

NAPALM BOMBS PACK XMAS GREETINGS FROM MARINES TO REDS IN KOREA; IN PHOTO ARE SGT. ELI LLOYD, CAPTS. EDWARD LEFAIVRE, DERRICKSON

KOREAN AIR WAR

Rescue under Fire

In one of the most smoothly coordinated behind-enemy-lines rescues of the Korean war, Leatherneck *Corsair* pilot, 2nd Lt. Dean C. Macho, was snatched from Communist hands near the North Korean capital of Pyongyang recently.

Flying in a four-plane strike, Lt. Macho's plane was hit by enemy AA fire. He radioed his flight leader, Capt. Jack H. Wilkinson, that he was hit and needed air cover. He flew the stricken

Corsair eight miles south of the city before making a skillful crash landing in rough terrain. He radioed that he was uninjured and would take cover near the plane.

As Capt. Wilkinson and 2nd Lt. James J. Prior circled low over the wreckage of the plane, the fourth member of the flight, MSgt. Billy R. Green, climbed for altitude and radioed for a helicopter to rescue Lt. Macho.

For a short while after he crashed,

the young flier observed no enemy action, but soon a circle of Reds moved in toward him and started firing. He took cover in a hole near his plane as the circling *Corsairs* made rocket, napalm and strafing runs on the Reds.

One napalm bomb landed squarely on a ridge covered with enemy troops. The two planes overhead were joined by two more "Devilcat" squadron *Corsairs* in attacking three nearby villages housing enemy troops.

After more than an hour under fire from Reds on all sides, Macho was picked up by an Air Force helicopter.

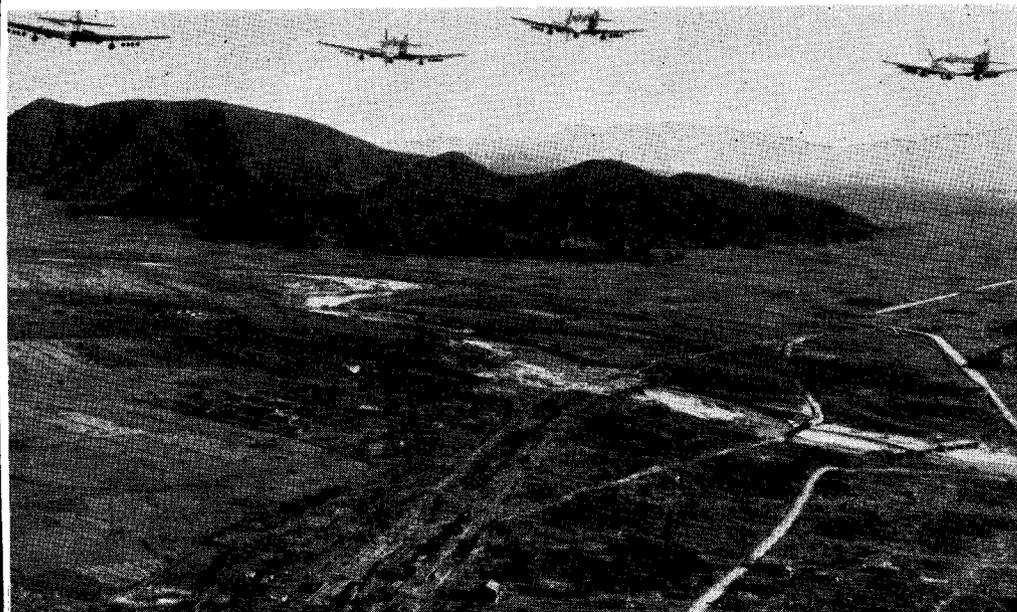
Veteran Marines praised the young flyer's courage and calmness under fire. Lt. Macho was graduated from flight training in October 1950. This is his first combat duty.

Jets Abolish Battalion

An enemy battalion, caught flat-footed on an open North Korean road, was attacked by a flight of *Panther* jets of MAW-1 which destroyed an estimated 100 Red troops.

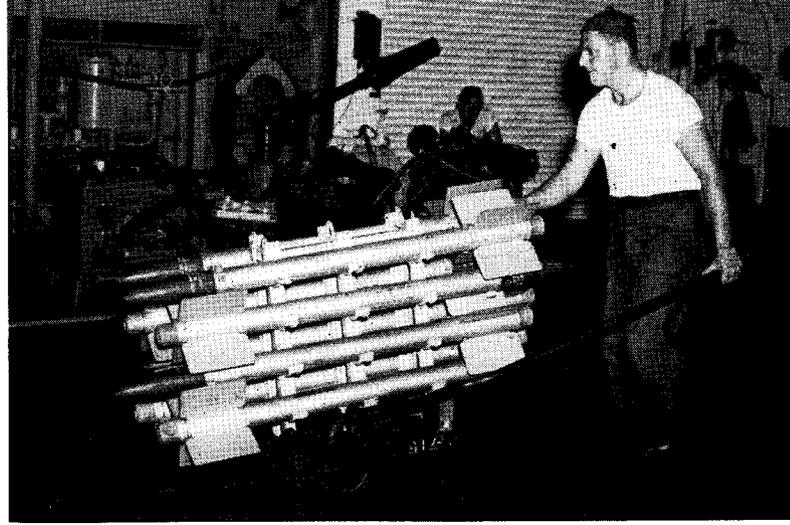
Maj. Samuel B. Folsom was leading

HEAVILY-LOADED AD's from *Antietam* flying over ruined railroad marshalling yard at Wonsan; note bomb-smashed river bridges





SIX ARMY men from Korean foxholes got a surprise Thanksgiving treat aboard the Essex when they were given the full treatment aboard



MOST ROCKETS used in Korea are 5" HVAR's, but here J. R. Harrington, AOU2, of Rendova pushes 3.5" AR's down the hangar deck

his flight on a reconnaissance mission along the road when he spotted about 25 enemy troops. They took cover in a nearby thicket, but fragmentation bombs landed in the same small patch of bush.

A little farther down the road, Maj. Folsom and his wingman, 1st Lt. Fred G. Connelly, saw another group of about 25 troops. Just beyond them the road curved sharply around the mountain, and as the two flyers flew around it, they spied the kind of target every fighter pilot dreams about.

The road stretched for some three miles straight down the valley, and enemy troops lined both sides as far as the Leathernecks could see. They were on top of the Communists before they were discovered, and then it was too late to escape.

At altitudes of 50 feet and less, the pair made repeated strafing runs on the column. When their ammunition was exhausted, they estimated they had killed 100 Communists.

Maj. Folsom, who serves as operations officer for the Panther jet squadron remarked, "It was the largest number of troops I've seen in the open since the Choshin Reservoir campaign."

Leatherneck Record

LCol. James A. Feeley's "Black Sheep" squadron of MAW-1 has set a new record of 50 combat sorties in a single day against the Communists north of Seoul.

To make the record of 50 Corsair fighter-bomber flights, some of the Leatherneck pilots climbed in and out of their cockpits as many as three times during the day.

The advance echelon of 38 ordnance and engineering ground crewmen in the "Black Sheep" outfit worked steadily 16 hours, refueling the single-engine aircraft, rearming them, and patching bullet holes.

The squadron's previous record for a single day was 41 sorties, flown last August from an aircraft carrier deck.

Strafing Upward

"It was the first time we ever shot upward to strafe buildings," the Marine Black Sheep pilot declared, shaking his head in disbelief.

He was Capt. A. K. Phillips, who had returned from a mass raid on the North Korean capital of Pyongyang. After screaming down through broken clouds to drop their 1000-pound bombs on the city's principal bridge, his flight ducked so low over the housetops they had to pull up sharply to clear several taller military buildings. In doing so, they blasted the buildings with 20 mm.

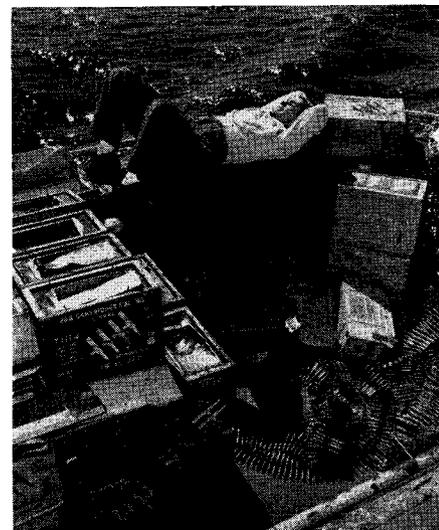
LSO Lands Valuable Freight

It isn't every landing signal officer who is called upon to wave a four-star General aboard an aircraft carrier.

That very event transpired in Korean waters when Lt. Walter T. Fitzgerald of Carrier Group 102 aboard the *Bon Homme Richard* waved the paddles for a TBM "Turkey" transport carrying General Matthew Ridgway, Far East commander.

Shivering a little—and not entirely from the brisk November breeze—Fitzgerald, with the cooperation of the pilot, brought the plane in to a perfect carrier landing.

Sighing as he handed the flags to his assistant, greying Lt. Fitzgerald wiped his brow and muttered, "A barrier crash



on that one and I'd never make Lieutenant Commander!"

No report was received on the reactions of the Turkey pilot who had to make the landing with a four-star General aboard.

It Never Rains, But—

All those explosions you hear around the First Marine Aircraft wing's headquarters in Korea are not bombs, they're popcorn.

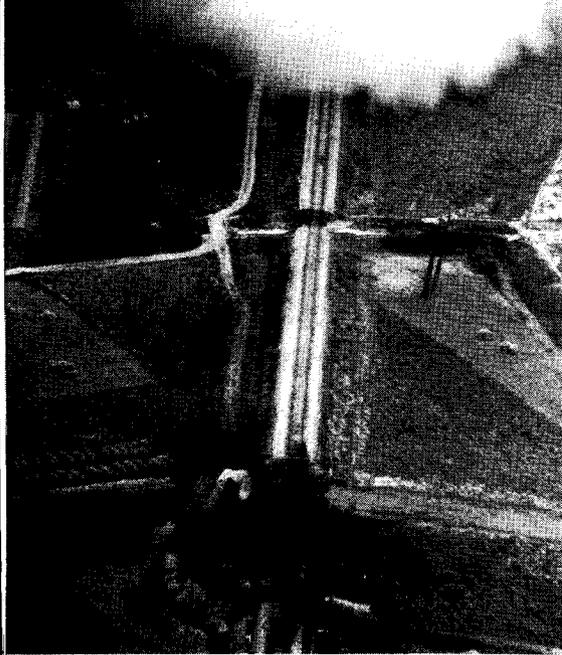
It seems Sgt. Dean Gilmore wrote his mother back in Idaho to send him a bag of popcorn. He got it all right—100 pounds of it, plus 1,000 pounds more, done up in neat two-pound packages for men of MAG-12's headquarters squadron.

Gilmore's aunt raises popcorn in Twin Falls. She told the local radio station about her Korean cousin's request and the Idaho Popcorn Growers Assn., took it up from there.



RESCUED pilots Lts. O'Bryan, Bryant tell Essex pinwheeler Lt. Jones how it feels

CATCHING a few winks is A. J. Yetke, ABM3, amid .50 cal ammunition on carrier Rendova



HUGE BOMB crater marks accuracy of Essex dive-bombing to keep Communist trains out



ANOTHER photo showing accurate bombing by Essex carrier planes; engine lies on side and several cars are afire; a Navy air role in Korea has been to keep supply lines from running

All for One

The carrier *Rendova* has a fighter team called "The Fearless Four" which is fast making a name for itself at clobbering the Communists in Korea.

All from VMF-212, they are Maj. William H. "Old Ironsides" Rankin, exec of the outfit; 1st Lt. Alonzo L. Norrbom and Capt. Robert R. Tabler, both Reserves called up to duty, and "tail-end Charlie"—1st Lt. Robert M. DuPuy.

Reason for the quarter's success at polishing off convoys, trains and bridges is the teamwork they have worked out ahead of time. If the lead man in an attack scares up troops or a vehicle, his teammates polish it off.

Their flying hasn't been uneventful either, Rankin having been shot down in No Man's Land between the two fighting lines and Norrbom being shot down and landing at sea. AA fire frequently damages their planes but the team is still flying.

RENDOVA'S 'Fearless Four' Dupuy, Tabler, standing, Rankin, Norrbom check targets



Rescue Under Fire

It takes a special kind of courage to fly slow, unarmed rescue helicopters down at treetop level in the teeth of enemy gunfire to rescue downed pilots in North Korea, but it happens every day.

Two helicopters from a Mine Squadron operating from LSD's offshore, were sent out to pick up some U.N. pilots behind enemy lines. Lt. Jack M. Farwell went out 55 miles west of Wonsan, a good hop for a short-range helicopter, to pick up Lt. Muller of the 2nd South African Air Force.

As the helicopter was rising with the pilot, a bullet smashed the instrument panel and cut 20 wires. Some gauges and the radio were knocked out. When he tried to land aboard the *Gunston Hall*, LSD-5, he got a wave-off as the left pedal would not come up and allow use of right rudder. Farwell bent back a metal strip that had been hit by a bullet and was jamming the control

LT. FARWELL, operating off LSD, stands beside helicopter used in daring rescue



and made his landing.

Earlier in the day, on a mine reconnaissance mission near Hungnam, AP Chester W. Buss met small arms fire when trying to pick up a pilot 15 miles from Wonsan. While escorting fighters bombing and machine gunned an enemy-infested ridge nearby, crewman Ralph O. Sherrill, AD3, hoisted up the badly-burned pilot, Lt. (jg) Leslie R. Downs of VF-783. As the helicopter rose, enemy riflemen popped out of the brush and fired on them but did not hit the plane.

Try, Try Again

Cruisers' gunfire-spotting helicopters don't often make rescues, but Duane W. Thorin, CAP, flying the *Toledo's* pinwheel went inland in Korea to save an Air Force *Mustang* pilot who was pinned down by enemy fire for 24 hours.

Capt. Fred Waid was the fourth man picked up by the helicopter in as many months. He bailed out 50 miles inland

AIR FORCE Capt. Waid, Lt. (jg) Goodell in huddle after rescue by Toledo's helicopter





CAPT. ROBERT MCFARLANE of cruiser *Los Angeles* repays penny he borrowed in Japanese shop from Lt. (jg) John H. Keane; Captain's helicopter picked up Keane after *Corsair* was ditched



MARINE *Devilcat* pilots who blew up two ammo dumps on one sortie talk over exploit aboard *Rendova*; Maj. S. D. G. Peterson tells debriefing officer Capt. Marvin A. Chapman of feat

behind enemy lines. Unable to find Waid on his first hunt, Thorin was debarked from the *Toledo* on a nearby island to resume the search next day while the *Toledo* went north to bombard Chongjin.

Two more rescue tries next day were balked to heavy AA fire and low fuel. On the third try Waid was rescued.

Last August, the helicopter picked up Lt. Robert T. Walker from the *Boxer* after he ditched his AA-hit *Skyraider*. It was like old home week—a month earlier the same pinwheel had rescued him from behind enemy lines.

Shylock in Bed

Bon Homme Richard pilot Lt. (jg) John H. Keane believes in collecting his debts, even if it is only a penny and a Navy captain owes it to him.

It all came about in a strange way. Capt. Robert N. McFarlane, skipper of the heavy cruiser *Los Angeles*, was shopping in a Japanese seaport for souvenirs for his family. When the cost of the gifts was figured up, he lacked one penny of having enough money to pay the bill.

A young naval officer standing nearby

volunteered the needed penny. Capt. McFarlane promised to repay the debt some day. The chance came sooner than he figured.

Shortly afterward, a Navy *Corsair* ditched near the *Los Angeles* and the cruiser's helicopter picked him up. Of course the pilot was the obliging penny-lender, Keane. Capt. McFarlane visited the pilot in the ship's sick bay and repaid the debt. (see photo)

10,000 Combat Hours

Pilots of the "Devilcat" squadron, a *Corsair* fighter-bomber outfit of MAW-1, flew their 10,000th combat hour recently from an air base in South Korea.

The "Devilcats" are the only Marine day-fighter squadron in the Orient flying F4U-5's, latest and fastest model of Chance Vought's famed WW II *Corsair* line.

They have flown their bomb-and-rocket-laden planes from airfields all over Korea and from aircraft carriers of the U. S. Navy in adjacent waters.

The squadron has been commanded by LCol. Richard W. Wyczawski and LCol. Claude H. Welsh.

Ammo Dump Goes Sky-High

Tooling around North Korea in his "Nightmare" *Tigercat*, Capt. Manning T. Jannell became curious about a light he saw on the ground.

He caught the light in his sights and let a rocket go, just to see what happened. As he passed over the area, a small fire started, then all hell broke loose.

The whole sky lighted up in one tremendous explosion. His F7F *Tigercat* bucked like a dinghy in a choppy sea, and flaming pieces of stuff flew up to about 7,000 feet. Flying at 2,000 feet, he wondered if he would ever see home again.

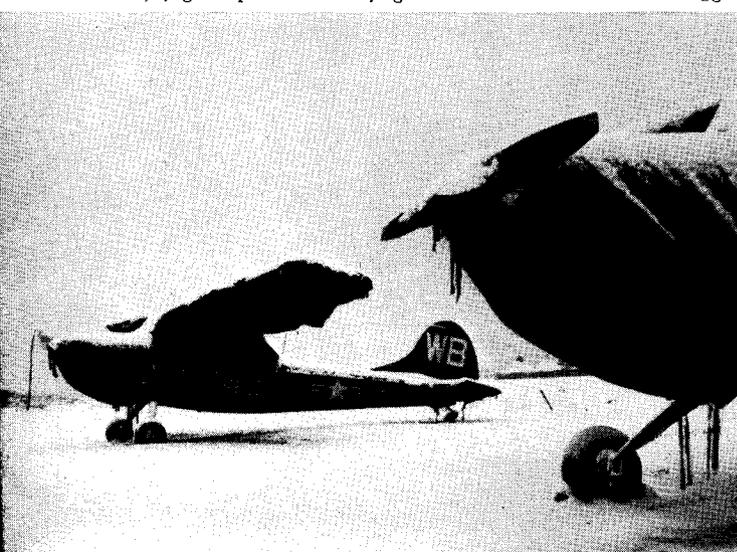
Quaking in his boots, he climbed to observe his handiwork. He called a fellow "Nightmare", 1st Lt. Ernest R. Olsen, to come over and take a look.

From some miles away came the reply, "I can see it from here. But I'll come by." He did, and threw some rockets at the edge of the conflagration.

A second explosion as large as the first rocked the area.

One large ammunition dump was scratched.

SNOWBOUND on an advanced Marine airstrip are these two L-19 observation planes from VMO-6 in Korea; with coming of winter, flight operations in frigid Korean terrain become rugged



HELICOPTER crewman A. J. Lienczewski gets out of craft after he was hit by enemy gunfire behind lines, bandaged himself up; note hole of bullet which hit him, in lower fuselage



USS LOS ANGELES