

# KOREAN AIR WAR

## The Blue-Tailed Fly

Parts for an orphan-type aircraft are mighty scarce in the Korean area, but VF-153's engineering crew aboard the *Princeton* took two planes and came up with an interesting creation they call *The Blue-Tailed Fly*.

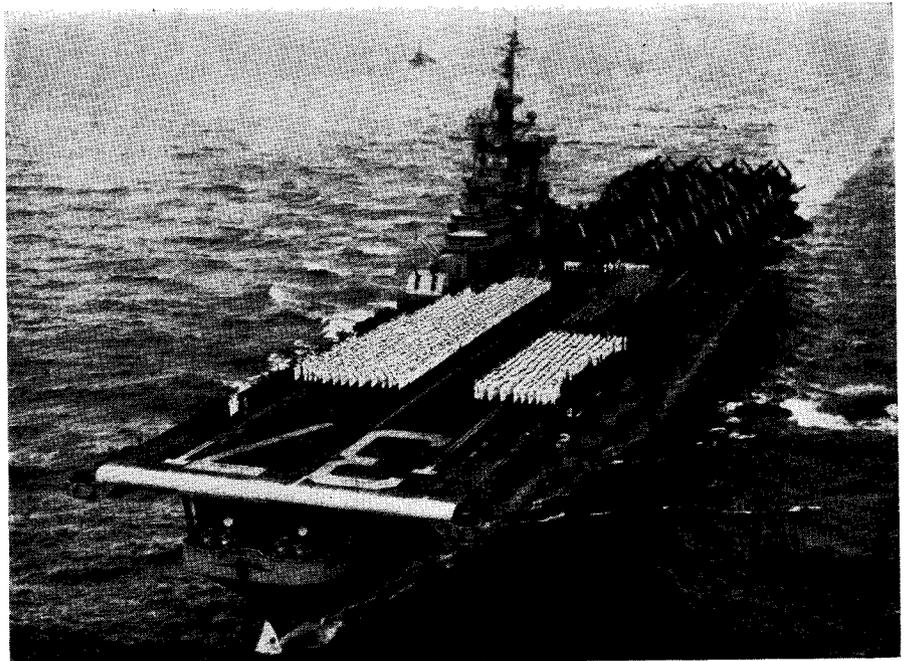
Lt. Richard (Stretch) Clinite of VF-153 was flying an experimental-finish F9F-5 with an F9F-4 fuselage when he was hit by Communist flak. The tail section of the plane was badly damaged, but he managed to get the fighter back to his ship.

At first, it appeared that the plane would have to be grounded until a major overhaul could be accomplished in port. In the meantime, Ens. William A. Wilds, Jr., of the same squadron brought back a standard F9F-5 with its "innards" flak-riddled.

That's when the engineering crew showed its ingenuity by matching the two planes despite structural differences. After an all-night session, Lt. Clinite was presented with the new creation.

The strange story of the *Blue-Tailed Fly* was concluded after its twelfth mission, with Lt. Clinite primarily at the controls. The plane was ordered back to the United States for rebuilding. Lt. Clinite left the decks of the *Princeton* flying another plane.

Somewhere near Wonsan, the pilot's plane crashed. He bailed out and a heli-



MASSING of men and planes makes an impressive sight in Korean waters as Capt. W. R. Hollingsworth takes command of the *Princeton* during change of command ceremony.

copter hustled to the rescue. Stiff winds whipped the water's surface, preventing the downed pilot from collapsing his chute. The 'copter picked up Clinite, but was unable to raise him because of the winds billowing his parachute. The ensuing danger forced the 'copter to release him to await rescue by a ship.

Clinite was picked up by the destroyer USS *Samuel N. Moore*, but too great a time had elapsed. Clinite was dead and all attempts at resuscitation were to no avail.

## Navy Pilot POW Returns

An epic that ended in seeming tragedy over 14 months ago was brought sharply to mind at Freedom Village at Panmunjom, Korea. Ens. Marvin S. Broomhead stepped across the white line into freedom, becoming the first Navy pilot to be returned by the Reds.

Early in 1952, Ens. Broomhead was flying with VF-194 from the *Valley Forge*. One day his plane was struck by enemy fire and he crash-landed among the mountains in hostile territory 30 miles northwest of Wonsan.

What followed was a story of human sacrifice and super-human endeavor. Some of Broomhead's fellow pilots formed a canopy of fire over the unconscious pilot and held back the eager enemy. Others set out to escort a helicopter from the *Manchester*, but it crashed.

The two Navy men got out safely and continued on their mission as calmly as though nothing had happened. They reached the injured Broomhead, improvised a sledge and hauled him to a safer position. Enemy gunners moved in, eager for the kill with three targets to pick off.



THE RESULT of an unusual salvage job is the *Princeton's* "Blue-Tailed Fly." Lt. Clinite taxis forward after completing another mission against Communist targets.



**HIS SMILE** is for real as the first naval officer to be repatriated, Ens. Marvin Broomhead, climbs out of UN ambulance. LGen. Maxwell Taylor welcomes him back.

Word of the predicament spread rapidly through the fleet and a squadron from the *Philippine Sea* moved in to take over the job of watchdog. One of these planes was lost during the operation. The tragedy continued to spread. On one rescue attempt, every American plane was hit. The pilots still insisted on going in to get their men.

An Army helicopter managed to land on the only flat spot some 200 yards from Broomhead and the two Navy pilots. There was space for only two men in the 'copter. It would have been fatal to carry Broomhead through the enemy fire to the "chopper" so the two Navy pilots elected to stay with Broomhead. They waved the helicopter off.

As the Army craft moved off, it took a heavy volley of fire through the cabin. Then night closed in and the pilots were forced off. Early in the morning, at break of day, the fliers returned. Written in the snow was the tragic end of the valiant attempt. There were trails in the snow and the marks of the trampling of many feet where there had been a fight. No one dared to guess what had happened.

The curtain has lifted partially with the return of Ens. Broomhead. There was good news for the ex-POW. During his 15 months as a prisoner, he became eligible for promotion. The Navy hurried up the red tape and passed out his additional half stripe shortly after his release.

### Fast Descent

Pilots from the *Valley Forge* were raring to go back into action against the Communists when the carrier re-

turned from a six-day visit to Hong Kong. On one of the first strikes, Ens. E. J. Thabet of VF-51 found himself wishing he were back in Hong Kong.

Thabet's plane was hit by flak as VF-51 *Panthers* unleashed their power on an important rail sector south of Kowon. Discovering that the after section of his jet was afire, the pilot headed toward the sea. Lt. (jg) D. C. McNaught, his division flight leader, stuck close by him in order to provide him with any protection and help that might be required.

The ensign stuck with his plane as

long as he could, realizing that the closer he got to the sea, the better his chances of being rescued were. When Wonsan Bay finally came into view, the entire after section of his plane was in flames and he decided it was time to "hit the silk."

When he bailed out, two panels of his parachute ripped, causing him to come down at a mighty fast rate. Fortunately, though, a strong wind was blowing off shore and it carried Thabet out into the bay for a comparatively comfortable landing. A nearby ship sent out a helicopter immediately to pick Thabet up.

The remaining seven planes in Thabet's flight flew protective cover for him and made strafing runs on enemy positions that were firing at the 'copter and the downed pilot during rescue operations. Thabet was recovered uninjured and returned to the *Valley Forge*.

### He Scarcely Got Wet

Off the northeast coast of Korea, flight deck crewmen watched as Ens. Ben T. Sutherlin of VF-154 was catapulted from the *Princeton* as part of a strike against Communist targets. The time was exactly 1218.

In the next few seconds, anxious crewmen were stunned to see the plane lose altitude and crash into the water. As they raced to the edge of the flight deck, a helicopter sped towards the sinking plane. Using a specially designed pick-up sling, the 'copter crew plucked the uninjured pilot out of the sea and deposited him back aboard the carrier.

The time was exactly 1219.



**EXACTLY** one minute after the fatal launch began from the *Princeton*, Ens. Ben T. Sutherlin is deposited safely aboard the carrier by 'copter that sped to rescue.



NEW "COON Club" members, Capt. K. H. Studley and A. Newendorp, examine card.

### Masked Marvels

Pilots of MAG-33 have formed a new society in honor of the resemblance some pilots acquire to the American racoon.

The "Coon Club" admits pilots only after they have flown 50 jet missions over North Korea and suffered the sunburn around the eyes which accompanies the 50 trips. The crash helmet and oxygen mask conceal the face, permitting the sun to burn only the area around the eyes, which resembles the mask nature placed on the racoon.

### VF-153's 'Big' Man

Maybe the Navy's fighters were never designed to accommodate the six-footers, but VF-153 has one pilot who solved his difficulties along that line. LCdr. Chuck Jones stands six feet three inches tall and weighs 265 pounds when fully clothed in flight gear and poopy suit. At first he encountered a good deal of difficulty in getting in and out of the cockpit of his F9F. His squadron mates



EX-MULTI-engine pilot LCdr. Chuck Jones uses Princeton's hoist to enter cockpit of F9F.

solved this by having him use the Princeton's hoist.

Getting a poopy suit large enough to fit him was a major supply problem. Finally, a special suit was built for him and labeled "size 46 special."

The former multi-engine pilot reported to CAG-15 as operations officer and is now a permanent fixture in the operational organization of VF-153. He flies regularly scheduled hops from the Princeton against the Communists.

### No Jail Birds Here

It may sound crazy, but the men aboard the *Philippine Sea* are flocking to the brig and, crazier still, are leaving



SOMEWHAT skeptical, brig warden MSgt. R. Ohman is wondering what happened to brig.

gifts in the cells when they depart.

"Brig Warden" R. M. Ohman, a Marine master sergeant, is mighty unhappy, however, because none of the men are remaining behind with the gifts. For the past several months, the brig has been vacant because of the crew's good conduct in Korean waters. The empty cells gave Capt. Paul Ramsey, the *Phil Sea's* CO, an idea of where to store the over-abundant supply of Japanese souvenirs that the men were bringing aboard.

The wasted brig space is now used for storing the large volume of Japanese goods flowing aboard. Ohman finds himself directing traffic into various cells of the brig for the gift-laden sailors. What's more, the cell doors remain open. The Marine sergeant is wondering these days whether he's still a brig warden or if he's now a Navy storekeeper.

### Khaki Amid The Navy Blue

When the USS *Bairoko* sailed from Okinawa for Hong Kong, the carrier was taking a rather unusual passenger along. Crewmen were amazed to see a lone member of the U. S. Army walking through the passageways.

The soldier was Cpl. John E. Clark

who took a 10-day leave from his command on Okinawa to come aboard the *Bairoko* to see his brother, Lt. Allen Clark. The corporal boarded the carrier at Okinawa, before the ship left for Hong Kong. Crewmen who didn't know of the soldier's arrangement thought they were doing him a favor by waking him up and warning him that the ship was ready to leave. They were surprised when he informed them, that he wasn't going ashore.

The khaki uniform was a little conspicuous among the blue-dressed Navy men in the chow hall, but before long the corporal was a familiar figure at the table. The soldier enjoyed his trip, but felt that the space a sailor is limited to aboard ship wasn't his idea of the wide, open spaces.

### COD Competition

Out in the Korean combat zone a miniature airline, formed by VF-54 aboard the *Valley Forge*, is running in competition with VR-23's Codfish Airlines.

Before leaving the United States, VF-54 obtained permission to install rear seats in four of its *Skyraiders*. With this installation, pilots could be transported to outlying fields for Field Carrier Landing Practices and others to the carrier for qualifications during CAG-5's training period. The planes were also used for training enlisted crewmen.

After arriving in the forward area,



MYTHICAL "VR-54 SCROD Airlines" disembarks not-so-mythical pilot, Ens. J. Rochford.

these planes were assigned unofficially to the mythical "VR-54 SCROD Airlines." (Scrod is a baby Cod.) The planes were used to transport personnel from ship to shore. Pilots who made emergency landings in South Korea were also returned to the *Valley Forge* by "SCRODS."

The VR designation and use doesn't seem to have had any effect on the



**NAVY RELIEF** gets prize money as LCdr. L. B. Green gives check to Capt. R. E. Dixon, CO.

fighting ability of the planes. One of them flew its 60th combat mission over Korea. Others have finished a mission over North Korea and then landed at a UN airstrip to pick up passengers before returning to the carrier.

### Navy Relief Benefits

In a squadron name-selection contest, VF-53 aboard the *Valley Forge* picked a name to suit their modern crusade. The *Blue Knights* retained their squadron insignia, a coat of arms and its motto "Sans Reproache."

With 20 mm guns, sturdy Grumman jets and the imposing structure of the giant aircraft carrier serving as counterparts to the lances, steeds and castles of yore, the new name is a fitting one. The three men who named the squadron donated the prize of over \$50 to the Navy Relief Society.

Prize winners shown in the picture above are Ens. R. R. Green (center) and LCdr. C. E. Mulligan (second from right).

### Take Your Pick, Boys

"Boy-san day" wasn't an insult to the pilots of TF-77. It was a day for celebration, a day when RAdm. R. F. Hickey permitted each pilot to select his own target for the morning and afternoon strikes.

Pilots flocked to the ready rooms to choose targets that had caused them grief on previous strikes—heavy flak areas, gun emplacements that had shot down a buddy, targets that had been weathered in or bridges that wouldn't fall. From there on out it was a field day for the pilots.

LCdr. J. E. Roddy and Ens. W. A. Johnses flying from the *Princeton* chased and strafed two tanks off the road. Other *Princeton* fliers pounded guns that had been firing on Seventh Fleet units, avenging two destroyers that were hit by those same guns.

Pilots from the *Oriskany* dropped the center span of a highway bridge over the Songchon-gang River at Hamhung and heavily damaged two other spans. Credited with the destruction



**LOW-FLYING** jets from *Princeton* blasted a supply concentration along Korean seaboard.

were Lt. (jg) R. C. Innis, Ens. K. E. Kuehner and Lt. Bob Oechslin.

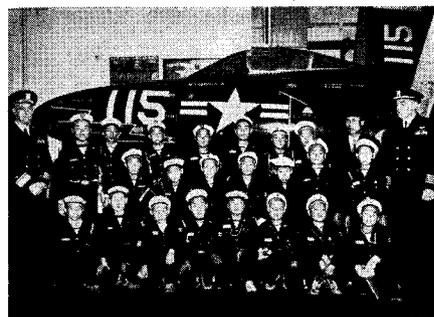
Other planes from the two carriers made run after run over "Heartbreak" and "Sniper" Ridges, scenes of bitter ground fighting for our troops. They destroyed 14 enemy bunkers, 50 yards of trench lines and a gun position. The action took place only 1500 yards in front of friendly troops.

"Boy-san" pilots and airborne observers reported that 65 buildings, 10 trucks, three railway cars, a boat and four warehouses were also destroyed. Tired but happy pilots returning from the strikes had one thing to say, "Boy! What a day!"

### Long Doggies Amaze Kids

When the *Oriskany* paid a two-day goodwill trip to Nagoya, Japan, the citizens turned out over 5000 strong to visit the carrier during its open house (Minasan Kangei Shimasu). The fact that the carrier had to anchor 10 miles out from the city didn't dampen the visitors' ardor. They braved choppy seas to get a good look at the ship.

Prominent Japanese citizens, members of the Japanese Sea Scouts and a mixed group of school children got a first-hand look at the jet planes, *Corsairs* and *Skyraiders* that were displayed. Most intriguing sight for the children



**JAPANESE** Sea Scouts pay a visit to Adm. R. F. Hickey and Capt. C. Shands on *Oriskany*.

was the offspring of the carrier's mascot, Schatzie, the Dachshund. Two of her elongated puppies caught the attention of the kiddies who had never seen anything like them before.

While the Japanese flocked to the ship, the sailors went ashore by the hundreds to visit the famed Noritake China factory, Mikimoto's pearl farm, the Axtuta shrine and the historic Nagoya castle.

### What—No Keystone Kops?

Two Navy fliers played producer and director in a scene in North Korea that was more than faintly reminiscent of a Mack Sennett comedy. The pilots, members of a night heckler team aboard the *Valley Forge*, brought two railroad engineers face to face in a train crash.

*Corsair* pilot, Lt. H. D. Crowley, was making a routine patrol of road and rail lines on one side of a mountain when he spotted a 15-car train moving without lights north toward a tunnel. On the other side of the mountain LCdr. W. C. Griese was patrolling the same line when he noticed another 15-car train moving south toward the same tunnel.

Jockeying their planes into position to press the attack, the pilots were spotted by the engineers who applied steam and scooted into the single-track tunnel. The two trains roared head on into each other. Although steam and smoke were pouring from the tunnel entrances, each pilot sealed his end with bombs to make sure the Reds wouldn't find escape easy.

As the two pilots turned away to search for more targets, they spotted a third train backing away from the tunnel. They quickly cut the rails at each end of the 30-car train, leaving it stranded. Then they were joined by other *Corsair* pilots who helped to destroy the train and leave it burning.

A little later, LCdr. Griese spotted a fourth train going in another tunnel. With his last bomb, he cut the rails at the tunnel mouth, leaving the train holed up. Field day was over then.