



NAVY AIR POWER IN KOREA

First Combat Ejection

First pilot to save his life by using his ejection seat during the Korean war is Lt. Carl C. Dace of VF-111. He is the first American to make such an ejection in combat, it is believed.

While flying over North Korean territory in his F9F-2B, Dace's aircraft was hit by AA while strafing at 400 knots at about 2,000 feet altitude. The hits sustained knocked out the fuel system and reduced his supply to 50 pounds in a short time.

With throttle full on, he got only 85% power. However, he pulled up to 6,000 feet and pulled the pre-ejection lever to get rid of his canopy. It moved aft but refused to jettison, probably due to battle damage, and finally had to be pushed off by hand.

Dace then pulled the face curtain on his ejection seat and was catapulted from the airplane while going about 200 knots. His wingman said the small stabilizing drogue parachute on the seat

did not operate, so that the seat and pilot tumbled in the air. Dace let go of the curtain with one hand to unfasten his safety belt which held him in the seat and the free end of the curtain flapped in the slipstream. The nylon rope handle hit him in the eye. Had he let go of the curtain with both hands, it would have retracted.

Unfastening the belt, he kicked free of the seat and immediately pulled his ripcord. One panel was torn out of the chute but it functioned despite the damage and he descended into the water.

Breaking out his PK-2 pararaft, he got in and spent the next seven hours in the water waiting for rescue. It finally came in the early hours of the morning when a destroyer picked him up.

Night on the Mudflats

While attacking the Seoul area, a Corsair piloted by Ens. E. A. McCallum of VF-54 was hit by AA fire. He suc-

ceeded in flying the crippled plane to the western shore of Korea before the engine failed, forcing him to ditch about 20 miles south of Inchon.

The plane sank immediately, carrying with it the life raft and survival gear. Ens. McCallum swam to a small island while fellow pilots orbited his position. Lt. (jg) Bryant and Ens. Parse proceeded to the AFB at Taegu with dope on the crash and requested immediate rescue attempt by AF search and rescue facilities.

A Dumbo was dispatched but darkness set in before a rescue could be effected. The protective combat air patrol was forced to return to ship because of darkness and lack of fuel, leaving the pilot to spend a hectic night evading Communist patrol surface craft which soon began to circle the island in an attempt to locate him.

Their calls of "Hey, Joe!" failed to trick McCallum and he remained silent, planning what to do in his next move.

A second threat was the rising 26' tide which threatened to flood the little porch and sweep him ashore on the strong current. His luck held, however, and the tide came to a standstill a scant three feet from the level of the island, depriving circling sharks and North Korean Communists of a victim.

The British destroyer *Cockade* appeared at the first light of dawn in the morning, drove off the enemy patrol boats and picked up the harassed pilot. He rejoined the squadron when the force put into port for supplies, full of praise and gratitude for his British benefactors—and their "refreshments."

Pilot Collects Own Bomb

Airmen who drop lethal bombs for a living often collect some of their own destructive force.

In a mission to knock out an important enemy-held railway bridge east of Seoul with 1000-pound GP bombs, one VA-55 pilot had an accident from which he was lucky enough to return.

The accident occurred just after he was pulling out of his third bombing run in an AD-4. The pilot *felt* and *heard* a rather sharp explosion which threw the plane into a steep bank.

Normal reactions being what they are, the pilot was more than somewhat surprised to find that he had *no* aileron control and very little hydraulic pressure. Keeping his wings level by using rudder, the pilot returned to his ship and after one wave-off made an excellent carrier landing.

Upon inspection, it was found that two large pieces of shrapnel had struck the aircraft. One had traversed the port stub wing damaging the hydraulic lines; the other had entered the bottom of the fuselage, severing hydraulic lines, electrical wiring and the aileron control bar and penetrating the seat to imbed itself in the parachute.

Welcome Mat Is Out

During a recent flyover of a certain Far East airstrip, the following conversation between plane and tower occurred. (A fictitious tower designation is used for security reasons)

Plane: Mako tower from Victor 2946. Request permission to circle your field twice at 1500 feet.

Tower: Veectour 764. Pee Too You, you are cleared to land. Wind is from the *north*.

Plane: Mako tower from Victor 2946. Negat landing. Negat landing. Desire to circle your field.

Tower: Pee Too You, Pee Too You, you are cleared to land. Wind is from the *south*.

Plane: Mako tower, this is Victor 2946. I say again. No landing. No landing. I do not wish to land. Over.

Tower: Pee Too You, Pee Too You. You no like wind? Wind is from the *east*. You are cleared to land.

Plane: Mako tower, this is Victor 2946. Departing for Kalung at 36. Over.

Tower: Pee Too You, Pee Too You. You are cleared to land.

Seems like the tower operator was determined to bring to Pee Too You (P2V) in for a landing. Maybe he wanted company. Actually, the surface wind was a steady 20 knots from 270.

As the plane disappeared in the distance, the now plaintive voice of the operator followed more faintly, "Pee Too You, Pee Too You, cleared to land . . ." The above incident was reported by VP-1.

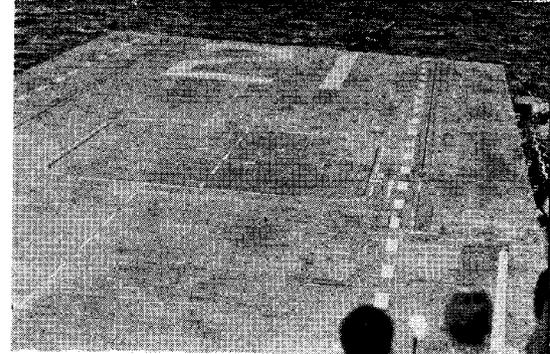
Heroism in Korea

His plane loaded with bombs and napalm, LCol. Richard W. Wyczawski, skipper of a Marine fighter squadron in Korea, had just taken off from Kimpo air field. He noticed his *Corsair* was leaking oil, so he immediately turned back to the field.

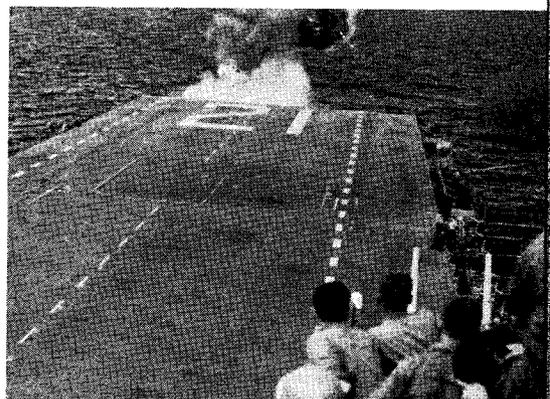
The crash crew and emergency ambulance were alerted. Flames shot from the plane when it still was airborne. The pilot crash-landed and jumped out of the burning fighter, managing to get several feet away before he collapsed.

It appeared the flames would touch off the rockets and napalm bombs under the plane and the surrounding crowd scattered. Navy Hospitalman Third Class Charles B. Stalcup, disregarding warning shouts, rushed to the burning *Corsair*. He pulled Col. Wyczawski up on his back and carried him out of danger.

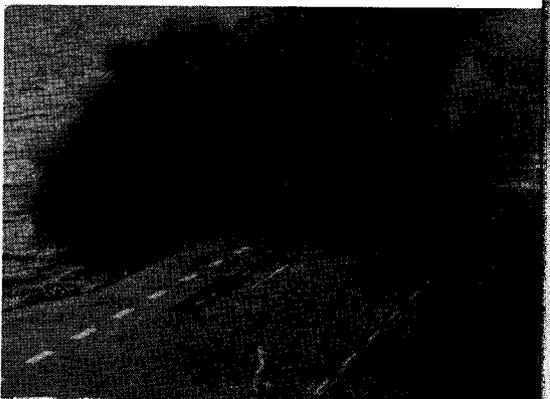
They made it just in time. A few seconds later the napalm bomb exploded along with some rockets. The plane was consumed in a few moments. One Marine, ducking for cover nearby, was hit by a piece of shrapnel. Stalcup was a member of the Dallas, Texas, Reserve fighter squadron that was called on active duty on August 1.



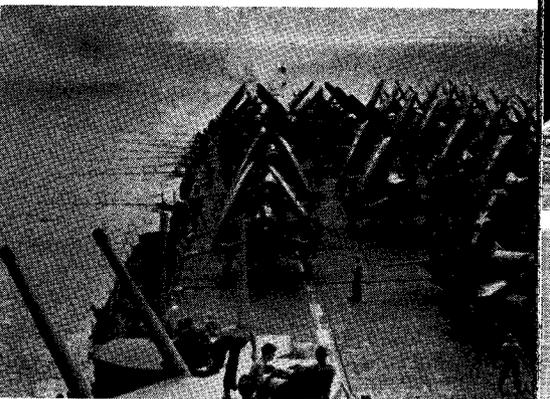
ENS. JIM BROGAN'S ENGINE FAILS OVER BOW



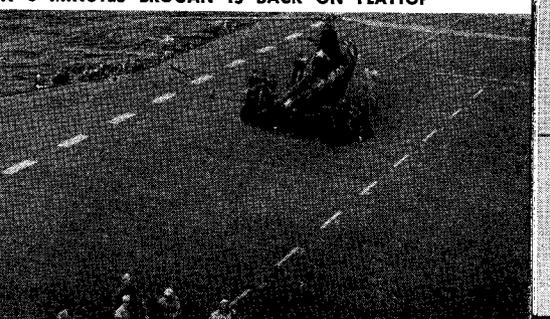
GAS TANK EXPLODES: NOTE HELMET IN MIDAIR



SMOKE FROM BLAST ENVELOPES FLIGHT DECK

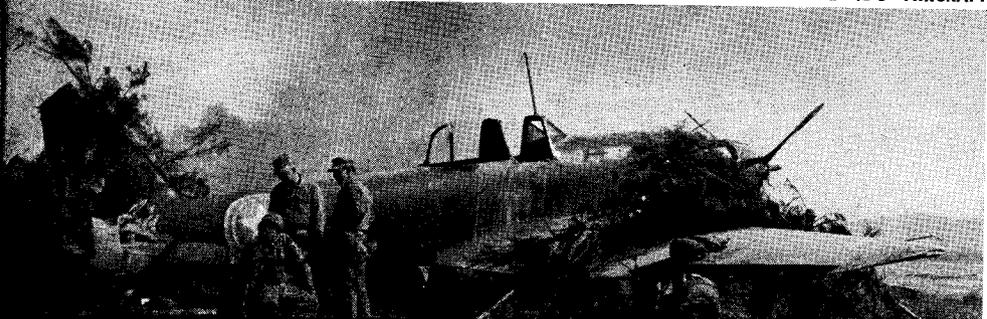


LT. HAINES IN HELICOPTER HEADS FOR BROGAN



IN 3 MINUTES BROGAN IS BACK ON FLATTOP

MARINES ON KIMPO AIRFIELD SET UP FIELD KITCHEN BESIDE RUSSIAN TYPE IL-3 AIRCRAFT



for flat-hatting. He didn't see the 350-foot high electric lines over the Han river as he flew into the sun.

After he hit he continued to fly his fighter mission, destroying a truck with rockets and machine gunning North Korean troops hurrying along a road. On their return trip they saw four downed wires from the power line lying along the sand of the river bottom. When he got home, he found the wires had gashed his wing, tail and engine cover. There also was a bullet hole in his extra gas tank. Luckily, 'twas empty.

No Kick Coming Here

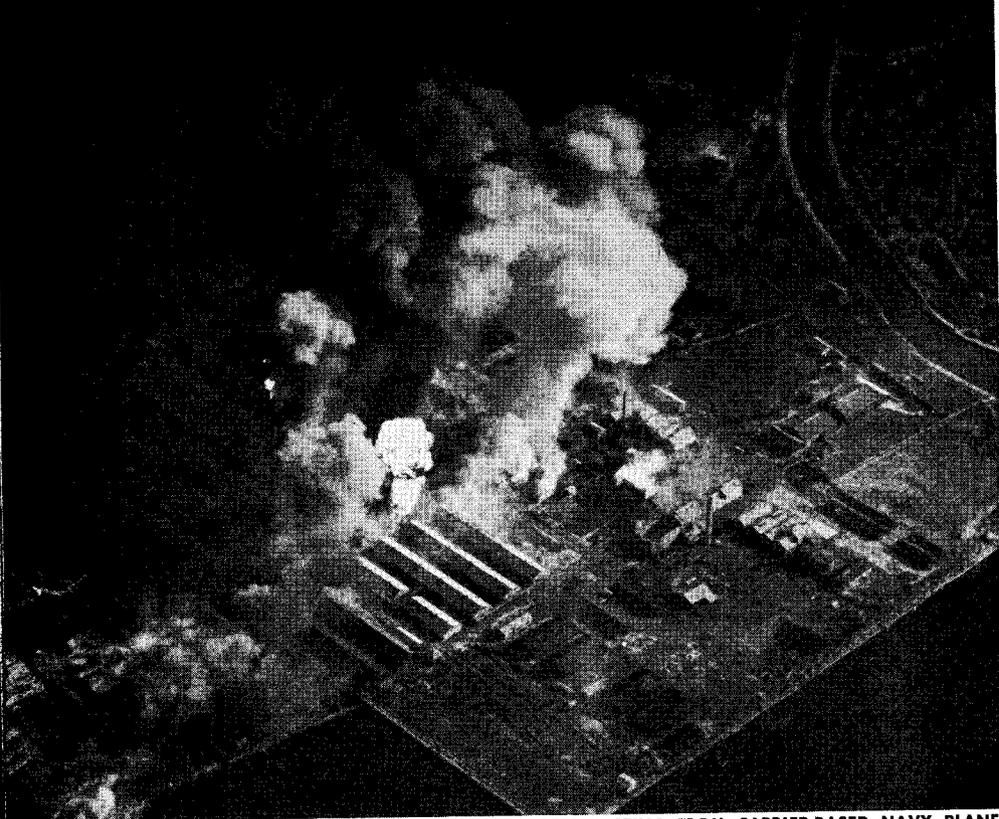
LCol. Max J. Volcansek, commander of a Marine F7F squadron in Korea, owes his life today to a lusty kick on his stick and a quick-opening parachute.

He tried to drop his right empty wing tank but it jammed between the right engine and the fuselage. Airspeed and control of the plane were lost.

After fighting vainly to control the plane, he decided at 1,000 feet to jump. He pushed back the hatch cover and attempted to crawl out but the slipstream of the plunging plane was too strong. He put his foot on the stick and gave a desperate kick. The plane nose-dived and he plummeted out of the cockpit, pulling his ripcord at 500'.

The chute opened just seconds before he hit the ground. The *Tigercat* crashed 75 feet away. A rescue helicopter soon picked him up and took him back to Kimpo airfield. Pilot of the pinwheel, making his fourth rescue of the war, was Lt. Gus Leuddecke.

The sequel to this story came a few days later when Volcansek went back to the village to thank personally old Ujong Chi, a South Korean peasant, and give him a present of two boxes of rations. Curious men of the village swarmed around to watch the ceremony. They and others had helped carry wrecked parts of his F7F up to the village's democratic center, Ujong being the first to greet Volcansek after he



OIL REFINERY AT WONSAN IN NORTH KOREA GETS PASTING FROM CARRIER-BASED NAVY PLANES

He Went For The Ride

A rescue helicopter pilot of the First Marine Aircraft Wing in Korea lowered his plane deep in enemy Korean territory near dusk to pick up a Navy pilot who was forced to crash-land in a small valley.

As the helicopter churned and maneuvered for a landing, its crew saw the downed pilot waving at them to pull up and get away from the area. The pilot pointed to the hills with his pistol, trying to warn the men in the pinwheel that the hills were full of Communists.

Almost too late, the helicopter pilot, Lt. (jg) Charles E. Jones, realized he had flown into a trap. Then the hills seemed to blaze with rifle fire and Jones pulled the helicopter into the sky.

With the lieutenant was Marine Corp. Lawrence G. Whittall who had gone out to a Navy carrier for a shower and shave and volunteered to go along on

the rescue flight.

In a short time, Jones detected the helicopter had been hit several times by rifle bullets. They were forced down by a hit in the gas tank and landed on an island in the Han river. In pitch darkness another helicopter from the Marine observation squadron, piloted by Capt. Victor Armstrong, picked up the men on the island.

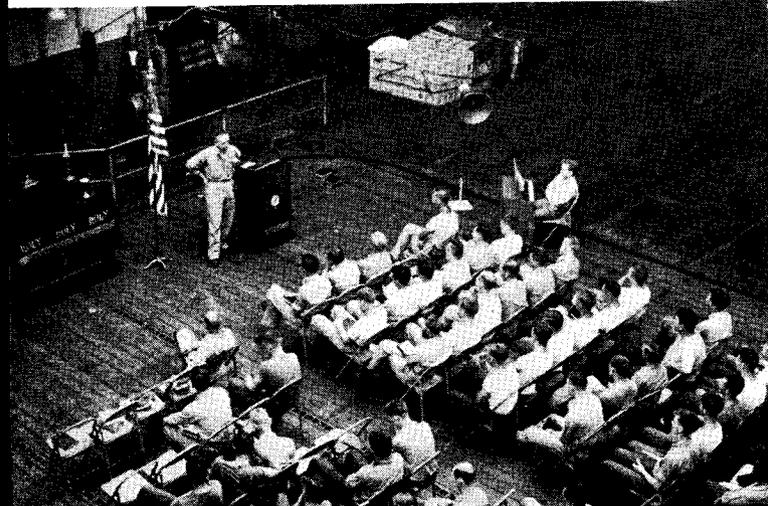
In another rescue operation, a helicopter piloted by Lt. Robert Longstaff on a reconnaissance mission over Seoul heard a radio message for help from three pilots down behind enemy lines.

Braving a storm of flack, he hovered over the crash scene while the pilots hoisted themselves aboard to safety. He won the Silver Cross for that one.

Legal Flat-hatting

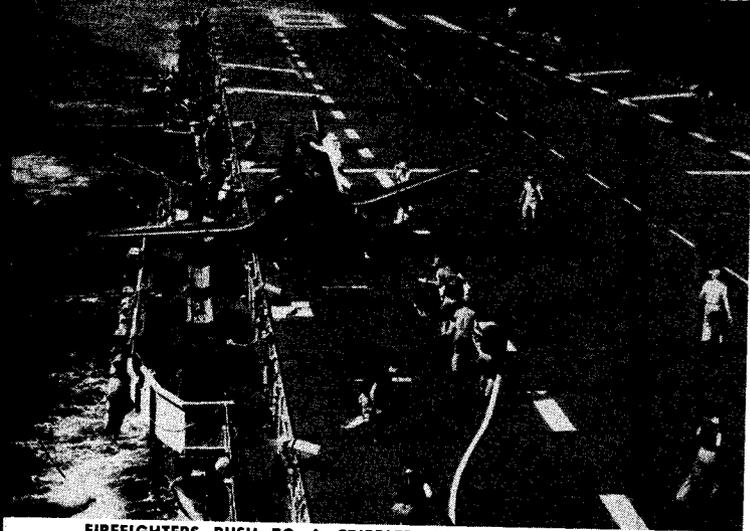
Lt. Vernon Bruce, Marine *Corsair* pilot, knows now how it feels to fly through a powerline and not get giggered

CHAPLAIN SALYER CONDUCTS CHURCH SERVICES ON CARRIER ELEVATOR



MARINE PILOTS IN READY ROOM GET BRIEFED FOR CLOSE AIR SUPPORT





FIREFIGHTERS RUSH TO A CRIPPLED CORSAIR ON 'SICILY' OFF KOREA



ORDNANCEMEN LOAD BUNDLE OF ANTI-PERSONNEL BOMBS ON BOMB RACK

landed in his chute.

The Marine flier wanted his ripcord ring, so half a dozen children went with him to hunt for it, even though they didn't know what they were looking for till Volcansek drew them a picture of it. One then dashed off and ran back with the souvenir.

As he left the hamlet, Volcansek was presented with a dozen eggs carefully wrapped in rice straw.

Darn Clever, These Marines

This is a story of handkerchiefs, socks and chartreuse-colored tracer bullets in Korea.

A two-man Leatherneck aerial spotter team noted suspicious activity in a valley below. Maj. Vincent J. Gottschalk, skipper of a Marine observation squadron, and Capt. Edward Hammerbeck, went down for a closer look. They saw a group of Communists deployed over a hill from Marine infantry.

Hammerbeck quickly wrote out a warning message to drop to the front line Marines, but he could find no message drop container. So he wrapped the message and two pistol bullets for weight in a handkerchief and dropped the message.

Down the line they saw more enemy troops. This time Hammerbeck took off one of his shoes, stuffed the message and bullet in a sock and dropped the second message.

The pair then flew their *Grasshopper* into another valley. The enemy opened up with .30 and .50 cal. weapons. "This was the first time I've ever seen them use greenish, chartreuse tracers," Maj.

Gottschalk said.

They high-tailed out but on returning to base they found eight bullet holes in the tail of their plane, one a fraction of an inch from a main control cable.

Chain Reaction

There is more than one way to wreck a convoy of Korean trucks, Capt. William Parker, a Marine observation plane pilot, found.

Spotting a fleeing convoy of trucks near Seoul, he called in some *Corsairs*. The lead plane scored a rocket hit on the first truck, and the other nine trucks is a combined chain reaction accident, piled into the knocked-out truck. They soon were polished off by the remaining planes in the flight.

Pals Wreck Korean Post

Two Marine buddies—one on the ground and the other in the air—teamed up to slip two rockets through the windows of a North Korean command post in Seoul containing 2,000 troops.

Capt. Robert B. Robinson, forward ground-air observer with the Marine troops, saw the Communists going into the building. He called for a strike by an F7F fighter overhead and proceeded to "talk in" the planes.

The pilot in the plane, Capt. Frank Lang, recognized the voice as belonging to Robinson, an old friend of his. The two had been together in a night fighter squadron in World War II and since then were together in a 1st Marine air wing night fighter outfit.

After firing a burst to locate the target, Lang got the word from Observer

Robinson that he was "on." On his second pass, Lang dropped to treetop level and put a rocket through one of three windows in the building. On his next pass, he put a rocket into another building. Both burned when the rocket exploded inside.

Eight To Go

Capt. Kenneth T. Dyke's *Tigercat* fighter used up one of its nine lives when it returned to Kimpo airfield in Korea with a hole in its wing big enough to drop at St. Bernard dog through.

The photo pilot was shooting bridges and ferry sites north of Seoul, diving his F7F down to about 2,000 feet when North Korean 40 mm hit his right wing. When he got back to Kimpo he found a hole two feet wide and four feet long.

"This is enough to give a man a case of the willies," he observed.

Doubtful Honor

When USAF jets began pounding the enemy from a recently liberated field in South Korea, their first casualty, almost, was a Marine. Capt. Leslie E. Brown, USMC, joined an F-80 fighter-bomber squadron at a Japanese airbase a few weeks ago. He became the first Marine to fly a jet in combat as well as the first to fly with Air Force units in combat.

While attacking an antiaircraft position, he scored two rocket hits but his plane took a shell in the air intake. He landed at his base on two tires and a wheel drum, all that remained of his right landing gear.

'CONSOLATION CAKE' FOR 27,999TH LANDING



FIRST MARINE TO LAND AT KIMPO IS GREETED



WARDROOM CARD GAME HELPS PASS THE HOURS

