



USING MAKESHIFT AIRSTRIPS IN NORTH KOREA, TRANSPORTS EVACUATED WOUNDED MARINES WITH AID OF LSO'S: CREW UNHURT IN BURNING PLANE

KOREAN AIR WAR

EDITOR'S NOTE: War has its human side as well as its tactics and its political significance. On these pages are presented the sidelights, the little stories which bring it closer to home, written by the Marine Corps' efficient combat correspondents. No Navy stories are included since none was received by the News from the war zone.

Retort Courteous

When the Marine evacuation transport plane landed at Hickam field, a tired hospital attendant went aboard to inspect the wounded Marines being moved from the plane. His manner was hard, understandably, and sentiment had ceased to play a part in him.

He went up to one youth, whose cheerful manner had helped buoy up other passengers on the flight home from Korea.

"You don't look bad off to me," he told the boy, "You must not have been hit bad."

"I'm not in bad shape," the Marine said.

"What's your trouble," the attendant asked.

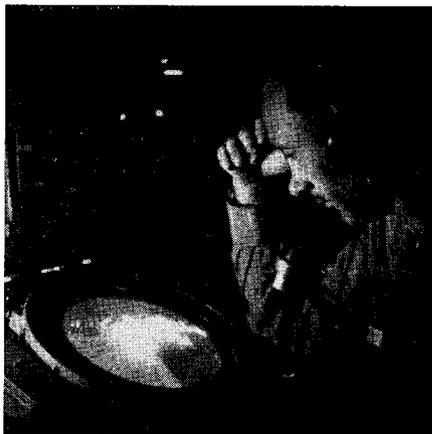
"There's a pain in my head," the

wounded man said, "and my feet hurt."

The attendant checked the unmarked head of the young Marine. He found nothing. As he looked at the Marine's face, he noticed a faint smile.

"I don't even think you're wounded," the attendant said. Then, he pushed some packages away from the boy's legs.

When the Red shell landed near



SCANNING HIS radar scope in CIC room of Princeton off Korea is Virgil Ballou, RD3

Hagarui to wound this Marine, the explosion had severed both of his feet above the ankle. The attendant had to leave the plane. He had no place with valor.

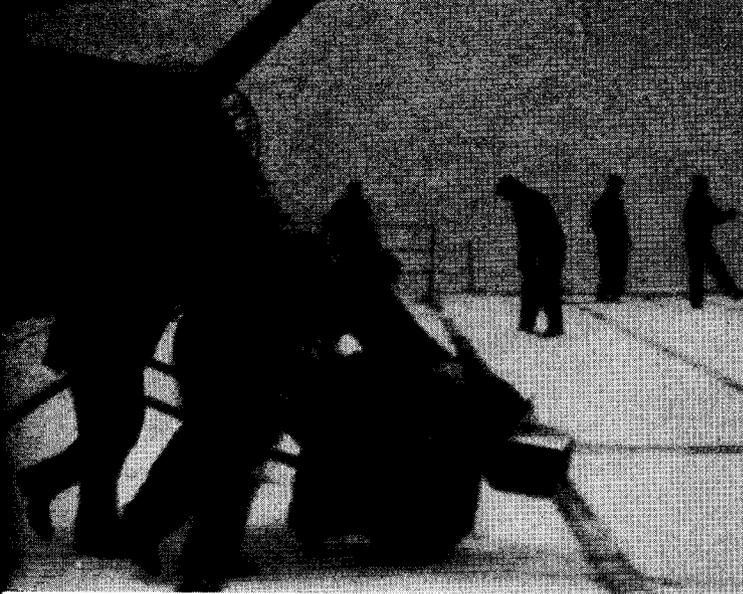
Race With Death

An R4D was almost loaded with Marine wounded at an emergency landing strip bulldozed near Hagaru-Ri, south of Chosin reservoir. Marines in blood-soaked parkas huddled nearby waiting for the next plane south.

A hospital corpsman rushed up to the door of the plane, carrying an unconscious Marine with a deep chest wound.

"If you don't get this man to an operating table in 40 minutes, he will die," he shouted above the roar of the transport's engines. Crewmen loaded the casualty on the plane and T/Sgt Mikelson, the pilot, started the race for Yonpo airfield.

He made it in 30 minutes and the critically-wounded Marine was safely on the operating table of the emergency hospital near the landing strip.



THROUGH A heavy snowstorm, ordnancemen on *Leyte* push cartload of 100-lb. fragmentation bombs down flight deck to load planes



BLINDING SNOW temporarily halts flight operations aboard the carrier *Leyte* off Korea; AD's, *Corsairs* set to go as it clears

Your Foxhole's Afire!

Reminiscent of the wheels-down bombings made by *Corsairs* on Jap caves 1,000 yards from the end of their runway on Peliliu are operations of Marine fighter pilots in Northern Korea.

Hardly had the planes pulled up their wheels than they released napalm bombs and rockets on Communist troop concentrations on a wooded hill. An observation plane earlier had spotted their newly-dug foxholes.

As protection against the cold, they were covered with little grass huts, hence the use of napalm fire bombs on them. The planes' tactics worked perfectly.

Busy Corsair

Contender for "busy bee" honors of the Korean war is old number "17", a war-weary *Corsair* night fighter which racked up 80 day and night strikes against Communist forces in three short months.

It began operations against the Koreans back in August from Japanese bases. Since then it has hammered targets from top to bottom of Korea. As soon as the pilot lands from a night hop the

maintenance crews swarm over it, refuel and rearm the F4U-5N and the day fighter pilot climbs aboard for another mission.

Pals in the Sky

While protective fighter planes strafed to keep Red cavalry at bay on one side of two downed Navy airmen and 100 Red infantrymen away from the other side, a helicopter piloted by Capt. Gene Morrison dodged in to pick the two out of the snow after three hours waiting.

When Ens. Denny L. Crist was shot down by enemy ground fire near Chosin reservoir, he was injured but his crewman, Ralph Chartraw, AT2, was not. Morrison tried to reach the pair with his helicopter but high winds buffeted him so badly he was forced to return to his advanced base.

Other fighters relieved those on station over Crist and Chartraw. Morrison again tried to rescue them and made it the second try. He landed just long enough to pick up the pair, climbed straight up to avoid enemy fire and landed his passengers behind friendly lines. It was Morrison's first "save".

Time to Leave

Helicopter pilots seem to be having most of the wild experiences in Korea—at least they are having their share.

Take the seven wandering rear-guard helicopters which were still operating on once-busy Yonpo airfield when everybody else in the United Nations bandwagon had withdrawn before the on-rushing Chinese.

One morning a few Republic of Korea troops captured 300 North Korean guerrillas on the Yonpo airfield.

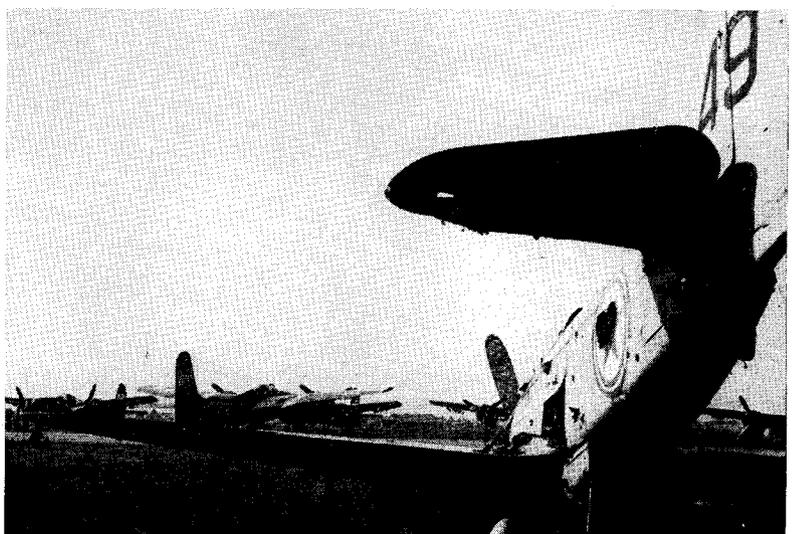
About that time the seven pilots and seven mechs decided it was time to pack up and leave. They flew to Hungnam waterfront. There they were told they were to be evacuated out to some aircraft carriers on a ferry boat.

The "ferry boat" turned out to be the BB *Missouri*. Later they joined the rest of their observation squadron in South Korea. The seven intrepid pilots were Capt. Wallace D. Blatt, Andrew L. McVickers, Eugene J. Pope, Gene W. Morrison and Lieutenants Charles C. Ward, Lloyd J. Englehardt, and Gustaf F. Lueddeke, Jr.

MARINE JETS operated off makeshift Korean landing strips for the first time recently; this one takes off with full rocket load



SEEING COMBAT for the first time are swift Marine F7F *Tiger-cat* night fighters at Kimpo airfield; Yak fighter in foreground





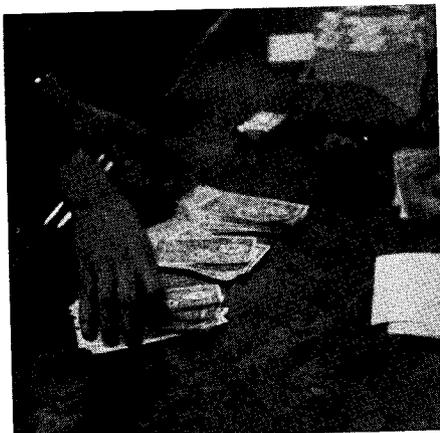
THIS CLUSTER of tanks, trucks and tents is what the Chosin reservoir breakout of Marines looked like from the air as the evacuation southward over frozen terrain was being pushed

Heater Suit Keeps Cool

A Marine night fighter pilot in Korea possibly owes his life to his electrically-heated flying suit which kept him cool in an emergency.

First Lt. Curtis D. Jernigan crashed just after becoming airborne from a Korean airstrip on a night dive-bombing mission. He had no time to dump his fuel tank or the fragmentation bombs on the racks.

His plane burst into flames. Jernigan struggled from the cockpit in flames, ran from the plane and rolled in the snow to extinguish his blazing clothing. The heat of the fire exploded his bombs and ammunition a few yards away but he was not injured. It is believed his heavy flying suit kept the flames from seriously burning him before they could be extinguished.

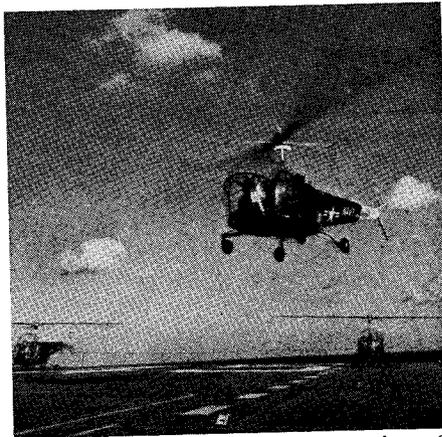


SOME OF THE pay of personnel aboard the *Princeton* was given them in Korean money

We're All In It

They were Navy pilots, flying for a Marine observation squadron which is under control of the Army's 10th Corps.

Unification worked at Itami airfield in Japan where a group of Navy helicopter pilots trained to join the First



NEWLY-ARRIVED Bell helicopters take off from *Valley Forge* to join Korea evacuation

Marine Aircraft Wing's "spotter" squadron in Korea. Fresh out of helicopter school at Lakehurst, N. J., the "flying windmill" outfit arrived in Japan aboard an aircraft carrier.

Their new Bell 'copters were assembled aboard ship and flown ashore (see photo, pg. 10). Planes, pilots and crewmen alike got their final "shakedown cruise" in Japan before heading for the war.

The Navy pilots who augmented the battle-weary Marines were Lts. R. L. Earl, Robert L. McClure, William C.

Butler, Robert E. Felten, Richard Stephansky, J. S. Cole, Francis Yirnell, Donald L. A. Whittaker, Lts. (jg) J. W. Thornton, Kenneth S. Wilkinson, Thomas S. Longley, and Henry Rorich, Jr. More on helicopters on page 13.

Plane Captures Koreans

Capt. David G. Swinford, fighter pilot, claims to be the first Marine flier to capture a band of North Korean guerrillas.

Returning from a flight west of Wonsan, he got a radio message a small house on a ridge near the front lines housed a number of enemy snipers. He already had knocked out three trucks and an armored car during the flight and was low on ammunition, but he dived on the house and gave it the 20 mm treatment.

The effect was near miraculous. No



OLD MEETS new as Korean farmer leads his bullock past Marine *Corsairs* on airstrip

less than 50 North Koreans, a few in uniform and others in civilian garb used by guerrillas, came tumbling out the doors and windows. Waving white cloths and bowing, they started down the road toward the Marine lines.

Swinford made several passes over them to keep them in line. As they neared the ground Marines, Swinford radioed them to tell of the surrendering Koreans.

Call Me Medals Marks!

You've seen the burlesqued pictures of the Air Force colonels in the movies with their whole chests covered with battle ribbons. The Marines in Korea have their own candidate for that spot, 2nd Lt. Billy C. Marks, an artillery spotter, who recently won the 9th oak leaf cluster for his Air Medal.

The medal already had four stars left over from the last war and Marks is thinking of getting a king-sized ribbon to put all 13 on. Marks has logged more than 100 combat missions in the Korean campaign, on top of his 56 missions as a dive bomber pilot in the Solomons.



THESE ARE some of the mountain of supplies Marine air delivery planes dropped to support ground troops in Korean withdrawals



MARINE MECHS in foreground load napalm into *Corsair* bellytank as others change blown tire; flaming gasoline is potent weapon

Sleds for Transport

Marine Lieutenant Robert Wilson, a Marine ground-air controller in Korea, could hardly believe his eyes—the Chinese Communists were sending in reserve troops by sliding them down the ridges in sleds!

It happened near Yudam-ni only a couple of days before the Marines began pulling out of Chosin reservoir area. Wilson was calling in flights of Leathernecks to bomb and strafe the Chinese when he spotted the strange reinforcement tactics through his binoculars.

"Without air support, we wouldn't have made it," he told some of his flying friends when he finally got out of the ambushed positions. "I'd sure like to shake the hand of an observation squadron pilot who took over air control when my radio went dead as the convoy moved to Hagaru-ri.

"Whenever the tanks would stop to work over a Chinese pocket," he recalled, "the small plane would drop smoke grenades on the targets for the fighter planes to hit. This sure helped cut down our casualties."

Wilson said many times close air

support planes dropped their bombs and rockets within 50 yards of the troops. Before the march was over, this kind of firing taught the Chinese to keep a safe distance.

"When they have lots of ammunition, are warm and well fed, the Chinese are tough fighters," he said, "but when they get cold and hungry they give up".

Wilson estimated two out of every three weapons Chinese fired were American-made Thompson sub-machine guns. Soon the Marines were well-armed with these automatic weapons they captured from the Chinese.

Prox Fuses Effective

Proximity-fused bombs and napalm are proving two of the most effective aerial weapons in the Korean war. With fuses that make them burst before they reach the ground, the bombs have been rough on troops in fox holes.

Not only does the shrapnel kill the troops, but the blast effect kills men by concussion. Capts. Alfred Agan and John Skorich, Marine pilots, dropped some proximity-fused 500-pounders on a fox-hole pitted ridge.

"The air bursts were about 20 feet

above the ground," Agan reported. "The Commies that weren't killed at first jumped up and started running around aimlessly. We came back and picked off about 150 with our guns."

Another observer watched a Marine pilot drop a napalm bomb outside the door of a long barracks-type building filled with troops.

"The flames seemed to jump through the door and down the length of the building. I could see flames shoot out the other end," he reported.

Blind Bombing

It was pitch dark but two Marine night fighter pilots obeyed instructions from a forward air controller who called for a strike on a Chinese strong point.

Using his radio, he worked them over his position, gave them a bearing and told them to start gliding. "That's about right . . . Drop!" Two 500-pound fragmentation bombs dropped and burst, blowing shrapnel over a 200-yard area.

The fighters orbited, waiting. Finally, came the report: "That was it. Both mortars ceased firing. Thanks." The pilots were Capt. Otis W. Corman and 1st Lt. Warren J. Beyes.

MARINE HELICOPTER mechanics talk things over before a row of HO3S pinwheels which have done yeoman job evacuating wounded



WRECKED RUSSIAN-type IL-10 fighter planes are cleared from Wonsan airfield to make room for incoming evacuation aircraft

