the CVE *Sicily*. After three wrecks involving planes numbered "17", Capt. James Thach, her skipper, banned further use of the figure.

Shortly before the Inchon invasion, Capt. William F. Simpson, USMC, flew off in #17 for a mission over enemy territory. He was killed when it was shot down.

A few days later Maj. Robert Floeck took off in a *Corsair* replacement plane #17. He also was shot down and killed. Within a week another #17, damaged by AA, returned safely to the ship. As it was being wheeled into position on the hangar deck, its guns suddenly discharged, killing a Marine sergeant.

Fourth tragedy, and clincher, came when another plane #17 flown by LCol. Walter E. Lischeid was hit by enemy fire behind the lines and exploded. He was killed.

Old Home Week

Four former members of the Royal Canadian Air Force had a reunion in Korea, all of them now members of the Marines flying from a Korean airfield.

They were Maj. John A. Reeder, Joseph W. Mackin, Rick Hey and Capt. James A. Burris. All four served with

the Canadians in the war before the United States became involved, then joined the Marines. Reeder was skipper of VMF-111, Dallas Marine Reserve squadron when the Korean fighting broke out. Twenty-eight days later he was on duty in Japan.

Why Not Two Sticks?

A couple of Marine fighter pilots, Capt. W. W. Hazlett and 1st Lt. W. E. Jennings, were circling Marine ground troops near Chosin reservoir 80 miles from the Manchurian border.

They noticed a spurt of flame and then another on the hillside below them. Getting in radio contact with the ground units below, they asked if there was any trouble and whether they could help straighten out any little things.

"Naw," came back the reply. "A couple of the boys are having trouble building a fire. They're trying to light it with their flamethrowers."

Scared Him to Death

There is more than one way to kill a Korean tank.

Capt. Grover C. McClure spotted a tank retreating along a narrow road north of the North Korean capital of Pyongyang. The Marine dived on it and opened up with his rockets. The tank

maneuvered smartly and the rockets missed.

McClure came around again and launched two more right in front of the tank. Still no hits. But the rockets confused the tank driver and he swerved off the road into a rocky ravine.

The tank turned over and over and bounced right out of the war.

Duck for Dinner

Capt. Wilson C. Terry, a Marine fighter pilot in Korea, didn't trust his mess crew to provide a turkey for Thanksgiving dinner. He came in for a landing in his *Corsair* with the remains of several ducks smeared over his windshield. The collision forced him to return to base for repairs.

Fat, Dumb and Happy

Some people just never get the word. Take the long caravan of Communist trucks driving down North Korean roads with all their headlights on.

Capt. Edward Osborne from a Marine night fighter squadron at Wonsan spotted them, at least 100 strong. Dropping a parachute flare he glided in, opening up with machine guns and rockets. The truck drivers turned off their lights after the first pass.

The light from many burning trucks paid tribute to Osborne's marksmanship.

ALTHOUGH AIR attacks on our carriers off Korea are non-existent, gunners on the *Badoeng Strait* polish up on marksmanship

AVIATION ORDNANCEMEN on the *Princeton* check and clean 20 mm gun in preparation for another strike on Chinese Communists

