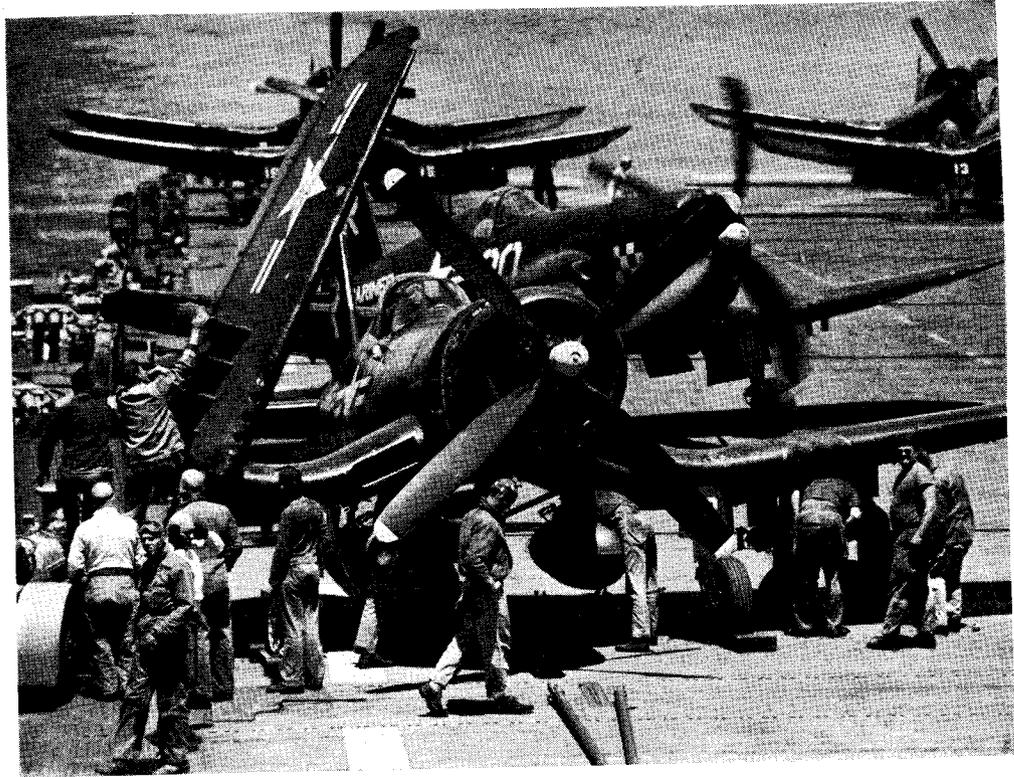


T H E W A R



Postman's Holiday

Some of the pilots of VF-112 are spending their rest and rehabilitation leave in an unusual way. When the *Philippine Sea* is in port in Yokosuka, they have attached themselves to Army or Marine units on the front lines in Korea and lived the life of infantrymen. This first hand knowledge is proving valuable in close air support work.

Two pilots, Lt. H. P. Conroy and Lt. (jg) J. H. Scott, recently spent four days at the front with an infantry division. They developed a tremendous respect for the gravel crunchers after sweating out a few rounds of artillery and observing at painfully close range how rocky a Korean hill can be.

Army pilots flew Conroy and Scott on artillery adjusting missions over the enemy lines in slow unarmed L-19 observation planes. Dodging flak in the L-19's was a nerve-wracking experience for the *Panther* jet pilots accustomed to operating at considerably higher speeds.

Two other VF-112 pilots, Lt. (jg) W. A. Warde and Lt. (jg) M. R. Fallon, had similar experiences while climbing hills with a Tactical Air Control party. But instead of flying in L-19's, the visitors flat-hatted over the Chinese positions with an air controller in a T-6, the AF version of Navy's SNJ.

All hands returned to the ship as honorary members of at least one infantry division, complete with shoulder patch. There are a lot of double takes among *Phil Sea* crew members when

they see a pilot wearing a National Guard shoulder patch on his flight jacket aboard an aircraft carrier far at sea.

Flight leaders from Marine squadrons in Korea have joined the "gravel crunchers" to get the groundmen's eye view of the enemy. They'll spend several days in the First MarDiv's front line positions, and will get additional close-ups of the Reds from liaison planes.

Marine Corps schools call this "terrain appreciation." Front line Marines know it means more and closer air support for the infantrymen.

The Centurions

A new organization, the Century Club, was formed on the *Bairoko* recently when three pilots of VMA-312 flew their 100th combat missions of the Korean war together.

Capt. Paul L. Hitchcock, Capt. Beryl B. Sessions and Capt. Robert R. Tabler had juggled their flight schedules the last few days so they could have this "century" hop together. They were joined by Lt. Timothy J. Keane, the squadron's 150-mission pilot. The quartet first hit a vital rail bridge on which Tabler and Sessions got direct hits with 100-pound bombs. Two spans of the bridge were demolished. Rail yards next caught the eyes of these old hands and rocket fire destroyed two rail cars and damaged three others, plus a nearby building.

With just machine gun ammunition left, strafing runs were run against a

gun emplacement and enemy troops, killing several of them.

A chapter was added to naval aviation history when Lt. Charles A. Hooper of VC-61 flew his 100th aerial photo mission over enemy territory. Hooper is believed to be the first Navy pilot to accomplish this feat in a jet aircraft.

The mission was launched from the USS *Valley Forge*.

In Cold Water

Thanks to the Navy's efficient rescue system Ens. Eugene Bernard is around to tell his shipmates aboard the *Philippine Sea* about his rugged adventure.

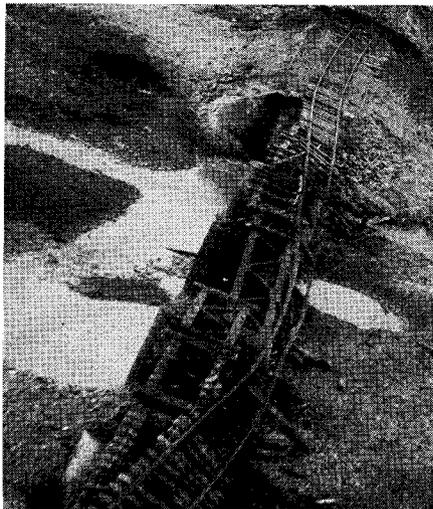
Ens. Bernard was flying a rail-cutting mission in the vicinity of Hungnam when his *Corsair* was hit by anti-aircraft fire. Blinded by oil from a broken line and with three bullet holes in his cockpit, he relied on instruments and the instructions of his wingman, Ens. Robert Kelley, to direct him to a point within range of a helicopter rescue.

Losing power and altitude, Bernard finally reached the coast and made a water landing in Wonsan Bay. He climbed into his raft to await the 'copter while Kelley flew protective cover. Within 30 minutes after the landing a helicopter from the *Philippine Sea* arrived and snatched the downed pilot from the near freezing water.

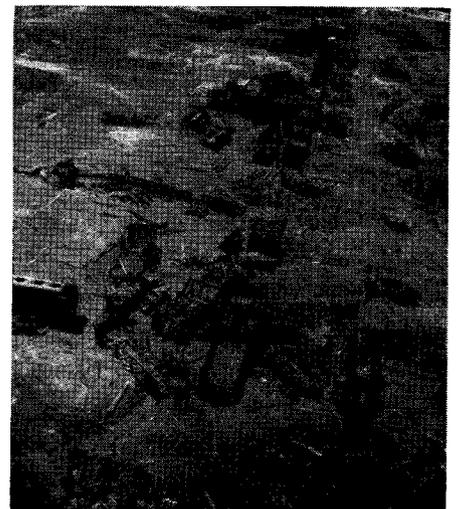
Bernard has special praise for his survival suit which enabled him to keep dry even in the rough sea. It was the major factor in his staying alive.



INTERDICTION is the bread and butter of carrier-based aircraft. By far the most common target is communications, especially rail-



roads with their bridges. Because repairs are made quickly, frequent raids are mandatory, as on temporary bridge in first picture



A Gay Array

The commander of Marine Air Group 12 in Korea, Col. Luther Moore, cocked a skeptical eye at the flying scarfs offered him in recent weeks.

With tongue in cheek the colonel remarked that scarfs are like rope, "give a man enough and he'll hang himself."

At least 18 feet of brightly colored scarfs have been presented the CO by his three Marine Reserve fighter squadron leaders.

More unusual than the scarfs is the fact that all of the fighter units are commanded by Reserves. This is the first time a Marine Air Group has had such a Reserve record in the Korean action.



SCARF snatched by Commies—Marine Checkboard squadron pilot Smart sports new one

Col. Moore said that "they have lots of spirit, as evidenced by their colorful and distinctive scarfs."

LCol. Robert L. Bryson, commanding the *Tigercats*, presented his CO with a scarf which approximates the tawny fur of a tiger. Skipper LCol. Richard Blume represented the *Deathrattlers* and proffered a scarf designed to resemble a tri-

angled rattlesnake skin. The leader of the *Flying Nightmares*, LCol. John Burnett, handed the colonel a blue neckpiece on which is emblazoned the moon and stars. This is in keeping with the *Nightmares'* assigned mission of night-flying.

After receiving his gifts, Col. Moore was faced with a problem—which one to wear? He decided on a compromise and now wears a neutral colored white scarf.

After-Dark Operations

Around-the-clock Marine helicopter taxi service accounts, in part, for the low mortality among Korean casualties. A summary of front line casualty operations, prepared by VMO-6, indicates this.

The report shows an increase in after-dark operations. VMO-6 airlifted 36 wounded infantrymen during the long nights of January and February. Only 39 night evacuations had been attempted in the eleven months preceding.

Since August 1950, the squadron's "choppers" and light observation planes have made 3,150 casualty evacuations.



ALTHOUGH just a shade under a half century, MSgt. Wooley still flies Korea supply 'copters

They have picked up 22 pilots downed behind enemy lines and 70 others from inside UN lines. Many of these rescues were executed in otherwise inaccessible terrain.

Record for a single night's operations was established in January when VMO-6 pilots flew three casualty missions.

Wants Blanket In Helicopter

"Start a fund to buy a blanket for the helicopter," was the reaction of Lt. Don Berner after being plucked from frigid Korean waters.

Berner, a pilot in VF-114 operating from the USS *Philippine Sea* was on his way back to the ship when his engine started stuttering. He began a descent to break through the cloud layer.

He broke out at 2,500 feet and headed into the wind for ditching. As the plane hit he blacked out, but came to before the plane had settled.

He scrambled out, and was soon picked up by the helicopter of the ship.

What's In a Name?

The First Marine Aircraft Wing in Korea has a "flyboy" on its roster who is not a pilot.

The duties of Sgt. Robert T. Fly seldom take him aloft. He's a radar repairman.

Flying 'Chief' Redeye

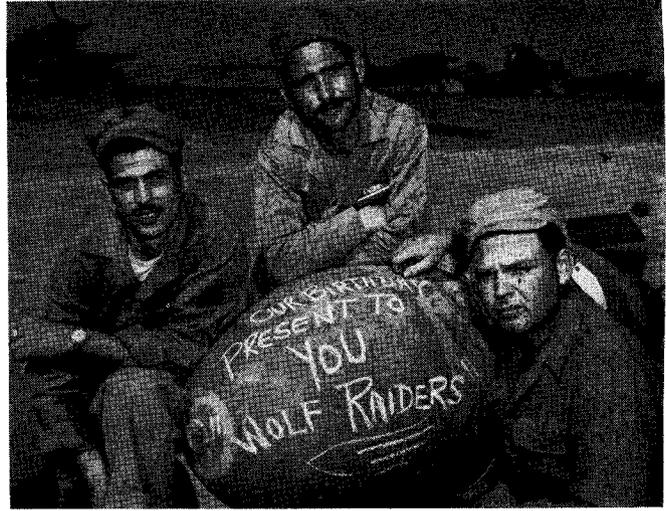
Aboard the *Boxer* is a pilot who recorded a "first" when he completed his one thousandth landing. It is Lt. Nicholas Redeye, known as "Chief."

Chief Redeye is a full-blooded Cayuga Indian and is now the first Indian pilot to make 1,000 landings aboard an aircraft carrier.

Redeye established his record when returning from a combat mission over



REACTION of Lt. Dan Berner to rescue after ditching in cold sea waters off Korea was that fund for helicopter blanket he started



MARINES at forward airbase send their birthday greetings via bomb to the Commies; l. to r., Cpl. Cerone, MSgt. Dobbs, MSgt. Crawford

North Korea. He and three other pilots from VA-65 flew *Skyraider* attack bombers in a strike against a group of Communist barracks. Lt. Redeye scored two bomb hits.

Lt. Redeye is an old hand at carrier flying. He flew torpedo bombers during WW II, first from the *Intrepid* and then from the escort carrier *Hoggatt Bay*. During this time he earned three Air Medals and a Navy Unit Citation.

The "Chief" returned to active duty in October 1951 and came aboard the "Busy Bee" with CVG-2.

Redeye's landings contribute to the *Boxer's* record — 54,000 planes have landed on her decks.

'Sea Bat' Blues

Flying discs will mean nothing to members of VF-63 aboard the *Boxer*, since they saw their first "Sea Bat" recently.

One sailor, hearing the tales of the unusual bird "that looked like a cross between a sea gull and a bat," hurried to a remote part of the hangar deck. Grouped about a crude cage, constructed from old packing cases and wire screening, were three sailors. All were peering into the dark interior of the cage and making audible exclamations.

The curious sailor approached the cage, not noticing that two sailors were busily sweeping the deck nearby. When he bent over to look into the cage, the two broom-wielding sailors sprung into action against the curious "bird watcher's" posterior. Like a Greek chorus the spectators and broom-swinging sailors shouted, "Sea Bat!"

The now initiated but surprised sailor was handed the broom to use on the next victim of the hoax. He was heard to exclaim that it felt like a bat, "a baseball bat."

'Copter Capers

Whirlybirds continue to make news and friends. The 'copter outfit based aboard the LST-799 off Wonsan harbor was the hero of four recent pilot rescues.

The quartet of dunked, but happy, pilots included LCdr. Cook Cleland, skipper of NAS AKRON's VF-653 flying from the *Valley Forge*. Others were Lt. G. W. Nichols, Ens. Freeman L. Lofton and Ens. Robert N. Hansen.

As a certain female TV star says, "It's a small world"—Hansen and Lt. Thurmond E. Houston, CO of the 799, are both from Fresno, Calif.

Marine 'copters have been busy too. Recently, like the dauntless postmen keeping their appointed rounds, HMR-161 battled rain and hail to airlift a full battalion of ROK Marines into the lines. The job took two hours and five minutes to complete, but the day before when they didn't have to buck weather HMR-161 did a similar job in one hour, 50 minutes.

Even the North Koreans have the word on the whirlybirds. A severely wounded Commie PW requested evacuation to a rear area hospital by "the machine that can climb over moun-

tains." He got his wish.

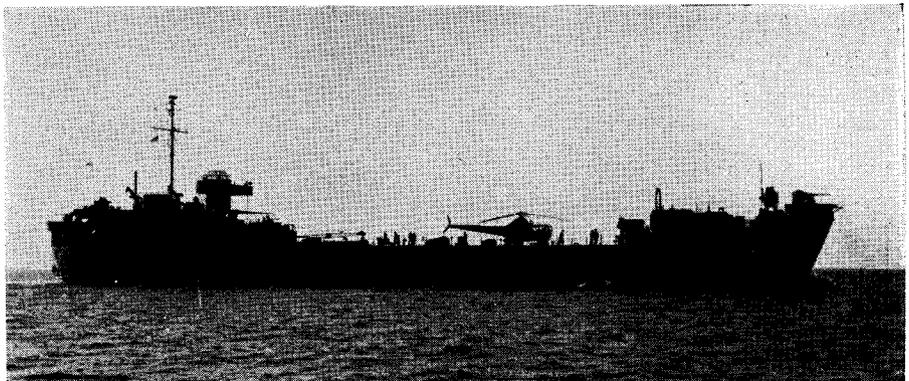
In the best of outfits, there's always some so-n-so who doesn't get the word such as one Marine replacement sergeant. He almost knocked himself out trying to warn a 'copter pilot that "his machine was on fire." Actually it was perfectly OK—just spraying the area with DDT.

Gas Tank Blues

He felt the slug's impact as it tore into his *Corsair*. Smoke briefly filled the cockpit. He worried a bit, but VF-114's Lt. (jg) Roger Carlquist was slowed only momentarily by the .50 cal. armor-piercing bullet that exploded in his gas tank. He continued on the strike near Hamhung.

A check made later back aboard the *Philippine Sea* revealed that the Communist bullet expended itself in the fuel tank without doing serious damage. The angle of penetration indicated the slug would have hit the cockpit had it continued on.

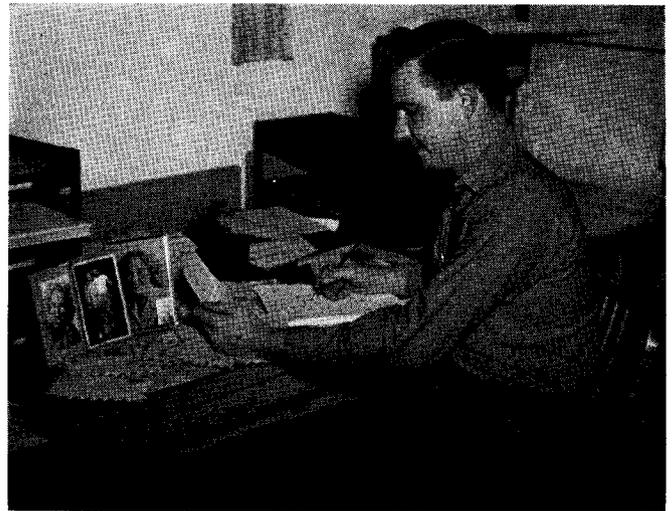
The taciturn Carlquist commented that he'd been hit four times before by enemy groundfire, but this was the first time he'd been "really worried."



TYPICAL of work done by small ships is that of LST 799 whose operations locale is busy and dangerous—Wonsan Harbor where many a pilot is picked up by the LST's helicopter



ANOTHER Marine checkerboard pilot, Capt. James McDaniel, inspects bullet hole his plane received during strike against supply lines



YEOMAN third class Jesse Elledge of the carrier *USS Philippine Sea* received 30 delayed letters from his stateside wife all in one day

The Show Must Go On

Lt. Paul A. Hayek, a *Panther* pilot aboard the *USS Valley Forge*, lived up to the tradition of the theater that the "show must go on."

On an air strike near Hungnam, Hayek's plane was shot up so badly that he was just able to make it back to an emergency field on friendly territory.

Back aboard the carrier, preparations were underway for a floor show in support of the Navy Relief drive—with Hayek the master-of-ceremonies!

The carrier dispatched a helicopter, Hayek was picked up and he went on as scheduled, an hour later.

Fair Warning

When Marine pilot Capt. Antonio Granados received mail from home, there was an enclosed news clipping that was very familiar to the flyer. His wife sent him a picture of a crashed plane aboard an aircraft carrier in Korean waters.

The photo, serviced nationally to newspapers by AP Wirephoto, was accompanied by a warning, "I saw this

picture of a *Checkerboard* squadron plane crashed upside down on your carrier. Honey, please be careful."

One warning was not enough. The next letter that the captain opened was from a business associate. Out fell the familiar photo with this note, "I saw a picture of a plane crashed on your carrier. Let this be a lesson to you!"

What neither of them knew was that Granados had been the pilot of the plane. He was returning from his 55th mission when he crashed his plane into the barrier on the deck, causing the aircraft to turn over on its back.

Despite the severity of the accident, Granados escaped uninjured and has since flown 26 missions. He has refused a desk job to continue flying with his squadron.

Who Had The Letters?

The morale of Yeoman Third Class Jesse G. Elledge of the carrier *Philippine Sea* had begun to sag. He hadn't heard from his wife for two months and she usually wrote often.

Then he received thirty letters in one day.

When he first became concerned, the

ship sent a fruitless letter of inquiry to the Fleet Post Office in Yokosuka, which handles the overseas mail. At the time the ship was operating off the east coast of Korea.

As soon as the ship made port, Elledge called his wife by Trans-Pacific telephone. All was well and she was writing almost every day.

Then he hit the jackpot.

The mystery will probably never be solved, although many efforts were made by the American Red Cross, Skipper Capt. Allen Smith, Jr., and Elledge to discover the bottleneck.

Point of View

Plane handler Paul L. Snyder, AA, was moving a *Panther* jet to the *USS Princeton's* deck-edge elevator when he was caught in the blast of an idling jet and swept into the sea. Immediately, a helicopter was dispatched to his rescue.

Lt. Bruce Ambler and his crewman, C. B. Todd, AD3, maneuvered their 'copter over Snyder and soon had him safely back aboard. When informed later that the whole business took less than three minutes, Snyder remarked, "It seemed a lot longer to me."

Smoke That Cigarette

One Marine is sure that present-day warfare is much improved by the niceties of modern conveniences.

Capt. Charles F. Collins muses, "This is probably the only war in history in which a fighter pilot can bomb tar out of an enemy position and light a cigarette at the same time."

The captain flies an attack plane with the First Marine Aircraft Wing in Korea. He is attached to the *Wolfraider* squadron. The aircraft is equipped with a cigarette lighter, conveniently placed on the instrument panel. Ash trays, of course, are standard equipment.



CAPT. D. J. SULLIVAN takes time off to personally give the "go" signal to the 12,000th plane to be launched from his carrier's decks, the *USS Boxer*. Ens. Hadtke pilots F9F



'THANKS PAL' were words of 2nd Lt. McGee to TSgt. Owen who packed parachute McGee used when his plane was disabled by AA



THEY celebrated promotions to Lt. (jg) by making an all-Ensign air strike. Names of USS Valley Forge pilots are on blackboard

Seeing-Eye Escorts

If he should ever want to tell his grandchildren a hair-raising sea story, Lt. (jg) Wallace R. Carter of CVG-11 staff, has one ready after his recent flight in an F9F Panther jet off the USS *Philippine Sea*.

Carter, who flies his combat missions with VF-112, was struck with shrapnel and pieces of plexiglas, and he was completely blinded for half a minute. He wiped enough blood from one eye to see the instrument panel. Fortunately the airplane had remained in fairly level flight, and he found he could see just enough of the instruments to keep the plane under control.

He turned towards friendly territory and was intercepted by Lt. (jg) Robair F. Mohrhardt and Lt. (jg) James H. Scott of VF-112 who had been vectored to him by CIC on the *Phil Sea*.

These pilots then talked him through more than 100 miles of enemy territory until an airfield in South Korea was reached. Then, even though Carter could not see outside the cockpit, he was directed to a safe landing by his mates who called the signals perfectly.

Ground personnel at the field said Lt. Carter's face looked as though it had caught the full blast of a shot gun and called the incident the most amazing demonstration of precision teamwork they had ever seen.

Long on Paddles

Speaking of rotation, how would you like to be a landing signal officer for 69 consecutive months? That's nearly six years, mate, and on 10 different carriers.

Capt. Wilbourn Waller, USMC, now with the Marine *Checkerboard* squadron on the *Bairoko*, off Korea, has done just that. Besides his paddle-wielding

activities, Waller has found time to fly 25 combat missions too.

He began his record stretch of LSO duties in June, 1946, when he reported for LSO training at Cecil Field, Fla. He served on the *Ranger*, *Wright* and *Saipan* while a student at the Carrier Qualification Training Unit.

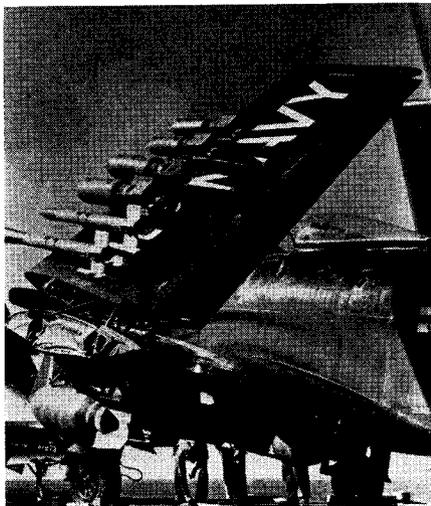
Assigned to the Fleet Marine Force with VMF-115, he followed his squadron aboard the carriers *Valley Forge*, *Boxer*, *Princeton* and *Rendova*. Came the war and he went with VMF-323 aboard the *Sicily*, then switched to VMF-212 aboard the *Rendova* and *Badoeng Strait*. His last carrier-hop was aboard the *Bairoko* with VMF-312.

All-Ensign Air Strike

Eight Ensigns celebrated their promotion to Lieutenant, junior grade, in a novel fashion.

They staged their own air strike against the enemy the day before "making their numbers."

All members of Fighter Squadron



BOMB load equal to that of B-17 is toted by the carrier based Douglas AD Skyraider

194 aboard the USS *Valley Forge*, they became "Kings For a Day."

They planned their attack and followed a chosen flight leader in their Douglas *Skyraiders*, each carrying 4,000 pounds of bombs. They plastered railroad tracks, bridges and other targets. Ens. Charles Brown led the attack, with Stan Broughton, Joe Molnar, Ken Wittman, Joe Akagi, Dean Hofferth, Robert Miller and Frank Melton following.

Artistic Aviators

For Lt. John Carros, jet pilot aboard the *Valley Forge*, a relaxing change from flying is painting in oils.



NAVY air installations were open to public in Japan on Armed Forces Day this year

While Lt. Carros works on an oil, his room-mate, Lt. Paul Hayek, is on hand to watch the progress.

Pilot Hayek has an artistic ship-board hobby of metal tooling. Lt. Hayek hand tools thin metals; his specialty is embossing copper.

Both flyers are members of VF-52 and are now engaged in bombing enemy railroad lines in northern Korea.