



CARRIER PHILIPPINES SEA'S RESCUE HELICOPTER STANDS BY WHILE PLANES STRIKE KOREA

cockpit with every other wave, the squadron evacuated its planes to Buckner Bay, Okinawa.

The squadron flew its designated day and night patrols in the immediate vicinity of the typhoon without cancellation, despite high winds and periods of zero visibility. As the typhoon blew itself out, the planes returned to the tender.

We Close the Vise

Naval aviation helped trap thousands of North Korean troops during the wipe-up operations between Seoul and Taejon. The Reds, caught between the giant vise of the Eighth Army shoving north and the Tenth Army, had managed to hold open a gap, one mile in width, through which their troops were escaping the onrushing United Nations forces.

Under direction of an army tactical air coordinator, LCDr. D. K. English, skipper of VF-54, led a flight consisting of Lt. C. R. Jennings, Lt. (jg) W. A.

NAVY AIR POWER IN KOREA

Landing the Hard Way

Pilots know the AD is a rugged airplane and another proof of that comes from VA-65 over in Korea. On 17 September, Ens. R. R. Sanders received a small arms shell in the oil system of his AD-4 and lost all oil pressure. He began climbing for altitude. The engine failed at 3,000 feet about 5 miles southeast of Seoul.

Terrain was rugged, the only flat places being rice paddies, definitely taboo for forced landings. Sanders decided to try to land on a dirt road. Dropping his nose, he opened the dive brakes and aimed for a point short of his desired landing spot. Banking his plane, he lined up with the road.

Suddenly a tree loomed up ahead. With still plenty of air speed, Sanders could have pulled up over it but felt he would miss the road, which turned off to the right. He decided to go through the tree at a point where the trunk was a foot thick.

The plane struck the tree at the wing root and went right on through. The plane touched the ground at 135 knots.

The lower dive brake hit first, forcing the nose down onto the ground before shearing off. The plane skidded for 100 feet, nosed up to 45° and dropped back down.

As Sanders got out of the plane and walked off, he could still hear the radio transmissions blaring in the cockpit.

Business as Usual

Fighting the enemy is not the only worry for squadrons based in the Far East area. VP-46 reports some rugged flying experiences coping with typhoon Ossia.

Trying to stay on station as long as possible, its PBM's continued to operate against 45-knot winds and swells five to seven feet high. As it was impossible to bring a boat alongside the *Mariners* in the rough water, planes were taxied into a slight lee aft of their tender, the USS *Suisun*. Crews boarded the aircraft by dropping into the pitching cockpit from a fantail refueling boom.

Heavy passenger loads necessitated by long patrols and lack of JATO made takeoffs increasingly difficult. On 2 October, green water breaking over the

Bryant, and Ens. J. B. Godfrey, E. B. Hale and J. B. Parse in a series of coordinated attacks on a strategically located T-34 tank, enemy troops and mortar positions defending that "last mile".

Under the furious onslaught of the diving *Corsairs*, firing their 20 mm cannon, 5" rockets and dropping 500-lb bombs, the enemy tank and mortar positions were wiped out and the pincers closed, trapping thousands of Reds.

Mariners Blast Mines

Assigned to fly reconnaissance missions over Inchon harbor looking for floating mines, PBM's assigned to the seaplane tender *Gardiners Bay* thought they had an ineffectual assignment. And then somebody sighted one.

Within three days, three were sighted and destroyed. Later another *Mariner* sighted two more and exploded them, followed by various other sightings. All this acted like a tonic on the squadron. *Mariners* operating from the USS *Curtiss* destroyed 38 mines up to 8 November. (See photo, pg. 10.)

Besides shooting up mines, the *Gardiners Bay* seaplanes did many other odd



AIRCREW MECHANICS BACK OFF VACUUM ON PHILIPPINE SEA'S PINWHEEL



BOMB-LOADED SKYRAIDERS POISED ON PHILIPPINE SEA DECK OFF KOREA

jobs, such as transporting 7,000 pounds of much-needed blood plasma and medical supplies from Yokosuka to the hospital ship *Consolation* at Inchon.

In mid-October the ship established a seadrome at another Korean port amidst a lot of local native curiosity—it was the first U. S. naval vessel to enter the harbor, a principal base for the Korean Navy.

At invitation of Capt. F. G. Raysbrook, 300 Korean midshipmen and naval ratings inspected the ship. In groups of 10, they were given a real "Cook's tour". In return they gave the ship's crew a showing of native Korean dances.

Bags First Enemy Jet

USS PHILIPPINE SEA—First Navy pilot to shoot down a Russian-type jet aircraft is LCDr. W. T. (Tom) Amen, skipper of VF-111, who bagged himself a new swept-wing MIG-15 jet on 9 November over North Korea.

Amen and his mates were flying cover

for *Skyraiders* and *Corsairs* which were knocking out the important rail and highway bridge over the Yalu river at Sinuiji. Six or more MIG-15's, newest and fastest Soviet jet patterned after the F-86 *Sabre*, attacked the prop-driven planes and the *Panthers* of VF-111 screamed in to protect them.

The fight raged from just above ground level to 18,000 feet in the air. Turning inside of a tight loop on the tail of a Red jet fighter, Amen closed the gap and opened fire, knocking down the enemy plane. The other Reds fled north across the Manchurian border. All of the U. S. planes returned from the successful assault on the bridges.

"I was coming head on at one of them and he didn't even try to get in a shot," Amen reported after the fight. "When I got on his tail he tried to evade but he wasn't very sharp."

Before joining VF-111, Amen was head of the section of DCNO (Air) in Washington, D. C. which publishes NAVAL

AVIATION NEWS.

Amen missed by one day being the first U. S. pilot to down an enemy jet plane, an Air Force F-80 pilot shooting one down near Sinuiji on 8 November, in a battle featuring four F-80's and four Soviet-type planes.

Target Shortage

Marine fighter squadrons beat up the Korean opposition's transportation so thoroughly in some areas that the pilots were hard up for targets.

In 11 days they knocked out three locomotives, 49 boxcars, 44 trucks, 27 smaller motor vehicles and 80 animal-drawn vehicles, their official communique said.

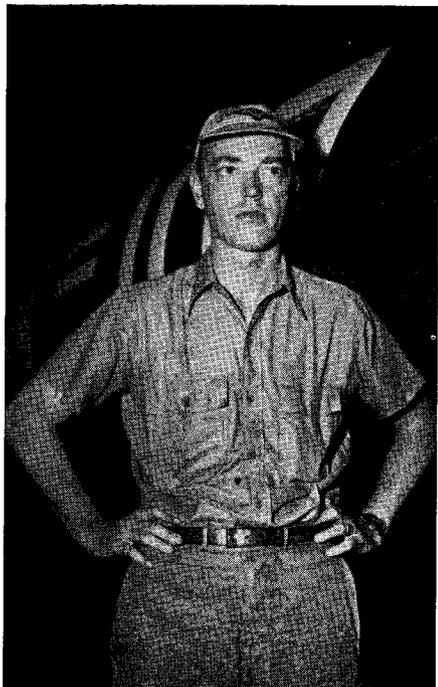
As the enemy motor power was depleted by air attacks, ox-drawn carts became "fair game" targets.

"I dived on three ox carts one day that looked perfectly innocent," Capt. Ernest A. Buford related. "But when my tracers hit them, it looked as though the whole hillside had exploded."

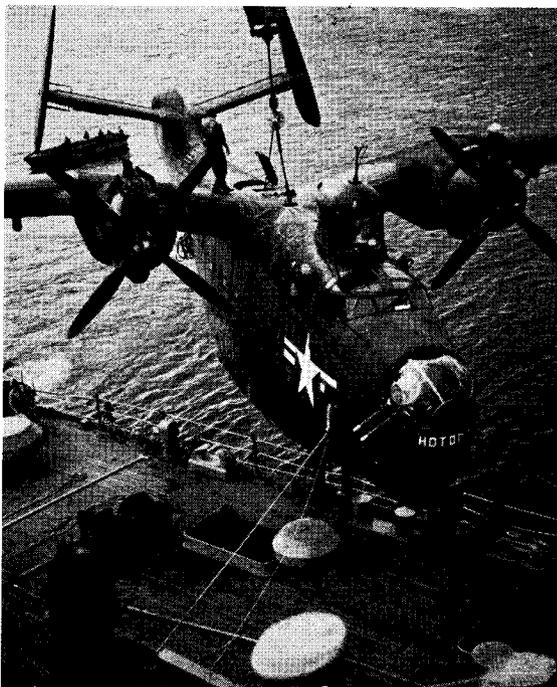
DECK CREWMEN ON PHILIPPINE SEA READ MAIL

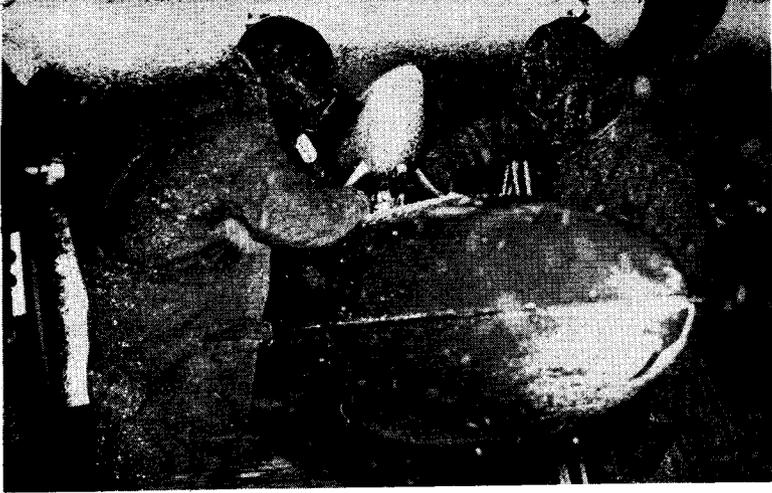


LCDR. AMEN, FIRST NAVY PILOT TO BAG JET



TENDER CURTISS HOISTS FAW-6 P3M ABOARD





NORTH KOREAN SNOWSTORM FAILS TO HALT NAPALM-LOADED CORSAIR



CHOGEL, RAU, WHITNEY, REPCIK REARM 20 MM. CANNON ON PANTHER

Cold Reception

Hiding in tall wet grass near his downed fighter plane in deep North Korean territory while patrols of Reds searched for him was the unpleasant experience of Capt. Wilbur D. Wilcox.

Wilcox and another Marine, Major Charles McClain, had flown in during the day to give aerial cover to a downed Air Force pilot north of Pyongyang. They stayed too long and ran out of gas. McClain landed inside friendly lines but Wilcox landed in a dry river bed behind the Red lines.

As soon as he landed, he climbed out of *Corsair* and hid in tall grass 200 yards away. Soon 10 Communist soldiers appeared, piled tree branches over his plane to hide it from search planes, then fanned out to find Wilcox.

After dark, unable to find him, the Communists huddled up to spend the cold night. They left the next morning and Wilcox signaled to villagers carrying South Korean flags. Two planes flew overhead, one piloted by McClain. Wilcox set off some smoke flares and used

his pistol to hold off the Koreans until one of them said: "Say, American soldier, I want to talk to you."

It turned out the man had lived in Los Angeles years ago. He refused a gift of Wilcox's wristwatch, but brought him some boiled water, chestnuts and three apples. Overhead, McClain pointed out his buddy's position to a Marine helicopter which came down and rescued him after 26 hours in enemy territory. Pilot of the pinwheel was Lt. Lloyd J. Englehardt.

Saved by the Bang-Dang

Two Marine pilots today are thanking their luck stars all Marine fliers are carrier-qualified. If they hadn't been, Capt. Irving J. Barney and T/Sgt. Charles L. Radford would have had to ditch in the snow-swept peaks of North Korea or the icy Sea of Japan.

Heading back to their field after hitting Reds near Apungsan the two ran into heavy weather among 6,000-foot peaks. Radford's gyros were out and his pitot tube frozen. He had two hung rockets that wouldn't shake off.

The pair let down through the clouds until they sighted the *Badoeng Strait*. Emergency alarm brought Marine pilots aboard to the flight deck to taxi the planes forward so the two could land before their gas gave out.

With only one minute's gas left, Capt. Barney landed aboard after Radford had to take a waveoff. Coming in a second time, Radford ran out of gas before he landed, but he made it by catching one of the last wires and nicking one barrier with his prop. It was his first carrier landing accident in 120 tries.

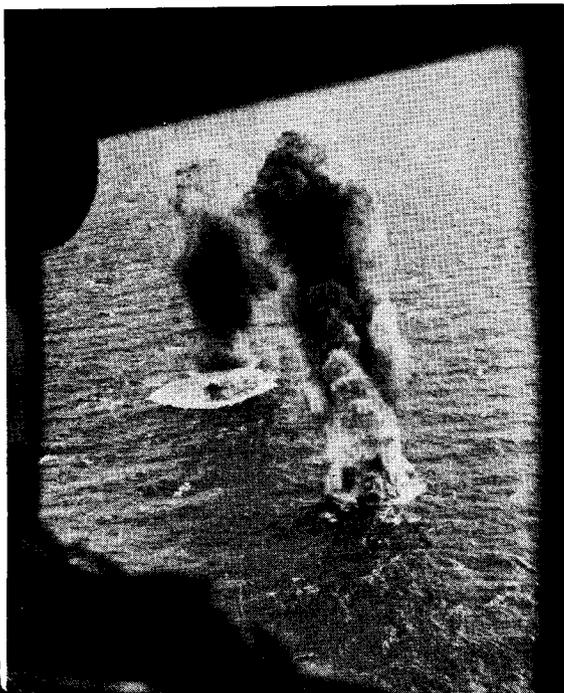
Part Night Owl

Marine pilot Lt. Herb Groff has more aerial combat hours after sundown than he has compiled during daylight.

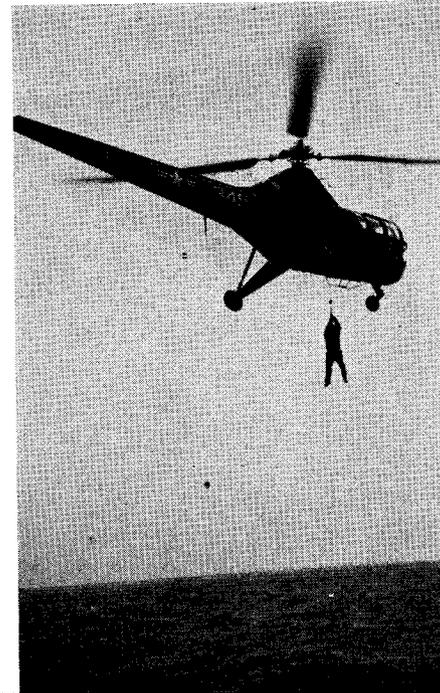
A former Missouri highway patrolman, Gross has been with a Marine night fighter outfit at Wonsan, Korea, after his St. Louis Reserve outfit was called up for duty.

He has made a dozen night flights since arriving in the Korean theater, bagging about 60 enemy troops and a couple of enemy supply trucks. He flew

TENDER CURTISS' PBM SANK 38 RED MINES



HELICOPTER HOISTS VADM. JOY UP FROM DD



KOREA SNOW HAMPERS COWL WORK BY MECH



all-night air cover to a unit of Leatherneck ground troops surrounded at Kojo, helping them escape to safety. Groff flew night fighters in the Marshalls, Carolines and Okinawa campaigns, getting in 100 hours in the latter fight alone.

Two Sitting Ducks

Something like the guy who paints a room and finds himself marooned in one corner with no door to get out, two Marines in the First Marine Air Wing in Korea fixed themselves up in a tight spot.

Their fighter squadron's headquarters building had a shrapnel hole in the roof, so Capt. Frank Presley and Lt. Don Houge climbed through the hole to the roof. They did a fine job of patching the hole, but when the time came to get down they found there wasn't a ladder high enough to reach their perch.

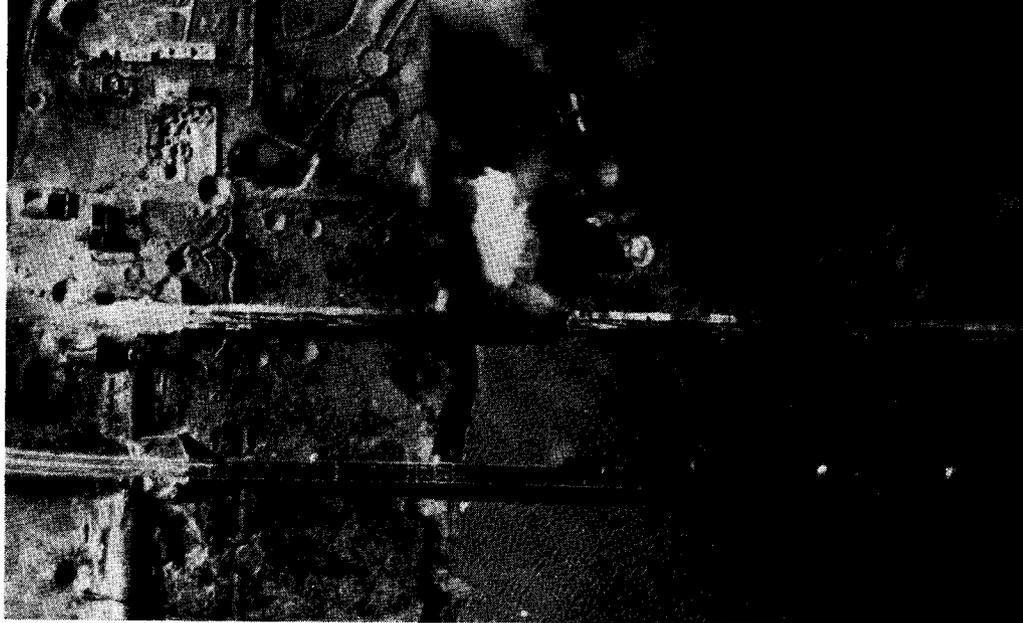
Not only that, but they were fine targets for snipers who still picked off targets in the area. LCol. J. Frank Cole, the squadron commander, solved the problem. He ordered a helicopter from the nearby airstrip to take off and "air lift" the pair from their marooned spot on the rooftop, amid cheers from on-lookers.

Quick-Change to Death

North Korean Communists often have escaped pursuing United Nations forces by dressing in white clothing of refugees. But several companies made the fatal mistake of trying their quick-change act before the sharp eyes of a Marine forward air controller, who called in *Corsairs* to kill the Koreans.

Pilots of the Death Rattler and Black Sheep squadrons poured fire into the village of Yongdun Po, a Seoul suburb, until the Communist troops had to evacuate. Slipping into scrubby river bottoms near the airport they began changing their uniforms for the white garb of the Korean peasant.

They were spotted by a radio-equipped Marine ground unit. Nearby *Corsairs* from the *Badoeng Strait* were advised of the switch. Minutes later the carrier-based fighters blasted the Koreans with 20 mm cannon. U. S. troops moved into the area unopposed.



NAVY SKYRAIDER PULLS OUT OF DIVE AFTER PLANTING 2000-LB. BOMB ON A YALU BRIDGE

No Merger Trouble Here

The Marines and Air Force teamed up to knock out a Korean tank in near darkness not far from Wonsan, Korea.

Marine *Corsairs* under Maj. Daniel H. Davis went out in the evening to attack Yangdock and hit a tank ambushing advancing ROK troops. Failing light made the tank hard to spot.

An Air Force aerial spotter plane led the *Corsairs* over the clump of trees which partially concealed the tank. Four of them gave it the rocket treatment and three others dropped napalm.

As a final gesture the Air Force *Grasshopper* dropped its spare gas tank beside the tank and the Marine set it afire with machine gun tracers.

Back to Work Again

Nine MATS Navy pilots who served as navigators for Air Force crews flying the Korean airlift have gone back to their old jobs again with commendations from an air base official at Haneda, Japan.

Navy pilots who stepped into the breach were Lts. Bergon F. Brokaw, Herbert C. Francisco, Robert C. Olive, Clayton A. Paulding, Edward R. Roberts, Ben R. Tate, Jr.; Lt. (jg) William Dunseath, Jr., Ens. James E. Corbett and Robert C. Thompson. They were from VR-6, Westover AFB, Mass.

Quick Switch

A Marine sergeant, W. P. Scott, radio technician stationed at Wonsan, Korea, airfield, got orders to return home and be discharged from the Marine Corps, something unusual for that war area.

Before his Minneapolis Marine Air Reserve squadron was mobilized in August he had applied for an Air Force commission. It came through while he was fighting in Korea.

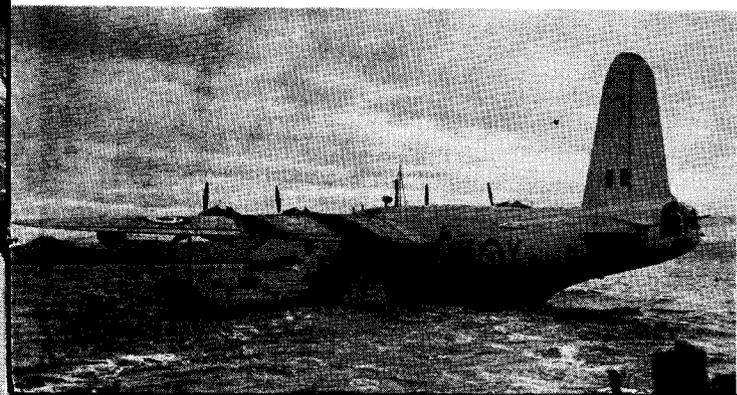
Pass the Ammunition

Chaplains do not carry guns in wartime but LCDr. George W. Cummins, a Navy chaplain with the First Marine Aircraft Wing at Wonsan, did not want to rile international relations so he kept one given him by a Korean.

He was in a party looking for several hundred bodies left by retreating Korean Reds, political prisoners who had been massacred by them. In attempting to explain to a ROK captain what they were seeking, the chaplain held up his hands as if holding a machine gun and made vocal noises of rapid fire.

The Korean captain ran back to the command post, came back with a Red "burp gun" and pressed it into the hands of the bewildered chaplain. The jeep-load of searchers drove off with the chaplain still clutching his prize and wondering what to do next.

BRITISH SUNDERLAND SEAPLANES ACTIVE WITH U. S. FORCES IN KOREA



FLIGHT DECK TAXI SIGNALMAN DIRECTS CORSAIR ENROUTE TO KOREA

