

Helicopter Invasion

Invasion by helicopter—practiced by the Marines in Quantico in HRP-1's—became historic reality in Korea when two separate "beachheads" were established by pinwheels.

Held up by stubborn Communist resistance in North Korea, the Marines moved in 260 men in their first helicopter airlift. So successful was the movement, the Marines then staged *Operation Bumblebee*, with its new HRS-1's making 160 flights to move in 1000 men—an entire battalion—in six hours and 15 minutes.

The air lift was made on October 11 and brought in Marine reinforcements to within mortar range of enemy lines. It was the largest helicopter airlift in history.

The Marines first big use of the 10-passenger Sikorsky helicopters came prior to the two "beachhead" operations. Marines in the front lines needed food



MARINES put their new HRS-1 helicopters to work in Korea with a vengeance, airlifting troops to front line positions; here *Sitkoh Bay* ferries in one and an Air Force Sabre jet

KOREAN AIR WAR

and ammunition and their wounded had to be evacuated. LCol. George Herring, commanding officer of HMR-161, which had trained at MCAS EL TORO, led his planes to Hill 673 where they unloaded 16,000 pounds of supplies.

As they did it, wounded were brought over the top of the ridge from the front lines a few hundred yards away. Other helicopters brought food, water and ammo. The cargo was offloaded hurriedly and stretchers put aboard. Staying low below the ridge, they rushed the wounded to rear-area medical centers.

Other helicopters continued to rush in supplies. Heavy woven-rope cargo nets, filled with supplies, were attached to the undersides of the planes, and upon arrival, were lowered to the ground for waiting troops (*see photo, inside front cover*). They quickly and efficiently

MGEN. SCHILT, head of Marine air in Korea, visits *Death Rattlers* Bradley, Franklin, Simons, Whipple, Whitehead aboard the *Sicily*

loaded the wounded for the return trip.

The helicopter unit's 16,000-pound airlift the first day would have taken 500 laborers 16 hours to accomplish.

When *Operation Bumblebee* was launched, Col. Herring again led it. In six hours, the helicopters brought the 1,000 men to the battle area, an operation that would have taken two days in trucks and on foot. The operation was 100% successful and was finished 25 minutes ahead of schedule.

Marine guns took no chances on enemy interference. They kept up a day-long barrage on enemy lines. Fighter planes blasted Communist positions on the next ridge. The first helicopter took off at 10 a.m., after early fog lifted. Within 18 minutes, the entire helicopter squadron was airborne with its cargoes of fighting Marines. Sixteen min-

utes from the first takeoff, Col. Herring was back over the rear airfield to pick up another load. The rotors kept turning while the troops climbed in with their equipment.

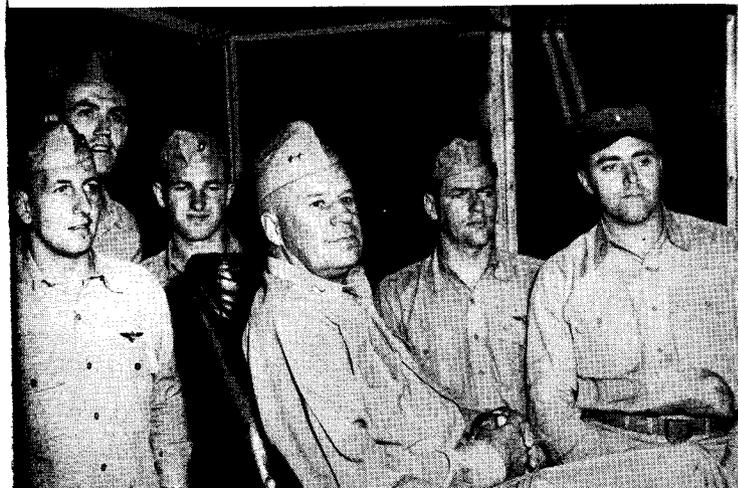
The helicopters returned, picked up new loads and took off again at one-minute intervals throughout the day, finishing the job at 4:14 p.m.

77 Saves in One Day

Helicopters from VMO-6 evacuated a record 77 casualties, all litter patients, from front-line positions in Korea during a single hectic day.

Flying Bell helicopters with a two-stretcher capacity, the Leatherneck pilots picked up wounded from hand-cleared landing platforms in the rugged mountains east of Hwachon reservoir and whisked them to rear-area aid stations.

CREWMEN of the *Essex* contributed 1,061 pints of blood in the recent drive, with corpsmen and nurses using the hangar deck





HOSPITAL Corps. Frank Dawson hands over 47,000-yen gift from *Bonnie Dick* in Japan

Busiest pilot was 1st Lt. Joseph C. Gardiner, Jr., who brought out 17 wounded Marines. Capt. Richard O. Hansen and Capt. Robert E. Luther brought 12 and 10 wounded respectively.

Since it started supporting the First Marine Division 14 months ago, VMO-6's Bell and Sikorsky helicopters have evacuated nearly 2,500 wounded men. In addition, many scores of downed allied airmen have been picked up from behind enemy lines.

A Good Turn

Japanese orphans at Synko-Gakuen orphanage in Yokosuka, Japan, were a little happier after the visit of the aircraft carrier *Bon Homme Richard* to that port recently.

The first class petty officer's mess decided to hold a benefit dance to raise some funds for the youngsters. Each man gave whatever he could afford and the dance raised 47,800 yen (about \$133).

Frank M. Dawson, hospital corpsman first class and SSgt. Gustavius Lass were delegated to take the money to the orphanage, which contained refugee children from Okinawa and other Pacific islands, some 92 of them.

Dawson and Lass threw an afternoon ice cream party for the ill-clothed and shy youngsters. Most of their shyness



NAVY DOCTOR Reinertson presents new leg to 'Tiny', who lost his under a Marine truck

disappeared, however, after a few mouthfuls of ice cream. After the feed they turned over the *Bon Homme Richard's* donation to the minister in charge, who thanked the men for their thoughtfulness.

They Have Hearts Too

Fighting men, whose business in Korea has been killing enemy soldiers, also demonstrate daily that they have hearts too.

A Marine truck ran over an 8-year-old Korean boy at a First Marine Air Wing base. The lad, E. Song Un, had his right leg smashed so badly LCdr. Lawrence E. Banks, a Navy doctor, had to amputate it.

Some time later, sitting on the porch of a Pusan orphanage, he saw another Navy doctor, Capt. Bernhard R. Reinertson, step out of a jeep with a package. This, the lad thought, must be a "present" (present) for him.

It was the best kind the boy could be given, a little artificial leg. "Tiny" helped the doctor adjust the leg and tried a few painful steps. It wasn't long, however, before he was running with the rest of the kids.

In another incident, a 7-year-old Korean girl, Lee Myang Ja, was accidentally killed by a Marine truck, the driver being held blameless because she had darted out in front of the vehicle.



EMPTYING North Korean dirt from shoe is Lt. Walker after rescue by Toledo's helicopter

Members of MAG-12's motor transport pool, however, were not content to leave it there. Capt. Kenneth M. Nix and MSgt. Nelson J. F. Cummings took up a collection among units and in a matter of minutes they had \$50. They turned the money, converted into 300,000 South Korean wan, over to the child's parents with a sympathetic note about the girl's death.

Behind-Lines Rescues

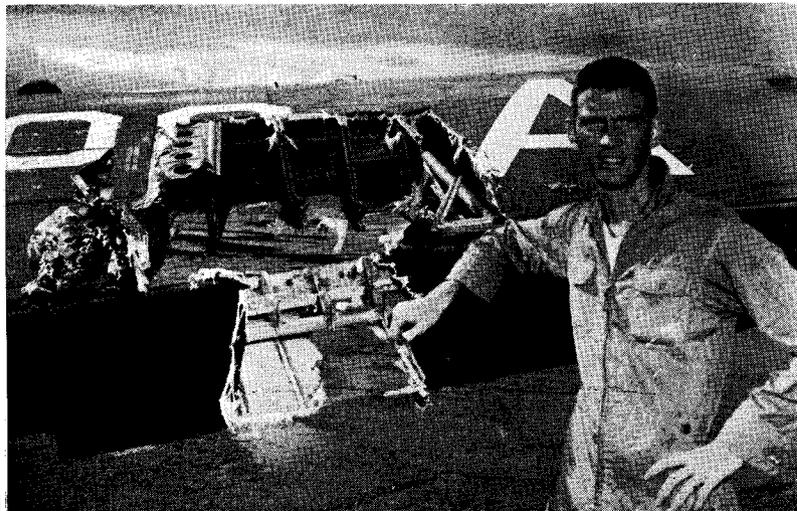
With so much combat flying behind North Korean lines, occasional rescues of Navy pilots who are knocked down by enemy AA have to be made.

Lt. Thomas F. Allard was napalming some railroad cars when enemy fire hit his prop and cut the oil line. Climbing to 2,000 feet, he turned the plane over on its back and dropped out. Covered with oil which made his leather gloves slipper, it took three passes at the D-ring before he could pull the ripcord.

Small arms fire from the ground opened up as he floated down. He hit enemy soil and started running. Jumping into a trench, he ran into a Korean woman hiding there. She ran.

Heading for higher ground, he ran into another woman hiding in clumps of bushes. He motioned her to keep quiet and indicated he would not hurt her. Friendly planes overhead finally spotted

HAILSTONES? Nope, antiaircraft. Lt. (jg) Thomas E. Davis shows flying isn't exactly safe over North Korean airfields in his AD



LUCKY (?) 13TH combat mission for SSgt. Wallace Cavert saw him come home alive altho enemy AA shell exploded inside his F9F



him and a rescued helicopter dropped him a sling, ending his 40 minutes in enemy territory.

Another pilot, Lt. Robert T. Walker, was down behind the lines when his engine took a direct AA hit. Bailing out, Walker played hide and seek and an ambitious Communist soldier for an hour while his wingmates kept additional Red troops at bay until his rescue by a USS *Toledo* helicopter, piloted by Lt. William Dixon.

Shown in the accompanying picture emptying dirt out of his shoes aboard the *Toledo*, Walker remarked "I can always say I personally captured a part of North Korea."

Belligerent Beetle

Although not equipped for night flying, a Marine "grasshopper" plane sped down a bumpy runway near the Korean front lines one night to spot enemy targets for friendly artillery.

A Marine infantry unit was getting heavy artillery fire from the Communists. Ground observers could not find the enemy guns and thought an aerial observer might help.

This was believed to be the first time that aircraft of this type had taken to the air to spot artillery fire at night in Korea.

Pilot of the plane was 1st Lt. James B. Armstrong, with Maj. Douglas Morton as observer. For an hour and a half, the pair circled enemy artillery areas calling down friendly fire on enemy gun flashes.

They also saw many enemy trucks rolling along the roads among the enemy lines. Maj. Morton switched part of the artillery on the vehicles, destroying many.

While the tiny plane was aloft, ground crews prepared the landing strip for a night landing. There were no lights on the field, so many empty gallon cans were filled with sand and saturated with gasoline. As the plane came in to land, the gas was ignited by three crewmen racing down the strip.

Break Out the Pinwheel!

The *Badoeng Strait's* helicopter was securely stowed on the hangar deck at the precise moment a huge wave plucked Mario Luis Steere, commissaryman second class, from the port flight deck catwalk.

Because of the heavy weather en route to Japan, the helicopter pilot and crewmen, like *Clementine* the pinwheel, were in a non-standby status in various parts of the ship.

When the word "Man Overboard!" was passed, air department and HU detachment personnel went into action. Five minutes Lt. Y. J. Dyson and his crewman, Dewey Sanders, AD1, were air-

borne and heading for the float light and dye marker that approximated Steere's position in the water.

Eleven minutes from the word "Man Overboard," Lt. Dyson deposited the drenched and thankful Steere on the vessel's pitching deck.

Set 'em Up

MSgt. Avery C. Snow from Mark Twain's home town is the first enlisted pilot in the Marine Corps to fly 100 combat missions in a jet fighter.

A captain in VMTB-232 during World War II, when he flew 102 missions, Snow passed his 100-mission mark in Korea and had to buy drinks for his buddies.

The rule around the officers club is that an officer completing his 100th mission buys the drinks. When Snow passed the mark he wondered if the same penalty applied to an enlisted man—but he didn't wonder long. His enlisted mates in the *Panther* squadron saw to it that he was permitted to set 'em up.

Soothes Savage Breasts

When the roar of its planes is not filling the air around the *Bon Homme Richard*, a 19-man band, under the baton of chief musician Jerry Cimera is usually offering spirited music to the crew.

Whenever ships come alongside the carrier they are serenaded by the carrier's bandsmen (*see photo*). Familiar tunes ranging from Gerschwin and Chopin greet oilers or ammunition ships as they replenish the carrier for her continuous air operations against Communist forces in North Korea.

Sometimes destroyer men shout special requests to the bandsmen, which makes the job of refueling a little more pleasant. The band converts to a dance band whenever the need arises. Recently they provided music for the petty officers' dance at the EM club at Yokosuka, Japan. At Sunday services, prior to nightly movies or at noon chow, the bandsmen are busy boosting morale.

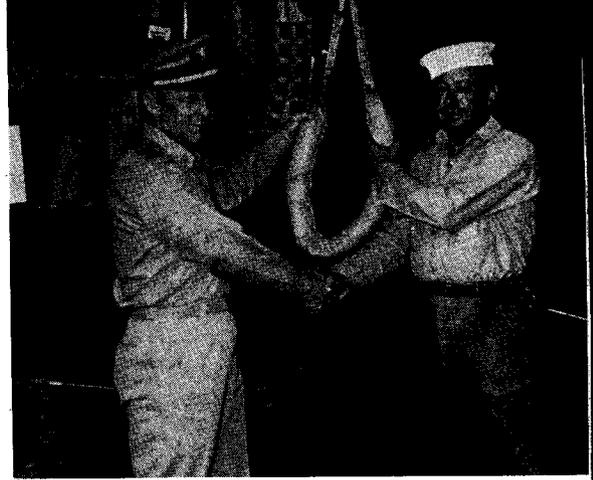
One Stub Wing

The *Panther* jet Ens. Neil Armstrong was using to strafe trucks near Wonsan spun out of control and nosed downward, badly hit by AA.

Armstrong struggled frantically with the controls. The plane leveled finally at about 20', struck a pole and tore off three feet of its right wing.

The pilot nursed the crippled fighter back to 14,000 feet and headed for friendly territory. Radio out, landing gear jammed and rockets hung, Armstrong bailed out.

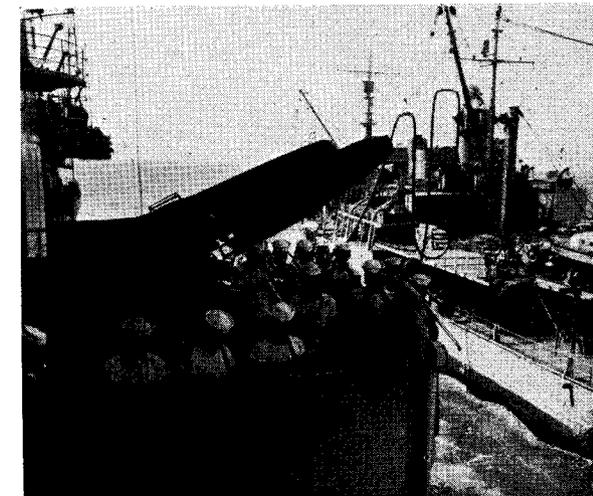
Two days later, safely back aboard the *Essex* with VF-51 of Air Group Five, Armstrong commented: "Boy, 20 feet from Mother Earth at that speed is awful doggone low!"



FAST TEAMWORK paid off when Lt. Dyson, Sanders saved enlisted man washed off carrier



100-MISSION Snow buys the drinks for his mates for being first AP to reach the mark



BONNIE DICK'S band grinds out music while ships come alongside to refuel off Korea



ENS. NEIL A. Armstrong of VF-51 tells Col. Roberts how he bailed out of crippled jet