

HOW it got back, the pilot and crew don't know, but rotor lasted for trip to Munsan

Rescue At Dusk

A record long distance helicopter rescue with all the suspense of a movie melodrama was enacted over Korea when an Australian pilot, Sub-Lt. M. D. MacMillan, flying his *Firefly* from the Australian carrier *Sydney*, was shot down after a successful tunnel bombing.

MacMillan and his crewman, Observer 1/c C. J. Hancox, landed in the midst of an enemy group. Using the *Firefly's* machine gun, and with the help of *Sea Furies* overhead, they held the enemy at bay.

The *Sydney* called for assistance from a land-based helicopter unit, but there were grave doubts whether the trip could be made before dark. At 4:20 p.m., the *Sydney* sent off the U. S. Navy helicopter based aboard, with two *Sea Furies*



KOREAN AIR WAR

as escort. Air Group Commander Fell swooped low over the airmen and was hit by gunfire and had to make a landing at an airstrip. Some *Meteor* jets joined the party over the downed airmen.

By 5 p.m. the shore-based helicopter was ordered home because of approaching darkness. *Sydney's* helicopter, manned by Aviation Pilot A. K. Babbitt and crewman G. C. Gooding, passed the other copter on his way back.

The *Sea Furies* were ordered to leave because of fuel shortage, and the *Meteors* had to give up for the same reason. The *Fury* pilots decided to remain a while longer, regardless, to maintain the patrol.

Aboard the *Sydney*, a commentary on the rescue was broadcast through the ship. As the clocks ticked on and dusk

approached, their anxiety increased.

At 5:25 the helicopter spotted the men on the ground by their machinegun flashes. As the pinwheel landed Gooding jumped out and shot two of the enemy who had approached within 50 yards. The three men jumped into the helicopter.

Triumphantly escorted by the *Sea Fury* pilots who stayed on 15 minutes extra, the 107 miles stretch back to the carrier was flown in darkness. All landed safely.

Pinwheel Wire Layers

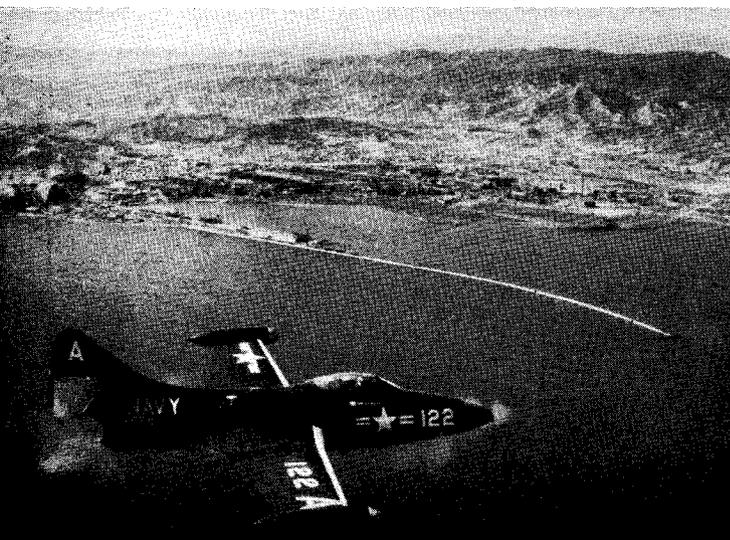
The longest and fastest bit of telephone line-laying ever done in a combat zone was the feat accomplished by Marines on the Korean eastern front during a recent airborne infantry operation.

After their HRS-1 helicopters discharged "waves" of infantry troops on a new hill position, wire teams of the First Signal Battalion laid 24 miles of telephone line.

Two wire teams alternated in laying two lines from the helicopter, double assurance of communication between the hill position and a command post more than 10 miles away. Sgt. Duane S. Wimmer and Cpl. Gerald F. Skorupski laid out the first line and Wimmer teamed with Cpl. Arthur J. Ryan to lay the second.

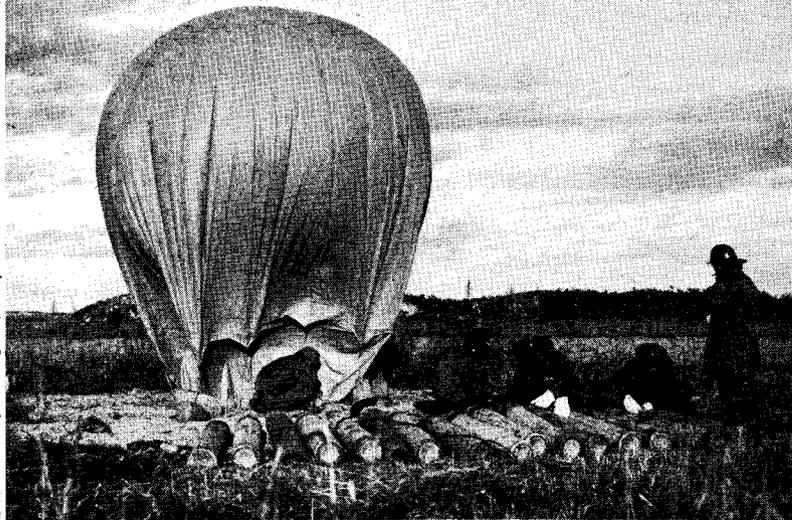
In a few hours, the Marines had done a job of wire-stringing that would have taken three or four days for ground teams to handle. If the latter had handled the job, some probably would have been killed by enemy fire.

PICTURES of combat planes in act of shooting cannon are rare; here is Panther, piloted by Lt. Peck, firing 20mm at Hungnam



NEW STYLE transportation for staff of Commander Carrier Division Three is shown in transfer from Paracutin to Bon Homme Richard





THOSE balloons which warn straying aircraft from truce talk site of Pan Mun Jom look like this; workers protected from hydrogen



ROYAL CANADIAN NAVY skippers Cdr. Taylor, Cdr. King plan future operations on USS Rendova with Cdr. J. J. Maechlen, Op. officer

Corsair Versus Cable

As Maj. George Herlihy pulled up from a valley to avoid smoke in his Marine Corsair "Nightmare" night fighter a tower loomed at him atop a hill.

As he whizzed by, Herlihy heard a collision and pulled up sharply to gain altitude. He had clipped a 5/8" guy wire on the tower.

Back at his field inspection revealed that a large section of the right wing was ripped out and a piece of the five-strand wire dangled on it as a trophy.

Jets Wreck Airstrips

Landing strips in Korea pose new problems in construction. Unlike the World War II counterpart, today's strip handles jet aircraft.

Jet exhausts have the unhappy faculty of blasting away dirt and stone foundations under pierced steel planking. The runways were wrecked even after a layer of asphalt was put under the matting. Jet fuel softened it for the kill.

Present method of solving the problem is to put a two-inch layer of asphalt under the planking with the hope that added thickness will hold the raveled asphalt until the jet fuel dries.

Another solution tried with good results is to apply a layer of coal tar over the asphalt. It is not soluble in jet fuel.

DON YOUNG, SA, flew from own ship to Boxer for reunion with brother, Lt. John Young

Runways must be constructed with table-top smoothness. Napalm tanks under the wings of planes have only three or four inches clearance. A slight irregularity will cause a tank to scrape and explode.

Corsairs Do a Job

"Good work, Navy. Best strike we've had in weeks," was the thank-you message two Corsair pilots aboard the Boxer received after they had clobbered an enemy ground position during a close air support strike in Korea.

The fliers, LCdr. Altus E. Bradley and Lt. John Adams, from Olathe Reserve air station, destroyed three Red machine gun nests, two mortar positions, a fortified bunker and 70 enemy troops on two ridges close to advancing United Nations troops.

The airborne controller led the Corsairs to the enemy-held slopes, then a ground observer took over and spotted targets for them. On the first run, they napalmed the Communists, causing many to scramble out of their positions. They ran back to their trenches after seeing the napalm bombs drop.

Lt. Adams' napalm did not explode so Bradley turned and strafed it, exploding the jelled gasoline. Enemy troops, caught by surprise, were engulfed in the flame, eliminating one enemy position.

FIRST Marine pilot to shoot down a MIG-15 was exchange pilot Capt. Guss flying F-86

Tender Dodges 'Ruth'

Ever hear of a Navy ship that ran away from a woman? Here's one that did.

Usual routine of an aircraft tender is to remain anchored in some harbor, nursing a group of seaplanes. Not so the *Gardiners Bay*. That doughty ship spent part of October dodging a typhoon in the western Pacific.

Shortly after arriving at Iwakuni, Japan, from the U. S. for her second tour in Korean waters, she upped anchor for Buckner Bay, Okinawa.

No sooner had she assumed her duties there than typhoon *Ruth* threatened. To sea again she went. Nearly 2,000 miles and six days later she returned to Buckner Bay, after dodging *Ruth* during that time.

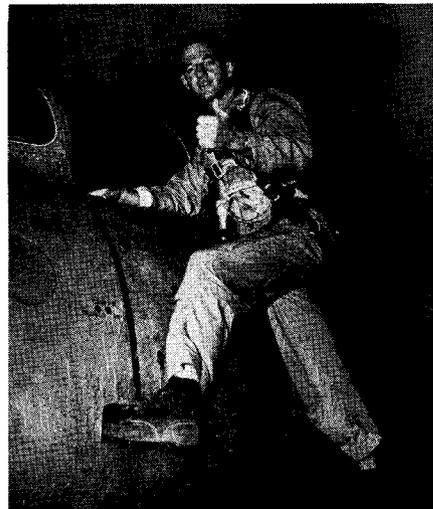
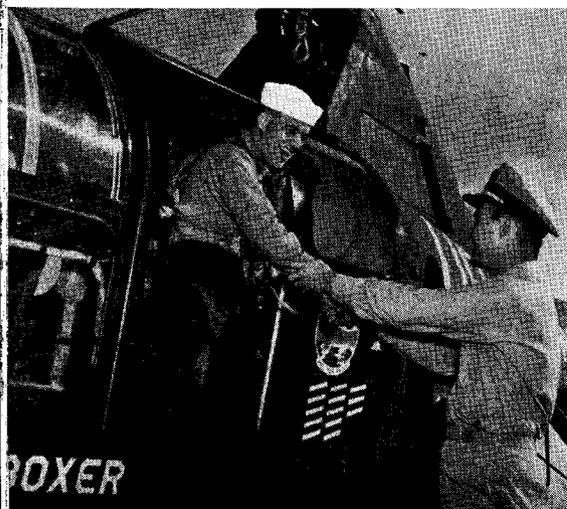
Travels were not over, however. She was relieved by the *Salisbury Sound*, then proceeded to Manila. Eventual destination was off Kowloon peninsula near Hong Kong.

High Priced Labor

While helping repair an airstrip, 1st Lt. Charles Edmundson needed aid in replacing one of the pierced steel planks.

Without looking up, he told the nearest man to hold it while he swung a sledge hammer. The man complied.

FROM rescuing British destroyer to Rendova comes LCol. Brilliant, shot down by AA





A SQUIRT of gas from flame thrower and a phosphorus grenade chase hidden guerillas

"Now move it around here," he ordered. The order was carried out silently and quickly. Edmundson removed a piece of bent steel with a few deft strokes then looked up.

His "helper" was MGen. Christian F. Schilt, commanding general of the First Marine Aircraft Wing, striding away wiping his hands on a handkerchief. Lt. Edmundson's men stood grinning.

"He's a good man," one of them ventured. "We could use him permanently." Edmundson wasn't able to speak.

Commuting Carpetbaggers

Air Group Two, which saw duty on three carriers in ten months, has a member who once was the Naval Air Reserve's champion long distance commuter.

LCdr. L. A. Patterson, now the group's maintenance officer, used to make 770 mile round trips semimonthly between Buffalo and Willow Grove (Philadelphia) to drill with his organized reserve outfit.

As maintenance officer he points to a six months availability or aircraft of 87.2%. His "commuting" is aboard ships now, really long distance.

The "Carpetbaggers," as the group members call themselves, served on the *Boxer*, the *Valley Forge* and the *Philippine Sea*.

PERHAPS the most unusual menu served to a whole crew appeared aboard *Bon Homme Richard*—frog legs! Exec., Supply officer sample



GROUND-BOUND infantrymen did double take when HRS came over hill carrying another

Strange Bird

"Great Snakes?" cried an amazed Marine infantryman. "What's that coming over the hill?"

A closer look revealed that the strange bird wending its way back to home base was a Sikorsky HRS-1 helicopter carrying the fuselage of another one beneath it on a cargo hook.

Several days earlier one of the aircraft had crashed into a steep mountainside in eastern North Korea. Marine Helicopter Transport Squadron 161 had been carrying on daily salvage operations.

The downed plane was stripped of everything except the fuselage. A cable was put around it and fastened to the hook of a hovering 'copter. Down a deep canyon the strange bird went, followed by craning necks from infantrymen below.

Back at base the burden was unfastened, thus ending a unique salvage operation.

Kiss, But Not Of Death

From the arms of death to the arms of beautiful vocalist Monica Lewis—that's the recent feat of Lt. Charles J. Badewitz, AD pilot of the carrier *USS Bon Homme Richard*.

It all began as Badewitz led a flight of *Skyraiders* and *Corsairs* in a dawn at-



FOUR pilots of Marine Devilcats squadron go into huddle with coach Devilcat himself

tack on locomotives and rolling stock near the town of Hungnam. On the first run, his plane was hit by small arms fire. One bullet entered the cockpit and went completely through his right forearm.

With blood spurting from the wound, Badewitz turned south toward friendly territory accompanied by his wingman, Ens. Elwood Nielsen. Frantically he ripped off his white scarf and fashioned a crude tourniquet, using his large knife as a lever.

He came close to fainting in the air several times before managing to reach a small emergency strip to the south.

With his right arm hanging useless, Badewitz made a perfect landing. Nielsen landed beside him and rushed to help the South Korean personnel at the field lift Badewitz from the plane.

A Marine helicopter was dispatched immediately from a nearby field and flew the wounded pilot to a forward area hospital.

His wound treated, Badewitz was given two transfusions for shock and loss of blood. But his best treatment was a resounding kiss from Miss Lewis. The blond singer was visiting the hospital at the time with the Danny Kaye troupe.

Badewitz, discussing the situation afterward, stated, "That kiss contributed greatly to my recovery."

AN ATTACKING *Corsair* swooped in to give the one-two to an important bridge over which supplies, ammo poured; plane from Essex

