



THEIR SIDES plastered with close air support attack emblems, two Panther jets off Korea fly over "the fleet that came to stay"

bers to Beethoven, brought a wildly cheering audience to its feet at the end of the concert.

### Bold Adventurers

Marines in Korea were amazed to see a Stinson biplane trainer float in for a landing. Painted with drab camouflage, it bore the insignia of the Republic of Korea and the USAF.

Soon the novelty wore off as the beat-up old trainer became part of the daily scenery. Each day, Korean mechanics spread the vitals of the ancient plane over the mud and reassembled it before dusk with one of them making uncertain takeoffs and wobbly landings learning flying in his spare time.

Soon the Marines began going along in the second cockpit just for the ride.

# KOREAN AIR WAR

## And There I Was . . .

1st. Lt. William G. Siegfried didn't always fly his Corsair upside down on combat missions, but one day he regained his senses in that position when a truck he was low-level bombing blew up in his face.

While on a night patrol over North Korean territory, the *Flying Nightmares* pilot spotted a big truck-trailer. Three bursts of machine gun bullets blew it up, his plane being flipped upside down. He could see large chunks of the semi-truck in the air.

His plane was still on its back when he started to climb out of the area,

where he rolled out. The blast was so hard it blew a flare plane, high above, off its course.

## No Leg Show, But . . .

The grateful people of South Korea may have no Betty Grable to parade before the boys but they do their best in USO endeavor.

And it was with mixed feelings that personnel at a Marine airbase accepted an offer for a program to be presented by the Korean Navy Symphony and Chorus.

The good crowd that turned out wasn't disappointed. An outstanding program, ranging from Stephen Foster num-

The news got around and each evening a waiting line of brave, adventurous passengers formed.

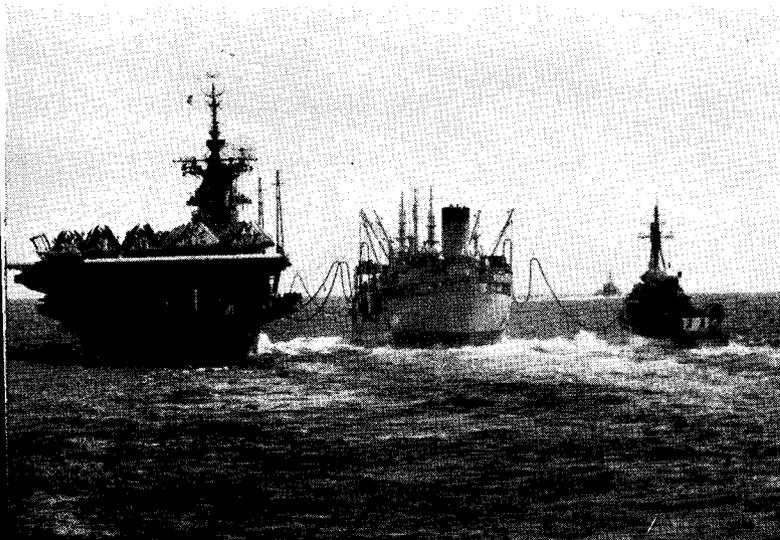
Curious about the proceedings, a Marine officer asked a South Korean Air Force pilot about the plane. He informed the Marine that the plane was provided for training of civilian machinists. When asked if he flew the trainer, the pilot disgustedly said: "No, it's not safe!"

## Indian Trick

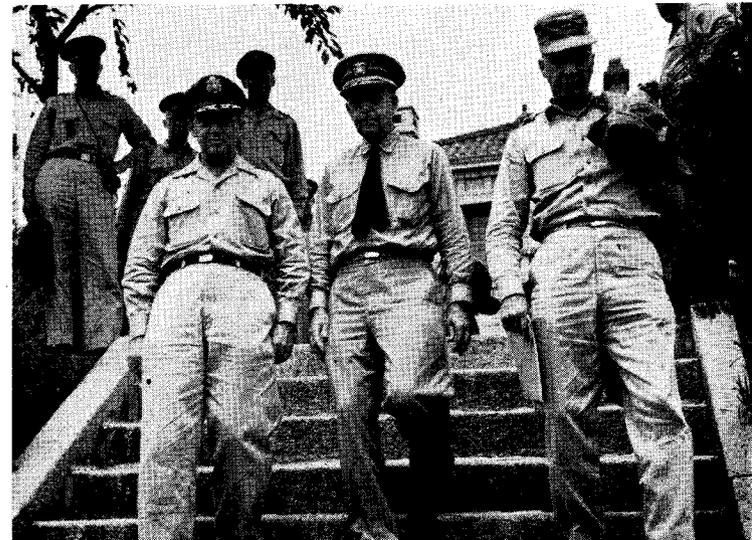
Two pilots from the *Bataan* pulled an old Indian trick to wipe out a force of 150 enemy troops hiding in a building near the front lines in Korea.

Capt. Phillip DeLong of the Marine

FAMILIAR scene off Korean coast shows *Bon Homme Richard*, new arrival in war zone, refueling from *Manatee*; *DD* also gets fuel



VADM. C. TURNER JOY, ComNavFE, senior UN delegate at Kaesong peace talks, with MGENS L. C. Craigie, USAF, and H. I. Hodes, AUS



*Checkerboard* squadron, strafed the building. Enemy began scattering out the front door and windows. Lt. Harold Daigh followed him in and sloshed napalm ahead of the scurrying troops, trapping them back into the building.

The flaming jellied gasoline set the building afire. More enemy troops hopped from the back windows and door but DeLong circled back and dropped his napalm tank on them.

"Wow," air controller radioed, "You got the whole bunch of them!"

Another group of *Checkerboard* pilots "called off" a scheduled drill in marching by a squad of Korean Reds north-east of Seoul. The Reds were drilling in the streets when *Corsairs* swooped down. The enemy scattered for cover in nearby buildings. 1st Lt. Austin Brenneman then strafed and rocketed the buildings, probably accounting for a number of hiding troops.

### Earns His Money

Sometimes this business of being a forward air controller on the Korean front can be a busy one.

Marine 1st Lt. Richard Roth controlled four strikes on separate enemy targets simultaneously. A large flight of Marine *Corsairs* from the *Bataan* flew over and radioed for targets. He set them to work on hills to his left, left-front, right and right-front.

Then, to add to combat confusion, a lone Air Force F-51 *Mustang* flew over and also radioed for a target. Lt. Roth, who by this time was up to his ears in radio transmissions, told the F-51 pilot to hit an enemy supply dump down the road.

### Sorry, You-All!

Four Memphis pilots from the *Boxer's* all-Reserve air group teamed up in a cat-and-mouse game to blast a Communist troop and supply train hiding in a tunnel near Songjin, Korea.

A recon plane spotted the train scooting into a tunnel to hide for the day. Four *Black Knights*—Lt. Robert Pitner, Lt. Dennis Earles, Lt. Henry Champion, and Lt. (jg) Carl Hall, Jr—were airborne nearby and diverted to deal with the train.

Splitting up, they attacked the tunnel from both ends. Hall laid his napalm bomb right in the northern end of the tunnel and Pitner poured his rockets into the hole.

At the other end, Earles and Champion met AA fire from a large warehouse nearby. Earles skip-bombed his 500-lb bomb into the tunnel entrance. Flame, debris and steam rushed out, rocking his *Corsair* as he pulled out.

Champion then went after the warehouse. Seconds after his bomb smashed into it, parts of the warehouse were

flying past him 600 feet in the air.

The quartet won the *Black Knights* nickname from their distinctive black crash helmets, emblazoned with flaming skull and crossbones, and their midnight blue flight suits. They wear the Stars and Bars of the Confederacy as a shoulder patch.

A photo of the *Black Knights* appears on this page. For another photo, see the inside front cover picture showing Lt. Pitner pulling out of his dive and looking back at destruction of an enemy highway bridge outside of Wonsan.

### Fires Guide Jets In

Unaware that two Navy F9F's were in the vicinity, an estimated 1,000 enemy soldiers near Changjin reservoir were busy cooking their evening meals in front of glowing campfires. They were far enough north, they thought, to be safe from air attack.

Spotting the fires, LCDr. William A. Stames and Lt. Waldin Robinson from the carrier *Bon Homme Richard* went in with rockets and 20 mm cannon blazing.

"It was a simple matter after that; all we had to do was pick out the center of the concentration and let go," said Stames. The enemy realized their folly after about 300 casualties were inflicted.

### A Plane and a Life

Handling a hot potato will be easy for Corp. Rene Wattelet, an ordnance man with a Marine outfit in Korea, after he saved a *Corsair* from being destroyed by a burning phosphorous flare.

Another Marine in the cockpit of the F7F was releasing flares while Wattelet caught them from underneath the fuselage. He pushed the wrong button, and a friction-match type parachute flare dropped underneath the bomb-laden plane a few feet from Wattelet.

Realizing its white hot flames would leap up in 23 seconds, Wattelet picked up the 30-pound cylinder, ran a few steps with it and heaved it into an open, safe area. His actions probably saved the plane and the man in it.

### Seagoing Lawyers

Five "sea lawyers" from a single Reserve fighter squadron aboard the carrier *Boxer* are busy providing advice to crewmen puzzled about legal problems.

Chief Yeoman Howard Masey, James Ellis, chief electrician's mate; Lt. Henry Boothe and LCDr. Austin Calhoun all are graduates of Southern Law University in Memphis. And Lt. (jg) Dewey Froseth was attending night classes there when his Memphis squadron was called to active duty.

All five of these sea-going counselors brought thick lawbooks and notes with



FOUR STARS-and-Bars boys from Memphis on Boxer—Earles, Hall (rear), Pitner, Champion



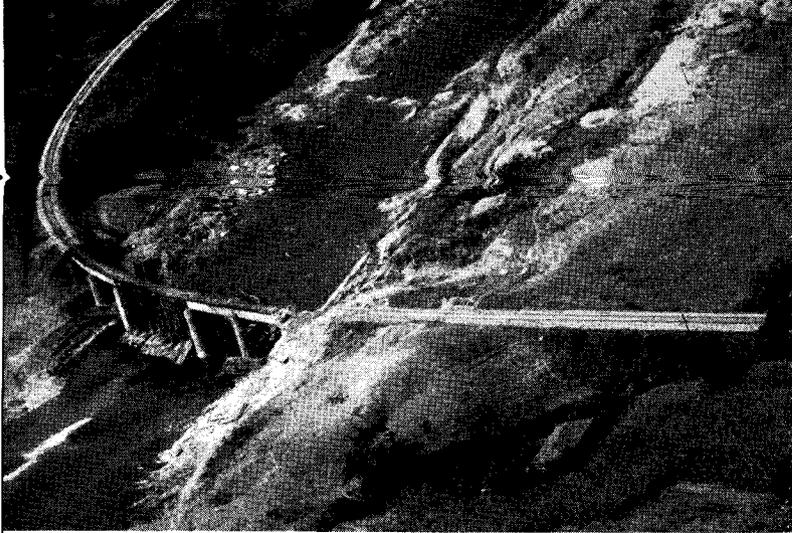
SEAMAN ANGELL of Los Angeles helps Lt. G. C. George fold raft after ditching rescue



SUDDEN FLOOD in Korea stranded jeep carrying UN staff to Kaesong, roadbed is flooded



FIVE SEA lawyers aboard Boxer brush up on law—Calhoun, Boothe, Froseth, Ellis, Masey



**THIS AERIAL** photo shows Korean bridge repaired after previous Navy strike, heavy timbers shoring up roadbed, end unfinished



**ONE DAY** later, the railroad bridge looked like this after the Princeton's Air Group 19 worked it over with low level attack

them and spend many off hours in heavy legal debate. Several times a week they hold group study sessions, during which Boothe, Masey and Ellis prepare for their bar exams.

Men aboard the *Boxer* visit the squadron office when they need legal advice. The lawyers have built up a "nice little practice," but of course it's all "for free."

### One Man War

Out at the fighting level, the Marines and Army have no trouble making unification work. Working with an Army air controller on the ground, Capt. Arthur Wagner, a Marine pilot in an F4U, was able to shatter an attack of 500 Chinese Communists in Korea.

Flying with an Air Force flare plane one night, Wagner heard a radio call for urgent help north of Seoul. The Army asked the flare plane to "send your little friend over here."

Wagner flew his *Corsair* over the area and tuned in for further directions from the ground. He was advised there was a clump of trees near a railroad bridge. In it were the hiding Chinese troops.

The Marine flier dove down at the wooded area and gave them a short burst of 20 mm. fire. "That's right," crowed the radio. "You've got the place

spotted. Now give 'em all the napalm you've got!"

As the *Corsair* pulled out of a second plunge, more than half the grove leaped into flames. "Now give 'em your bombs," directed the air controller. Wagner did, right in the middle of the trees.

He ran short of gas, flew back to base, refueled and came over again. He needed no directions to find the target, thanks to the flames. He dropped another load of bombs and strafed enemy machine gun positions.

There came a final word from the radio:

"You stopped the attack all right, buddy. Thanks a lot. You saved our bacon all by your lonesome."

### Let There Be Light!

Marine pilots of VMF(N)-513 found a way to lick the darkness problem while seeking out Communist convoys on North Korean roads at night.

When weather was cold, the Chinese drivers would usually drive their trucks with lights on and windows shut. This made it hard for them to hear attacking planes until they opened fire.

The enemy set up a warning system. Flyers approaching convoys noticed lights blinking and tracer fire from surrounding hills—warning truckers to

douse their lights. This made accurate pinpointing of the vehicles difficult.

So the Marines got an Air Force C-47 to use as a flare plane and the truck-killing resumed apace. A few problems had to be worked out like method of rendezvous, altitude of flare release and type of attack by the fighter-bombers.

It was found that by close coordination with the flare plane, attacks may be made in the same manner and at the same altitude as those formerly made in the daytime. The desirable flare plane would be capable of remaining on target for six hours, dropping flares at the rate of 90 flares an hour.

*Flying Nightmare* squadron pilots flew 2,010 night combat hours during March, which may be a new record for an all-weather squadron. Their labors netted 420 vehicles destroyed and 208 damaged. Destruction is not claimed unless vehicles exploded or burned.

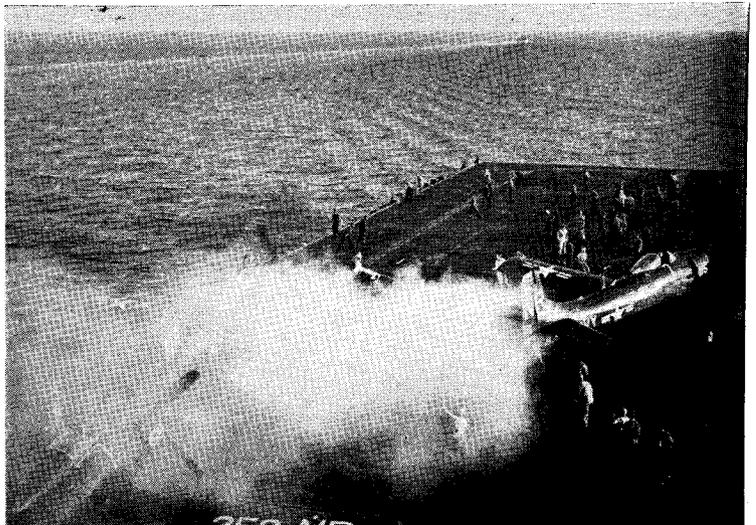
### Red Deadeye Dick

Two fighter-bomber pilots in the Marine "Death Rattlers" squadron have a healthy respect for a certain Red Chinese machine gunner.

Hidden cleverly somewhere in the area of an enemy ammunition dump, he has scored three hits in two days on the *Corsair* planes of the Leatherneck duo.

**ACCIDENTALLY**-loosened million candlepower flare starts to burn under Skyraider wing on *Bon Homme Richard* preparing to launch

**WHEN FLARE** threatens to destroy Skyraider, James L. Seig, AB, in white shirt ahead of smoke, tosses flaming package overboard





**CREWMEN** Forbush, Courtney and Rollf of the Princeton who removed igniters from napalm

"If we can't kill that gunner, we should walk up there and recruit him!" exclaimed 1st Lt. Burton V. Courchesne. "He's a regular 'Lou Diamond' on the .50 caliber!"

Flight leader Capt. Wm. T. O'Neal also attested to the prowess and skill of the enemy "deadeye." One day he and Courchesne's plane each returned to base with holes attributed to the Communist soldier X.

The next day when they worked over the identical spot, their rocketing run proved too tempting to the Chinese.

From "down there somewhere," he threw up more .50 caliber slugs. Two of them seared through the right wing of Capt. O'Neal's Corsair, just four feet from the cockpit.

But the demon marksman failed to keep the fliers from working over the target and knocking out 10 buildings.

### Flight Deck Hotfoot

When a Douglas Skyraider landed aboard the USS Princeton in Korean waters recently, three members of the safety watch spotted an unreleased, unexploded napalm bomb hanging from its belly. (see photo above)

Aviation Ordnanceman E. H. Forbush was first to discover the bomb igniter was activated and apt to explode at any second. Torpedoman Rod Courtney and Aviation Ordnanceman E. H. Rollf and Forbush, knowing they had only seconds before the igniter exploded throwing flaming gasoline jelly over the flight deck, remained on the job.

They removed the igniters, one of which exploded even before it hit the water as they tossed it over the side of the Princeton.

### Mechs Win Award

The appreciation a pilot feels toward his plane captain upon whom he depends

**GRAPHIC** aerial photo of Inchon tideflats shows why Navy's vast knowledge of amphibious landings is needed in Korean conflict



**HIS FACE** cut in combat, Cdr. Maultby of VA-55 inspects gaping AA hole in his flap

for correct functioning of his plane in combat seldom takes a tangible form.

However, the Marine Devilcat squadron, based in Korea, devised an award known as the Silver Throttle, presented monthly to the plane captain whose aircraft was in operation the most during the month.

The maintenance Oscar was presented for the first time to plane captain, Sgt. William Leoniy. Sharing honors with him was Corp. Charles C. Smith, first mechanic.

### Everything Happens

Lt. (jg) Val H. Schaeffer, Princeton Corsair pilot, is a new member of the "It Never Rains But It Pours Club" after a combat hop over North Korea.

On his 20th strike with his mates, Schaeffer told his section leader he would have to stay over the overcast on a bombing and strafing mission because his windshield was covered with hydraulic fluid and he could not see.

Heading for the carrier, he planned to lower his wheels with the emergency "blow down" gear. He started dumping his ordnance—but one 100-pound frag-



**PRINCETON** pilot Schaeffer refolds his raft that saved life after rugged day in Korea

mentation bomb refused to leave the rack. He tried pulling out of dives at high G to shake it, but no luck.

Schaeffer arrived over the carrier with the bomb still dangling from his plane. When he tried his "blowdown" gear it would not work. "I guess it just wasn't my day," he commented afterward.

The ship told him to go to an Air Force base on the Korean coast, where he could try a crash landing, bail out or ditch his plane in the water. His plan was to "belly in," hoping the bomb would not explode. He tried to open his canopy as he neared the field, but it would go only part way—enough for him to get out but not so far he could be sure it wouldn't jam shut after a crash landing.

The Air Force made up his mind for him. They said it was their field, and they liked it better without holes, and would he mind dumping his plane and bomb in the ocean. So Schaeffer went out over the water and bailed out and got in his life raft. Some Korean boys swam out and towed him to shore, where most of the Air Force base personnel was lined up to welcome him.

