

WHEN MARINES CAPTURED KIMPO AIRFIELD THEY FOUND SOVIET TYPE PLANES LIKE THIS IL-10 FIGHTER WHICH WEREN'T FLYABLE ANY MORE

KOREAN AIR WAR

Keep This Dark

It was dark in the deep, narrow North Korean canyon. Marines in it needed medical supplies and, worst of all, ammunition.

Above circled a supply plane with those things aboard, but it did not know where to drop them. Also there was Capt. Donald J. Hallameyer, forward air controller, who could hear the plane overhead.

Picking up his radio, he called the pilot. Using a fire started earlier in the day by napalm as a "guide beacon", he gave the flier instructions a la ground controlled approach.

Using the plane's blinking lights as a guide, Hallameyer coached the transport down the narrow canyon, telling him when to drop the supplies. His radioed directions were all that kept the plane from smashing into a canyon wall. Only a flier familiar with GCA could have brought the para-plane over the drop area in total darkness.

Marine Air Versatile

Marines in Korea are flying 15 different kinds of airplanes, the latest addition to the "stable" being the little Bell helicopters rushed out by air from the factory.

Big R4D and R5D transports carry the supplies and troops in and out of the Orient. In the fighting stable are F9F *Panthers* and F4U *Corsairs*, plus the F7F *Tigercat*, built during the last war but seeing its first combat in Korea. Two models of the F7F are in use, one a radar-

armed night fighter and the other a stripped down photo plane.

The other utility planes like the tiny Stinson OY *Grasshopper* observation plane, the TBM *Avenger* and the Beechcraft SNB round out the conventional members of the "stable." Two types of Bell helicopters are in use, bolstering the HO3s which has proved its worth from the start of the war as a rescue and utility plane of many uses.

'Close' Air Support

You want to know why Marine ground troops think their air support planes are wonderful?

Here's a good example. A machine gun platoon led by T/Sgt. Harold K. Beavers was facing hordes of Chinese

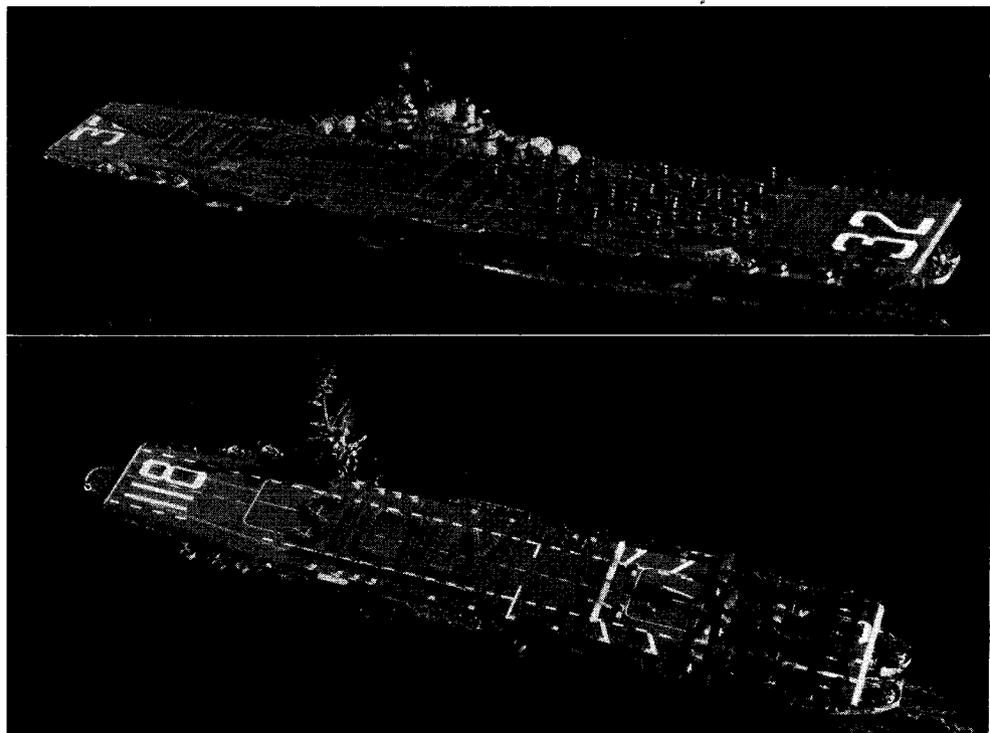
Communist troops swarming over a ridge overlooking his unit's position.

The draw separating them from the Chinese was not more than about 75 feet across, so it seemed impossible for fighter planes to strafe without hitting the Marines.

One of the four Marine *Corsair* pilots overhead had a different idea, however.

Circling over the position, the pilot radioed his buddies to display identification panels. Then he dipped into the narrow draw, wing guns blasting the Chinese.

Again and again he dove his plane into the opening. Each time it looked as though his wings would brush the ridge on either side. "He came so close to the ground I could have rammed a rifle into the plane," Beavers said.



CARRIERS SICILY and *Leyte*, happy to be home in San Diego after tour in war zone

CREWMEN ON the Badoeng Strait use snow-plow to clear flight deck off Korea coast

Finally no more firing came from the Reds, and not one slug had hit a Marine foxhole.

The calm voice of the pilot was heard over the radio again. "You want napalm?"

Each man of the platoon, smiling his thanks, waved him off.

20-Ton Plane Tractor

"The oddest sight I've seen in this war was that tank dragging my plane off the strip."

This comment was made by Marine Lt. Joe R. Bibby, whose *Corsair* was brought down by ground fire on his first run over the Chosin reservoir area while on a close support mission.

He made a wheels-up emergency landing on the small strip at Koto-Ri and ran for his life, expecting the escaping gasoline to blow the fighter sky high.

Nothing happened. Mercy planes to evacuate wounded Marines circled overhead, waiting for the explosion. Finally a Marine tank clanked up to the plane, hooked on and dragged it from the strip so the transports could land.

Since there was no choice, the fighter had to be destroyed. Demolition men had difficulty in setting it afire, but finally it broke into flames.

LSO on Korea Strip

Landing signal officers don't always save wounded men's lives, but hundreds of Marine and Army casualties are alive today because a carrier-trained LSO brought in Marine planes on a short, rough strip in Korea.

Waving his paddles as he did in bringing planes aboard his carrier, Capt. Malcolm G. Moncreif directed Marine pilots flying TBM torpedo bombers to landings.

He stuck to his flags for more than two days despite sniper fire and artillery and mortar shells that screamed over the strip. On the first day alone, the Turks brought out 99 wounded men from



Koto-Ri. Finally, when all the casualties had been lifted to safety and Koto-Ri was being abandoned, Moncreif flew back to his carrier duty station.

Animals vs. Jets

Camels and horses are fair game for aerial sharpshooters in the Korean war since they are the "wheels" used by Chinese Communists to move supplies.

Lt. Weldon Mitchell, a Marine pilot, blinked when he saw an ammunition-laden camel in the gunsights of his F9F jet. He opened fire and the camel became mincemeat, the first jet-vs-camel strike in history.

Near Hungnam, Capt. Wilbur Wilcox saw about 75 horses hidden under trees. Many had fully-loaded packs on their backs. Wilcox opened up with 5" rockets and 20 mm cannon and that Chinese pack train was scratched.

Back Seat Drivers

Supposing you are a rear-seat observer in a two-man Marine observation plane and your pilot gets killed by Communist ground fire. What then?

The Marines decided to do something about it so they began training ground officers how to fly the *Grasshoppers* in case of an emergency. A dozen artillery and tactical air observers attached to a First Marine Aircraft Wing observation squadron, who ride in the back seats to spot enemy troops, were given a quick checkout in what to do. During quiet periods, qualified pilots showed them a few things about take-offs, landings and flying the small planes.

New Japanese Game

Japanese children, who often coat their kite strings with ground glass and stage aerial battles, have invented a new game in the area surrounding the 1st Marine Air Wing's Japanese base.

They deliberately fly their flimsy kites in the landing pattern of nearby practice fields and laugh happily when a Marine *Corsair* pilot, flying in a rigidly controlled pattern, smashes the kite or shears off the string. Two Marine pilots, Capt. L. J. Bernal and 2nd Lt. Frank Daugherty, recently destroyed three kites during field carrier landing practice. Five kills will make them "kite aces".

ANY OLD SYSTEM will do when you're clearing carrier decks of snow; Korean war has given Navy plenty of cold weather work

MAN THE SHOVELS! Deck crewmen on *Badoeng Strait* (CVE-116) fall to with vigor to clear away night's snowfall while off Korea





CAPT. JOHN S. THACH of the carrier *Sicily* takes time out to try enlisted men's chow on his ship with Machinist's Mate Pietras



CAPT. JOHN D. ROSS watches 118th bomb painted on his *Corsair*, making missions in five months; Ridgeway, Sartin, Biddle watch

Three Came Home

Brass bands and baton-twirling girls turned out three times in one week of February to greet the carriers *Leyte*, *Sicily* and *Badoeng Strait* as they steamed into San Diego harbor after combat duty in the war zone.

Happy crew members lined the decks while families and sweethearts stood on the docks below waiting for the ships to dock. The carriers were luckier than the CV *Valley Forge* which came home around Christmas and then had to cancel leaves and speed right back out to Korea five days later when the Chinese Communists struck.

The *Leyte* came home with an impressive record of having cruised 86,000 miles during the last year. Her planes flew 2,406,000 miles during 4,536 sorties, providing ground support to UN forces to the Manchurian border and then to the Marines evacuating Chosin reservoir, following up with support of forces during the Hungnam evacuation.

Her planes fired more than a million rounds of .50 cal. ammunition and rockets up to the 11.75" *Timy Tim*. Out of her last 18 months of duty, only two of them were spent in the states.

The *Sicily* and *Badoeng Strait* both left last July with flight decks loaded with planes. They have been operating with the First Marine Division almost continuously since that time. The *Sicily* is known as the *Black Sheep Jeep* since

MARINE crewmen stretch legs at Sasebo, Japan as *Badoeng Strait* put into port

her fighters were all from VMF-214 which won world fame as Pappy Boyington's *Black Sheep* squadron.

The carrier, according to Capt. J. S. Thach, is extremely proud of her Marine airmen who flew 8,122 combat hours against Korean Reds, more than twice as many as the *Black Sheep* compiled during all of World War II. Between 4 July and 4 January, the *Sicily's* crew averaged only eight days liberty, showing how busy the little carrier has been. For 28 days straight she lay off the Korean coast and hammered North Korean forces.

Every GI in the 10th Army Corps and the First Marines knew the *Corsairs* from the *Badoeng Strait* and *Sicily*. Their air support was tied closely to ground troop operations. Besides knocking out an estimated 3,000 enemy troops, the *Sicily's* planes shot up 91 guns, 37 tanks, one ship, 10 sampans, 5 locomotives and hundreds of horse-drawn vehicles.

Cannibals in Korea

Marine airmen go to great lengths to keep their planes flying.

One *Corsair*, shot down by Chinese Communist small arms fire, was landed in friendly territory.

The pilot hitch-hiked home and reported to his squadron commander that, aside from a few holes, the fighter was in good condition. Maj. Harold Eisele

MAJ. WM. LUNDIN, minus exposure suit, briefs Capt. John S. Thach on his mission

made a check. It was impossible to repair the plane and fly it out of the area, so he did the next best thing.

He sent several small expeditions by jeep to the plane. Each returned with parts critically needed as spares for other aircraft. What was left of the *Corsair* finally resembled a defunct Thanksgiving turkey skeleton.

Marine Air Wins Praise

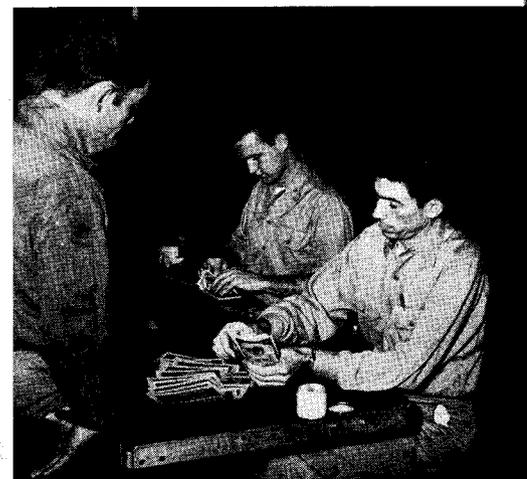
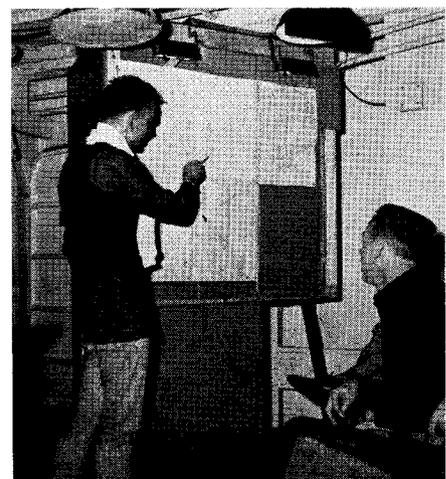
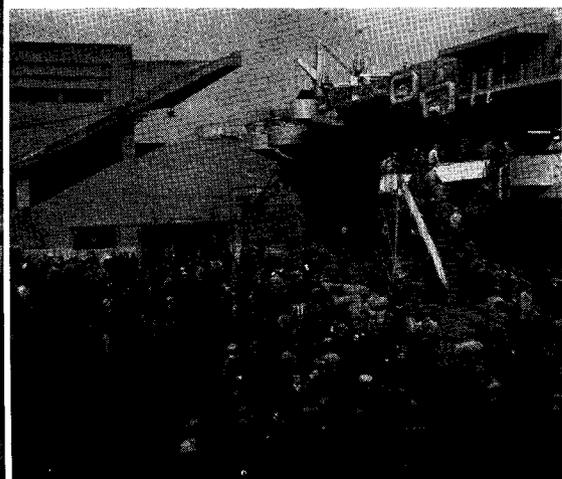
They're still talking about the evacuation of the Marines from the Chosin reservoir and Hungnam areas of Korea, one of the classic military maneuvers of history.

And the part aviation played to make it so successful is still being told. Squadrons of the First Marine Aircraft Wing flew around the clock to maintain an umbrella of *Corsair* and *Tiger* fighter bombers over the First Marine Division during its frigid march from the interior to Hungnam.

Marine transport planes, *Grasshoppers*, helicopters and borrowed Navy torpedo bombers evacuated thousands of wounded and frost-bitten infantrymen from emergency strips at Hagaru-Ri and Koto-Ri.

The first jet aircraft to be flown by Marines in combat also were flung into the battle. In all, 10 different types of aircraft were employed by the Wing in its greatest effort of its 10-year history.

CHIEF HERBST on *Sicily* pays Sgt. Robney off in Jap currency for Sasebo liberty

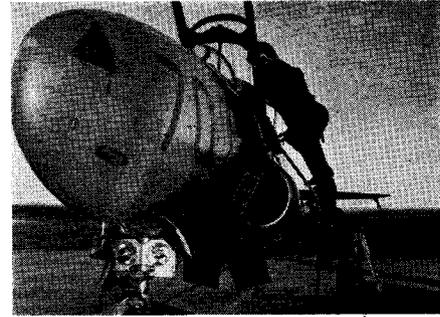




ADM. TOWERS GREET'S HERO'S MOTHER, SISTER



MEN ON CARRIER MONTEREY HEAR HIM WARBLE



GODFREY CLIMBS ABOARD TO-2 SHOOTING STAR

Plaques Honor Naval Hero Butch O'Hare Feted at Naval Academy

One of the Navy's outstanding air heroes of World War II was honored 18 February when memorial plaques in his memory were unveiled at the Naval Academy.

One of the plaques to LCdr. Edward H. "Butch" O'Hare was placed in Memorial Hall in dedication ceremonies led by Adm. John H. Towers (Ret.) under whom O'Hare was serving when he shot down five Jap bombers in one attack on his carrier.

A second plaque in his honor, presented by the Naval Airmen of America, is a replica of one presented to the city of Chicago at the dedication of O'Hare field in 1949. This is now in the Naval Academy museum. Witnessing the ceremonies were Mrs. Selma O'Hare, his mother, and his sister, Mrs. Marilyn Tourea, both of St. Louis, Mo.

The room in the midshipman barracks at Bancroft Hall which he occupied will hereafter be known as "The O'Hare Room."

● VR-5, MOFFETT FIELD—An R60 *Constitution* flew 156 passengers and 2400 pounds of squadron gear from San Diego to Pensacola. On the return trip, an engine failed. The plane landed at Biggs AFB, El Paso. A new engine was flown in aboard NACA's Fairchild *Packet*.

Godfrey Flies Navy Jets Finishes JTU-1 Two-Weeks Training

NAS PENSACOLA—Cdr. Arthur Godfrey, who has some connections in radio and television, also can fly a jet airplane. He proved that, in his own words, "any mother's son can fly a jet" by finishing the two-week training course at JTU-1, Whiting field.

Godfrey owns three planes of his own and has better than 6,000 hours flight time. He recently went through Navy flight training and won his gold wings, returning in January to take jet training.

"I tell you," he said in his most convincing manner, "there's nothing finer, more simple, nor more satisfying than flying a jet!"

Cdr. Godfrey started his Navy career 30 years ago. After finishing his jet course, he went on a tour of Atlantic Pact nations of Europe as a member of General Eisenhower's staff.

"Upon my return to the radio and television networks, I'll have two very interesting subjects for my listeners," says Godfrey. "I want to explain to them what I've seen in Europe and further explain why we must continue our active support to the Atlantic Pact.

"Secondly, I want to clear up something in the minds of our parents about their sons who are eligible for military

service. I've told them once, proved it once, and now I'm going to tell them again. Any mother's son can fly a jet. I know, because I just did it!"

CV Welcomes Bloodmobile 1,000 Men, Wives, Donate in 2 Days

Remembering their buddies and shipmates in Korea, officers and men of the *USS Boxer* (CV-21), recently donated over 900 pints of blood in a two-day campaign aboard the aircraft carrier.

The mobile unit of the Irwin Memorial Blood Bank of San Francisco received 501 pints of the life saving fluid the first day, the largest amount ever taken by the unit in a single day.

After being hoisted to the flight deck, the mobile unit, which is a refrigeration car, was lowered to the hangar deck by the ship's elevators. Hospitalmen were kept busy carrying pints to the unit.



BLOODMOBILE IS HOISTED ABOARD USS BOXER

When the bloodmobile was filled to capacity, the remaining pints were temporarily stowed in the ship's reefers.

In the officers' wardroom 33 beds were placed for donors. Leading off were the Commanding Officer, Capt. Cameron Briggs and his wife, Doris.

When the campaign ended, about 50% of the crew and some of the wives had participated. Originally scheduled for one day, the operation was extended when over 1,000 pledge cards were submitted.

All donors received coffee and orange juice after the bloodletting.

One sailor made this remark in volunteering, "I remembered what was in the ship's memorandum. It went something like this, 'Remember, this could be a loan, not a donation.'"



EVEN WHEN YOU are fighting a war there are times when there is little to do. Aboard an aircraft carrier, hobby possibilities are small, but men still find time to do a little tinkering with tools. Dan H. Parker, AN, aboard the *Sicily*, built a gasoline-powered model plane while Chief Machinists' Mate Frederick J. Kendall turned out a tiny racing car.