KOREAN AIR WAR

AS DAY *begins to dawn, rockets are loaded on AD Skyraiders aboard the Oriskany in preparation for an early-morning launching over enemy territory in North Korea*

Eyes in the Night

Marine pilots, flying the deadly jet night fighter, the Douglas F3D *Skyknight,* are raising the tally of Russian-type planes downed in night action over Korea.

The fast, high-flying *Skyknight* twin-jets are patrolling *Mig*-Alley at night. In performing the "night watch", *Skyknights* fly out in single missions to search out enemy aircraft. A Marine pilot and air interceptor operator (radar operator) operate the plane and its sensitive all-direction radar gear. The F3D is the Navy's first jet plane fundamentally designed for night or all-weather fighting.

First "kill" took place near midnight 2 November 1952 when Major William T. Stratton, Jr., and MSgt. Hans Hoglind, radar operator encountered a YAK-15. Hoglind told Stratton he had made the contact and directed him to the enemy plane. The pilot was able to establish visual contact with the *Yak* by the orange glow of the target's tailpipe. He nosed the *Skyknight* into a dive and closed in.

His first burst exploded in the *Yak's* left wing. The second hit the fuselage and engine. Immediately afterward, the two Marines flew through a smoke cloud and debris and saw their target falling earthward out of control. The two men later were awarded Distinguished Flying Crosses for the action.

A week later Capt. O. R. Davis and Warrant Officer Bramus F. Fessler were on a routine night patrol flight. With the aid of the plane's radar eyes, they maneuvered onto the tail of a MIG-15 and destroyed it with a burst of 20 mm. cannon fire.

Next *Skyknight* to score against the Reds was piloted by Lt. A. J. Corvi and MSgt. Dan George on a December night air patrol mission. Lt. Corvi's victim was a Russian-type PO-2.

There have been other Red victims as the *Skyknight* pilots continue to perfect their night aerial combat tactics. Three more Russian-type planes, probably *Migs,* were downed in January, although details are lacking. The *Skyknights* also are being used as fighter escort for B-29's on night missions over North Korea.

Another Marine was added to the list of jet-baggers since the beginning of the Korean conflict. Word was received from LCol. John S. Payne who served as an exchange pilot with the Fourth F. I. G. 5th Air Force in Korea from 28 February to 26 April 1952. Payne was credited with one MIG-15 destroyed in aerial combat on 16 March and one damaged on 1 April before his tour ended.

Out on First

It was a different kind of game the former Boston Red Sox slugger was playing when he suddenly found himself out on first. Capt. Ted Williams, a Marine Reserve pilot, on his first Korean combat mission, was forced to crash-land his burning *Panther* jet at a forward air base after taking part in a plane strike against North Korea.

Williams' pass over a sprawling troop and supply center near Pyongyang went smoothly enough. He went in on a run at approximately 45° and started to pull out and climb at 350 knots. As he approached 5,000′ his stick started to shake violently. He hadn't felt anything hit him.

Williams tried to call his flight leader but couldn't get any response. Lt. Lawrence Hawkins answered and told him he was leaking what appeared to be fuel. It was hydraulic fluid. Between 10,000 and 15,000′ Williams cut his radio transmission. Just then, his aileron boost went out, and he turned it off. Lt. Hawkins took over and guided the Marine to K-13 landing strip. His fuel indicator was zero and he could hear a violent rumble in the rear of the jet.

Approaching K-13, he broke over the field at 300′ after dropping low and scaring some Koreans in the village below. He started a wide sweep toward the field, using both hands on the stick on the final approach. Thinking he was making too fast an approach, he looked at his airspeed indicator. It registered zero.

By this time, Capt. Williams was really in trouble. His wing flaps weren't working and his wheels wouldn't go down. There was nothing for him to do but belly in. The ground came up and he hit pretty hard. The plane skittered along as though it would never stop. He almost struck a fire engine which swerved away just as he hit the deck.

He finally got the canopy off, tumbled out of the cockpit and ran, expecting an explosion any minute. The crew was there to fight the fire.

Ted Williams flew his second mission the next day. His comment was, "It sure was better than the one yesterday!"

Making the Bombs Count

One of the most successful close-air-support strikes for UN troops occurred on the western half of the battle line. It was a strike in which the pilots really made the bombs count.

An enemy ridge 15 miles west of

Chorwon, honeycombed with bunkers, trenches and gun positions was attacked by 11 Navy planes from the USS *Kearsarge.* Eight *Skyraider* dive bombers, led by LCdr. Ralph Zecher, and three *Corsairs,* led by LCdr. Bill Duncan, dropped over 35,000 pounds of bombs on the enemy positions. The Army Airborne Artillery Observer who selected the targets for the Navy planes reported 100 per cent effective use of the bombs and 100 per cent coverage of the target area.

The attack relieved a tense situation for Army troops defending positions on the front line. The Army Regimental Commander was so impressed with the performance of the *Kearsarge* pilots that he sent to CTF-77 his "compliments on a very good strike."

Reds, Reds Everywhere

The Reds are going to have to determine a safe method of rotating their line troops or the Marines are going to keep on having easy pickings.

Leatherneck pilots of MAG-12 had a real turkey shoot on the central front when they surprised an estimated two regiments of Communist troops on the open slope of Papa-san Mountain. The *Deathrattlers, Devilcats* and *Wolfraiders* strafed and bombed their unexpected target, killing an estimated 120 troops and leaving an unestimated number wounded.

Capt. Harry O. Taylor, who led one flight of the *Deathrattlers* said the surprise attack apparently caught the enemy in the act of rotating two regiments of line troops. With the Commies spread all over the place, the Marines just couldn't miss that day.

Unarmed Marine Guides AF

Marine Major James N. Bathrick probably calls himself an unusual fellow. A photo pilot, he led a flight of four AF fighter-bombers on a successful train strike near Sinmak in North Korea.

The *Leatherneck* pilot was returning from a lone photo mission for MAG-33 in his unarmed *Banshee* jet when he spotted a string of boxcars thinly camouflaged against the track embankment. He made a low pass along the tracks to make certain it was not an illusion or that the train had not already been hit. Flak and small arms fire convinced him the target was "for real." Piles of stacked supplies indicated the train was "alive."

He immediately radioed the position of the previously undamaged target and four F-80 jets were scrambled and directed to the area. The flight leader contacted Major Bathrick and decided that his flight would follow him in.

The Red troops guarding the train had increased their fire power. The Marine photo pilot buzzed the string of boxcars and the AF fighters followed him in for the kill.

While orbiting above the target, the major watched two near misses and a direct hit splinter the boxcars and cut the rails. The AF jets were finishing off the supply train when Major Bathrick nosed back to his base with just enough fuel to land.

Too Much Breeze

As Ens. David L. Brenner, *Oriskany Corsair* pilot, laid a low-level rocket attack on a rail bridge south of Songjin, flak ripped into his plane. He managed to glide back over the sea and ditch.

A helicopter from the heavy cruiser *Los Angeles* arrived at the ditching scene in a few minutes and Brenner was carried to safety in the sling hanging below the craft. Commenting on his five-mile ride in freezing weather, Ens. Brenner said, "I'll stick to regular flying after this, especially when I'm wet. There's nothing wrong with the method, but the air conditioning is too much for me. All kidding aside, though, I sure was glad to see that helicopter."

Piercing a Disguise

A Navy photo pilot with "X-ray eyes" fooled the North Koreans who thought they had succeeded in fooling the Americans.

The North Korean village of Chungbojur-ri appeared from the air to be an apparently harmless village and aerial observers couldn't see anything different about it. However, an alert Navy photo reconnaissance pilot noticed an unusual amount of activity and the presence of heavy vehicle tracks in the center of the village.

A special photo mission was flown and intelligence data obtained about the area. It was discovered that the village was a complete sham, used to house Communist vehicles. Even the walls in the houses had been pulled down and a complete maintenance center set up. The North Korean citizens had been forced out of their village, and the military had taken over.

When the disguise was finally pierced, the area was slated for destruction. The two pictures below show what happened when the *Red Rippers,* VF-11, flying from the *Kearsarge* hit the area.

SHAM *village is shrouded by dense smoke pall after Red Rippers from Kearsarge drop fragmentation bombs on maintenance area*

COMPLETE *destruction of the cleverly-disguised vehicle area is clearly shown after Red Rippers bombed and strafed town*

Oriskany Honored

A new home for some 100 Japanese orphans will preserve the name of an American aircraft carrier and its crew in the hearts of the Japanese. The new building in Shizuoka, Japan will be called "Oriskany Hall."

Its title was selected by the orphanage directors in appreciation of a substantial gift of over 1,000,000 Japanese yen from the carrier's crew. They had heard that a group of Salesian Sisters needed financial help for an orphange addition and put an organized drive over with rousing success.

When the ship docked in Yokosuka for a temporary rest period, Capt. Courtney Shands, CO of the *Oriskany,* presented the check to a little Japanese boy. It was then the crew learned the building would be named for the ship.

The little group that took part in the ceremonies was invited to lunch aboard the carrier. The "strange Americans" were the first the children had ever seen. When the visitors prepared to leave the ship, the crew presented them with one more gift for remembrance, a new American delicacy which little Oriental taste buds had found quite pleasant. More than once during their meal that day, they had asked for the vegetable that "talks" when eaten—celery.

Leatherneck Papa-sans

Everyone fighting in the Korean conflict admits this is a screwball war. Whoever heard of the Marines taking the whole day off in any other war just to play with a bunch of kids?

The kids were a group of round-faced, almond-eyed moppets from three orphanages. They've all been restored to health and are being cared for by contributions from MAG-12.

The get-together was arranged so that 450 *Leathernecks* could get a chance to see the results of their good work. Every Marine laid down his tools and picked up a clinging child for the day. First there was dinner, which the men offered to forego for the kids. Then cartoon movies followed with all of them splitting their sides laughing.

When it was time for the kids to go home, the Marines bestowed 1350 toys, 150 gloves and 50 scarves on the kids. It was an awkward moment for the men with the tender hearts and the tough manners. Although none of them had colds, most of them blew loudly into their handkerchiefs.

All Lit Up

Koreans living near the *Flying Nightmares* of MAG-33 think maybe they've discovered another kind of nightmare in the vicinity and are steering clear of the crazy *Leathernecks* for a while.

It all began when a building was under construction for the electronics section. Volunteer Korean help was plentiful, so plentiful in fact that much of the time the men were just getting in the way. MSgt. George A. Perry thought he had the solution, so he placed two light bulbs in his ears and stepped in front of a radar antenna.

The bulbs lit up, the Korean laborers looked and then ran. Not one returned and the Marines finished their building. What the Koreans didn't understand was that the radar antenna gave off a fairly high electrical charge so that every time the antennae made a sweep, the lights in Sgt. Perry's ears burned.

Slipped his Mind

Marine Capt. W. S. Anthony was spotting fire for the last mission of a highly successful day's firing by the USS *Los Angeles* when his pilot, a Korean from the Fifth ROK Division, headed the plane out of the area under attack. Capt. Anthony asked why they were leaving in such a hurry. The pilot pointed to the oil pressure gauge and the captain watched the needle drop from 60 pounds pressure to a point somewhere between five and 10 pounds.

Unpleasant memories began to stir for the Marine captain. Just two days before, when returning from a similar spotting mission, the helicopter in which he was riding had crashed landed on the fantail of the cruiser from which it was operating. He wasn't looking forward to a repeat performance.

Capt. Anthony held his breath while the pilot made a safe landing by gliding the plane for the last minutes of the flight. It was only then that he remembered he had forgotten to report the results of the unfinished mission.

IT'S HARD *to tell who's having the best time—the Oriskany sailors or the Japanese orphans who were entertained for a day*

THE TINY *Corsair model painted with the markings of the Checkerboard squadron is replica of Mig-killer Folmar's own plane*

Mig-Killer and his Corsair

Capt. Jesse Folmar, the *Leatherneck* who blasted a *Mig* from the skies with a prop-driven *Corsair,* will always have a constant reminder of the veteran plane in which he made his kill.

He was guest of honor when Chance Vought Aircraft held an open house in Dallas. Chance Vought's General Manager, F. O. Detweiler, presented the Marine with a scale model of the F4U in which he scored his triumph. The tiny plane was exact in every detail, right down to the markings of the famed *Checkerboard* squadron. LCol. William Crowe, WW II Marine ace, watched the proceedings.

Pyrotechnic Display

It may have been a little early in the season for a Fourth of July celebration, but seven dive-bomber pilots from the *Oriskany* staged an early preview.

Flying in close air support of UN troops on the eastern half of the front lines in the Punchbowl area, they struck several installations. LCdr. William E. Chitty, flight leader, hit the center of a big ammunition dump. A spectacular explosion resulted, sending smoke, fire and debris more than 4,000 feet into the air. It was visible for miles and set off other explosions in a pair of smaller dumps.

Pilot's Best Friend

A *Corsair* pilot had just taken off from the *Valley Forge* for a strike on vital installations on Korea's east coast when the thing all aviators dread most happened to him. At 1800 feet, a few minutes after becoming airborne, his engine quit and he was forced to ditch. In Korean winter weather the winter ocean temperature is low enough to kill an unprotectd person within minutes.

The flier jettisoned his bomb load, checked his safety belt and shoulder straps and concentrated on his landing. The seas were rough, and he made a hard landing which not only stunned him momentarily but ripped his survival suit.

The pilot regained consciousness under water, managed to get out of the cockpit, surface and inflate his raft. By this time his flying mates had alerted the Navy's modern breed of lifeguards, carrier-based Navy helicopter pilots who safeguard the lives of pilots caught in just such a predicament.

Helicopters from the *Kearsarge* and *Valley Forge* raced to the scene. The *Kearsarge* chopper reach him first and began rescue efforts immediately while the *Valley Forge* 'copter stood by.

The pilot had been exposed for about ten minutes to the freezing air and water which rushed into his ripped survival suit. Weak from the effects of the buffeting he had taken during the landing, together with the numbing effect of the cold, the flier was barely able to hook his arms and upper body into the sling which had been lowered from a winch.

Before he could be hauled into the cabin, he lost consciousness. The 'copter pilot and crewman were unable to get him into the protected cabin. His position in the sling was such that he was being choked, so he was released from the sling and his life jacket was hooked to the 'copter's life jacket hook.

Dangling below the "whirlybird", he was brought back to the *Valley Forge.* He was rushed to sick bay where he later recovered consciousness and, except for bruises and shock, was unharmed.

Diamonds may be a girl's best friend, but in the Korean combat zone the carrier pilots all say the Navy's "winged lifeguards" are a man's best friend.

COMING *aboard the hard way! Valley Forge men await return of pilot downed in icy water*

KEARSARGE *'copter pilot, Lt. (jg) Ray McMillan is Navy's idea of a "winged lifeguard"*

Local Skirmish

A gray Korean dusk was settling over the first snowfall at a forward air base of the First Marine Aircraft Wing. The fresh snow covered a sand-bagged emplacement where a squad of Marines crouched, planning an attack.

"They really caught us by surprise. Never thought they'd turn on us. But now we'll give them a dose of their own medicine."

"How many of us did they hit?"

"About a dozen, I guess. We weren't armed like they were. They just walked up and let us have it."

"We've got enough ammo now, though."

"Yeah, we packed plenty of it."

"O.K., let's go! Grab your ammo and move out. Make every one count. Let's hit those guys!"

With that the Marines grabbed armfuls of snowballs and delivered a smashing attack on the Seabee area.

The Class Didn't Meet

Pilots of the *Red Rippers,* VF-11, slowed down military training of North Koreans when they hit a military training school in the city of Anchon on the east coast.

Aerial photos had revealed the presence of several buildings, a drill yard and an obstacle course. Making the most of their opportunity, the *Kearsarge* pilots struck just as morning classes were convening. Four *Banshees,* led by Lt. W. B. Barrow, made the attack and heavily damaged the entire establishment.

North Koreans are now advertising for a new military school.

A Peek at Communist China

A 21-gun salute from the five-inch batteries aboard the aircraft carrier *Kearsarge* heralded her arrival at the British Crown Colony of Hong Kong. It marked the first time since the start of the Korean conflict that a United States carrier had entered the port.

EAGER *Chinese merchants cluster around Kearsarge landing craft as ship visits Hong Kong*

Liberty-bound sailors were welcomed with open arms on the scenic island of Hong Kong which houses the city of Victoria and in the adjoining city of Kowloon on the mainland. Hoards of camera addicts discovered a photographer's paradise in the steep green hills, the thronged thoroughfares and the sampan-dotted sweep of the teeming harbor. The myriad shops and cafes in the two cities proved no less popular with other receation-bound sailors.

The crowning highlight of the week-long visit for many officers and men was their first view of Communist China. By taking a 15-minute ride on the "Peak Tram" cable car up the sheer slopes behind the city of Victoria. they were rewarded with a breath-taking view of the harbor, neighboring islands and the Chinese homeland behind Kowloon.