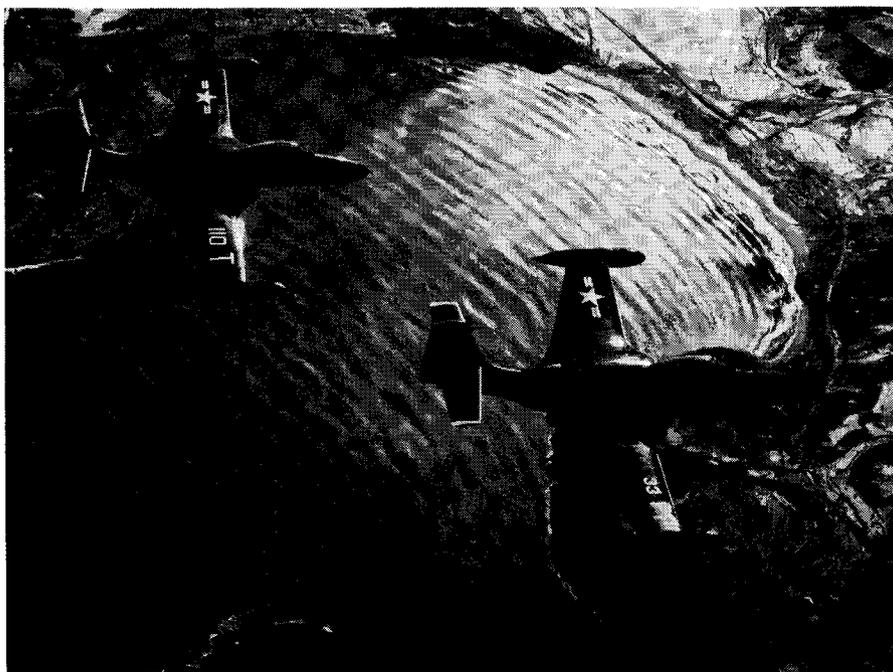


KOREAN AIR WAR



WINGING their way over the hills of North Korea, a jet photo Banshee with escort prepares to photograph many of the installations that will be Navy strike targets.

A Life at Stake

Unlike the Communists who place little value on one human life, it is encouraging to know that when the chips are down and an American pilot's life is at stake, the Navy, Marine Corps and Air Force can work as a team.

This truth was brought home when the life of Marine *Checkerboard* pilot, Maj. David Cleeland, was in danger. A combination of impossible weather and bad luck had restricted air operations from the *Bataan* and made it rough flying for the Marines. Maj. Cleeland found more than he was looking for when he went below the low-lying clouds over North Korea, trying to find something. Planes flying at that altitude and dodging hills and snow squalls are fair game for Communist small arms and automatic weapons.

Cleeland led his flight as he destroyed two bridges and his flying mates got three more. It was then that the pilot picked up a hit that disabled his plane. He was too far inland to make the open sea and if he proceeded over the mountains toward the sea, his rescue would be difficult. The logical plan was to land on the frozen Annyong reservoir north of Haeju and belly in.

The ice held up as the plane slid in, but the Reds started target practice on him from their positions around the reservoir. Cleeland used the plane's en-

gine as a bunker to deflect enemy fire while his teammates busied themselves, trying to suppress the enemy fire. Some of his fellow pilots had also taken hits, but none was serious.

In the meantime, rescue facilities were alerted. Another strike in the area came up as air cover while the local planes went to escort and protect the helicopters which were en route to the scene.

Two helicopters left their bases, but returned for undetermined reasons. An Air Force "chopper" from Seoul made the rescue.

As the Marine covering planes started back for the *Bataan*, their gas ran low. The Air Force put out protective cover, but, with the limited endurance of jets at low altitudes, another flight was launched from the *Bataan* and the carrier steamed closer to pick up her returning aircraft. The carrier's combat air patrol was used as communications relay link and for traffic direction. The ship picked up the crippled planes and those low on gas, bringing them in on the most direct route with a minimum of delay.

Almost Lost Him

Finding the helicopter pilot who made a sensational rescue of an AF pilot from a ring of hostile enemy guns was almost as difficult as finding the proverbial needle in a haystack. This was because

LCdr. Donald L. Good, the pilot, flies from the deck of a small LST anchored at Wonsan, and it was hard to establish his identity.

Good took off in late afternoon from the LST after an intercepted message indicated that the F-84 pilot, Lt. Ivan B. Skinner, had survived a jump into the snow-covered mountains in North Korea. Good skirted the heavily-defended port of Wonsan, then turned inland where he was joined by two AF jets.

Radio contact was established between the aircraft and their home bases and a quick evaluation made of the job to be done. Theodore R. Smith, AMS3, readied the rescue sling in the 'copter as the operation began.

Helicopter: I am now overland. Please guide me to the scene.

Jets: Follow us. The pilot is in hip deep snow. It is doubtful that he can move into the open.



YANKEE baseball star, Capt. Jerry Coleman and Capt. F. Turner enjoy visit in Japan

Helicopter: Ground fire is intense. We have been hit several times.

Jets: Stay away for a few minutes while we work them over with our guns.

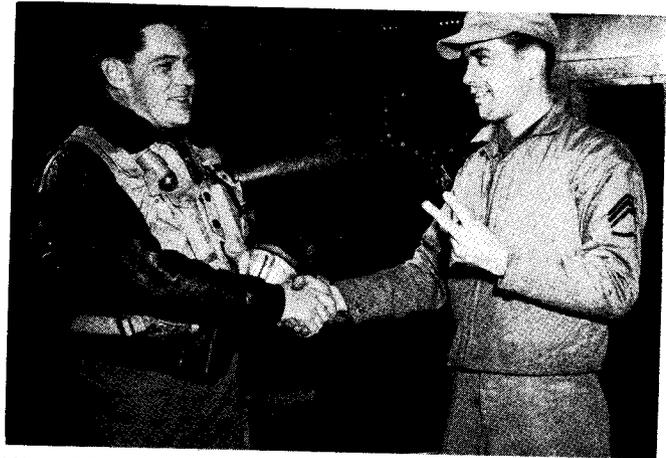
Helicopter: I see him now. It is going to be tough. We will try to grab him on the run.

Good made two tries, during which enemy fire penetrated his engine cowling, windshield and rotor blades. Despite the additional complications of his rotor blades nicking the side of the mountain, the sling was lowered, Lt. Skinner grabbed it and crewman Smith reeled him in. At this point, several new voices joined the radio circuit. They were carrier pilots returning from a strike south of Wonsan. When they asked if they could assist, the AF jets suggested that they rake Wonsan and see if they could quiet some of the flak.

Good landed on his LST with 12 bullet holes in his helicopter. His radio and other equipment were out of commission because of shrapnel. One slug pene-



PICTURED beside their Skyknight after a hop are Major Dunn and radar operator, MSgt. Fortin, who got first Mig in 1953.



"TWO DOWN and plenty more to go," plane captain SSgt. Connor tells LCol. Conley after he shot down his second Red MIG-15.

trated the engine cowling and one went through the windshield about one foot from the pilot's head.

Marine Mig Killers

Since it was first announced that the Marine pilots of the *Flying Nightmares* night-fighter squadron in Korea were flying the new *Skyknight*, Communist Mig pilots have been learning to their sorrow that the planes' radar eyes really do work in the dark.

Bringing the list of kills up to date, Major E. P. Dunn and his radar operator, MSgt. L. J. Fortin, got their Mig on the 12th of January. Before they finish their tour in Korea, both men have vowed that they will add more Migs to their bag.

Next Mig was bagged on 28 January, when Capt. J. R. Weaver and his radar operator, MSgt. R. P. Becker, made contact with the Russian-type plane and destroyed it.

Third kill in January was made on the last day of the month when LCol. R. F. Conley, CO of the *Flying Night-*

mares, and MSgt. J. N. Scott shot down a MIG-15 while flying *Skyknight* No. 23, affectionately called "Julie May." Although as yet unconfirmed, LCol. Conley shot down another Mig during the month of March while flying over Korea in the "Julie May."

Intense and Accurate

Lt. (jg) William T. Barron started his second tour of duty in Korean waters with a notion that the Reds weren't shooting as accurately as they were on his first tour. He changed his mind after flying in the Ambyon area.

While pressing home an attack on two trains, he felt a terrific jolt on his fourth bombing run. Realizing he had been hit, he began testing his aircraft to see how it responded to controls. He found that the elevator tab wasn't operating. Despite the useless elevator tab, the VA-95 pilot managed to return his AD *Skyraider* to the *Philippine Sea*.

The 37 mm shell left a hole 18 inches in diameter and over 200 flak holes were counted in the tail section and fuselage.

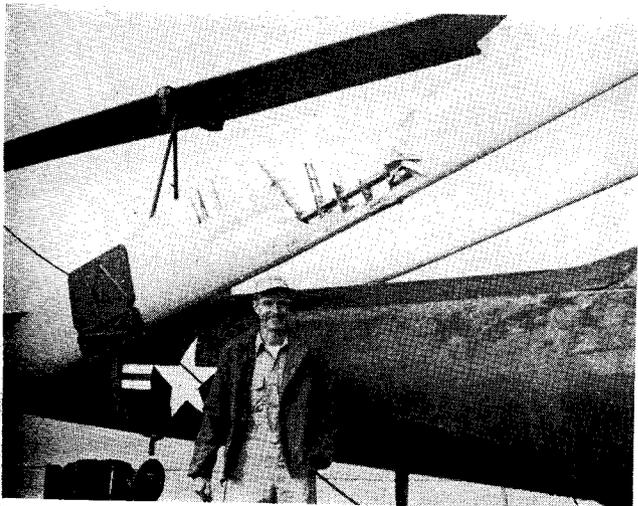
After inspecting the damage, Barron's comment was, "They are shooting, and in this case, intense and accurate."

The Dancing Stick

What started out as a routine helicopter mine reconnaissance hop northwest of Inchon for Lt. (jg) Paul Myatt and Lonnie Walters, ADI, turned into the kind of nightmarish experience a pilot never forgets.

Word was received that a pilot had been shot down deep in enemy territory. Myatt was directed to proceed on a northerly course and informed that he would meet his Rescap at 1210 hours. The reported downed aircraft was approximately 50 miles north of Munsan.

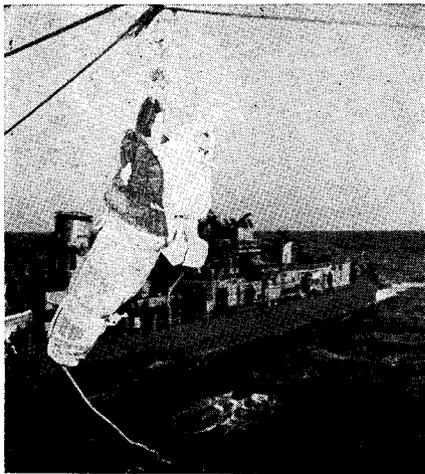
When Myatt ran into enemy AA fire, he took evasive action by banking, turning and autorotating. Bang! There was a sharp impact followed by extreme vibration. Myatt kept the 'copter in autorotation because he thought the gearbox had been hit. There was a terrific "whomping" noise and the stick felt like it had a good case of St. Vitus' dance.



THE JOY of being alive is shown in Lt. (jg) Myatt's smile as he stands beside crippled helicopter in need of major overhaul.



CHANGED his mind! Lt. (jg) William Barron surveys the damage to Skyraider done by intense and accurate Red shooting.



CANADIAN destroyer *Athabaskan* transfers Lt. Stamatis to Valley Forge after his rescue.

A few seconds later, Walters was hit by another burst of gunfire. A bullet had ricocheted off the cyclic stick into his leg.

After a short time, the "whomping" noise stopped and Myatt applied power at an altitude of about 2600 feet. All the controls vibrated badly. Walters applied first aid to himself and then began navigating as they continued along a river bed.

The flak became more intense when they accidentally uncovered a nest of camouflaged enemy tanks. The tank crewmen raced to their tanks, thinking they had been discovered, and began firing at the "chopper."

More erratic flying followed, sometimes running the nose wheel along the ground to evade fire. Finally, they reached friendly lines and made a semi-controlled crash landing.

Examination of the 'copter disclosed the following: six feet of the center section missing from one rotor blade and the main spar pierced, two tail rotor blades split, tail boom and tail rotor drive shaft damaged, center section of aircraft and several structural members damaged, battery pierced, oil tank pierced, generator drive shaft bracket pierced, port landing gear strut pierced about ten times and several holes of as yet undetermined damage in engine section.

Groggy Hospitality

Lt. Robert B. Stamatis of VF-93 aboard the *Philippine Sea* knows first hand the meaning of Canadian hospitality. The third time he ditched in Korean waters, he spent two days as a guest of the Canadian Navy.

The fighter pilot was leading a flight of four *Panthers* on a combat air patrol over CTF-77, some six miles above the icy Korean waters, when his aircraft flamed out. He was unable to restart his

engine or transmit his predicament, so he began a dive toward a ship he had spotted several miles away.

Alert squadron mates took up his battle to curtail his forthcoming exposure to an ice-water bath. One pilot began radioing for help, while another of his mates followed him down. The third, flying low over the ship, indicated the direction of expected ditching.

Stamatis leveled off over the water at 250 miles per hour and examined the swells for wind direction and intensity. Waves from 10 to 20 feet high made his ditching almost impossible. He didn't have much time to mull the situation



"SAFE journey, Adlai!" VAdm. J. J. Clark says farewell to Mr. Stevenson after visit.

over. He just compromised by angling into the wind and falling low into a swell rather than hitting the crest, which would have shattered his plane.

Although dazed from the impact, the pilot abandoned the plane and was extracted from his 38° dip by the Canadian destroyer HCMS *Athabaskan*. While a guest of the Canadians, he partook of an old British ration. Grog was broken out, and he was provided with electric blankets and morphine to help him over the shock of his icy bath.

They're Getting Bolder

While on a *Corsair* strike against targets in the area south of Chinnampo, four Marine *Checkerboard* pilots discovered that the Red pilots think the veteran plane is through as a fighter. Capts. Alexander Wathon, Charles Palace, Jr., Thomas Wadsworth and Carlton Green were jumped by four *Migs*.

The Marines were ready for the Comies and a dog fight followed which lasted six minutes. Capt. Green hit one of the *Migs* with his .50 cal machine gun. It looked like part of the *Mig's* tail came off, but he didn't go down and Green lost him as he headed into the sun.

The *Migs* made a total of 15 passes on the *Corsairs*, but no damage nor casualties were suffered by the Marines.

Adlai Comes Aboard

While on his tour of the Korean zone, Adlai Stevenson paid a brief visit to TF-77. Mr. Stevenson and LGen. Maxwell Taylor flew from a UN airstrip in South Korea to the *Oriskany*, flagship of RAdm. Robert Hickey.

VAdm. J. J. Clark, RAdm. Hickey and Capt. Courtney Shands greeted the visitors. During their four-hour stay aboard the carrier, they were briefed on TF-77 air operations and watched the launching of *Panthers* for a mission against enemy supply buildups near the front. When the jets returned, the party received a detailed description of the mission from flight leader, Lt. F. J. Coughlin.

They Make Records Too

Pilots aboard aircraft carriers aren't the only aviators that keep track of the number of landings they make.

The officers and men who operate the Navy's exclusive *Codfish* airline had a dual cause for celebration when one of their *Turkeys* touched down on the flight deck of the *Kearsarge* shortly before the carrier departed for the United States. It



1000TH landing is noted by Capt. Ecklund, Lt. Denyer and Capt. Wyckoff aboard *Repose*.

was the 1000th carrier landing by a COD plane and this event coincided with the second anniversary of the airline.

Just before the hospital ship *Repose* completed her second tour of duty in Korean waters, her officers and men celebrated a new record. The 1000th helicopter, since the installation of a landing platform on the *Angel of the Orient*, landed aboard with a wounded United Nations Marine.

Empty Upper Story

A Korean boy, unofficially adopted by the Marines of the *Able Eagles* Squadron at a forward air base in Korea, was intrigued by all the modern gadgets the Marines own. He was especially intrigued by the men's radio.

Although the "boy-san" understood very little English, the youngster

watched the radio for hours at a time, no doubt trying to figure out just what made it tick. Then, one day the radio's battery went dead. The child spent a fruitless five minutes putting the radio through much dial adjusting and giving it several hard knocks. Nothing he did seemed to help.

Finally, he shook his head and muttered to himself, "Hmm . . . guess nobody home anymore."

Double Trouble

The men aboard the *Oriskany* thought they were beginning to lose their minds when they saw Ens. David L. Brenner going around the carrier in an Air Force uniform. What most of them didn't know was that it was Dave's identical twin, Lt. Douglas D. Brenner, jet pilot attached to the 51st Fighter Interceptor Wing, who was aboard for five days on temporary orders.

Dave, a fighter pilot with VF-874, was shot down the day before Doug was scheduled to leave the ship. While on a combat mission over North Korea, Dave was hit by Communist anti-aircraft fire and forced to ditch his *Corsair* off Hungnam. A helicopter from the *Los Angeles* was nearby and Dave was picked up



FAMILY reunion is held by Branner twins as they meet aboard Dave's ship, the *Oriskany*.

three minutes after he ditched.

Ironically, the last words Doug said to Dave before he was launched from the *Oriskany* were, "Don't get shot down!"

Howerton's Howitzer

Pilots of the Marine *Checkerboard* squadron aboard the *Bataan* got a big lift when Major Bryce Howerton gave a Red heavy field piece a real working over. It's very seldom that UN pilots get an opportunity to hit Communist heavy guns. The mole-like life the enemy leads leaves very little to work on since their guns are usually in caves and brought out when UN aircraft are not overhead.

Evidently the *Checkerboard* pilots caught the Reds by surprise. They didn't have a chance to get their gun snugly housed before the air strike got there.

The Marine flight spotted the heavy field piece, probably a 105 mm, in a re-vestment. The flight went in, but the major bagged the gun on his first pass and left little for his wingmen.

Soldier's Medal For Chief

Extraordinary heroism at a forward airstrip in Korea brought Richard A. Schug, FASRON 11 ADC, the Soldier's Medal.

Hearing that a C-46 had crashed in the sea right after takeoff, Schug rushed to the beach near the area of the crash. First of all, he helped to unload six survivors from an amphibious truck which



KOREAN CNO, VAdm. Sobn watches operations with RAdm. Hickey aboard *Kearsarge*.

was unable to get back up on the beach because of the extremely heavy surf. Then he voluntarily relieved a member of the crew which had just landed and proceeded out in the amphibious truck, trying to locate more survivors.

The heavy seas were more than the vehicle could take; it swamped and turned on its side in the surf. Schug jumped clear and narrowly escaped.

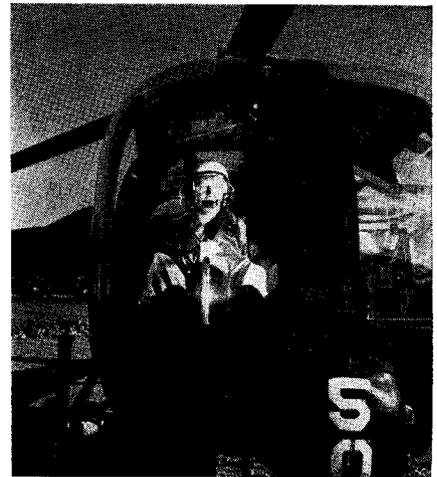
Families Aren't Forgotten

It's only natural that the families back home are going to worry about their loved ones while they are serving in the Korean combat zone. Many of them wonder whether or not the CO takes the welfare of his men to heart.

Capt. R. E. Dixon, CO of the *Valley Forge*, has found one way of putting their minds at ease. He sent a personal letter to the next of kin of each of the more than 3,000 officers and men on the carrier. The letters were designed to convey the skipper's personal interest in his men to their wives and parents.

They Fly the Night Skies

Members of a Marine helicopter transport squadron and a Marine observation squadron of MAW-1 are the only helicopter pilots in Korea who regularly make night evacuation hops. They evacuate badly wounded men from



ENCLOSED in plastic bubble of 'copter, Major Leu of VMO-6 prepares for combat patrol.

front-line positions to rear hospitals and from the rear hospitals to hospital ships.

The most exciting and dangerous missions are flown by the VMO-6 pilots. Three pilots are maintained on a 24-hour alert and a helicopter can be airborne in three minutes. The pilots stay in tents 100 yards from the flight line while on duty. Mechanics live nearby and, as soon as the phone rings, the mechanics start the engine. The pilot is told where the patient is and is off.

As darkness approaches, the pilots on alert don red-lensed goggles in an effort to adjust their eyes to the night. The pilots must literally see in the dark in order to avoid obstructions such as hills, wires and, most dangerous of all, low trajectory mortar and artillery fire from either the enemy or their own troops.

The flying is about the crudest type done in the Korean area since there are few instruments in the "choppers" and all navigation must be done visually. Each pilot needs to memorize the artillery and mortar positions of the Marine Division in order to complete his flights safely. The planes travel at a top speed of 70 knots while on these missions.

The VMO pilots make the flights to forward helicopter sites where they pick up the wounded men and VMR-161 pilots carry the men from the medical companies to the hospital ship. Even on foggy nights, the 'copters fly their mercy missions. Seldom does a pilot decline to fly on such nights, although the decision is left to him.

The VMO pilots who fly these night evacuation hops are too smart not to admit fear. In the ready room where they stand their 24-hour watches, someone has clipped the title of a story from a popular national weekly magazine and posted it. The story is titled "I Fly the Night Skies over Korea." The Marines have added their own sentiments to it . . . "and it scares me." Amen!