

T H E W A R



LAST minute adjustments on lethal ladder of bombs and rockets slung from the wing of AD Skyraider is made by Luther Bennington, AO1, serving with VA-702 aboard Kearsarge off Korea

Panthers versus Migs

Latest clash between Navy carrier aircraft and the highly touted MIG-15 resulted in a clear victory for the Navy and brought the score to six confirmed MIG-15 kills against a loss of one shore-based Navy fighter.

The most recent fight began when three F9F *Panthers* from the *Oriskany* ganged up on seven *Migs* off the coast of North Korea at 31,000 feet. When the smoke cleared, two *Migs* were shot down and two others were damaged. One *Mig* pilot was seen to bail out, and the damaged enemy planes headed north, smoking badly.

One of the *Panthers* was damaged slightly, but it returned safely to the *Oriskany* with the other two fighters.

The kills were accounted for by Pilots Lt. E. R. Williams and Lt. (jg) J. D. Middleton, and a damaged *Mig* is credited to Lt. (jg) D. M. Rowlands. The pilots are attached to VF-781, the Los Alamitos, Calif., squadron which volunteered for active duty 100 per cent at the outbreak of the Korean war.

This fight on 18 November occurred more than two months after the previous encounter. A MIG-15 was downed 10 September when Capt. J. G. Folmar and Lt. W. L. Daniels, of the Marine Corps *Checkerboard* Squadron from the *Sicily*, were jumped by four *Migs*.

First Navy-downed *Mig* of the war is credited to LCdr. W. T. Amen, who tallied with an F9F-2B from the *Phil Sea* on 9 November 1950. Nine days later LCdr. W. E. Lamb and his wingman Lt. R. E. Parker from the *Valley Forge* made

a kill, and the same day Ens. F. C. Weber from the *Leyte* scored.

Precision Work

Everyone knows the meticulousness of the Japanese race, but Marine Lt. James H. Orr thinks they carry it too far.

On a hurried trip to Japan from a Korean base of the First Marine Aircraft Wing, he ordered a new uniform from a Japanese tailor. As a pattern, he left an old uniform. There was a large visible darn over one trouser pocket.

Several weeks later he went back and picked up the new uniform. Yep, the tailor had made the new one an exact copy of the old—even to an exact duplication of the darned spot.

Cooperation

On a night interdiction mission near Hungnam, Capt. Thomas S. Moore and his radar observer, TSgt. K. Harvey, Jr., of the Marine *Flying Nightmares* squadron spotted four enemy supply trains. They attacked the longest string of about 30 cars, expending all the ordnance their F7F *Tigercat* carried. On a low run, the Marines found they had blown several cars off the track and started two fires. There were several secondary explosions as ammunition blew up.

Moore headed the *Tigercat* out to sea, looking for support so the job could be finished. He found two Navy destroyers and directed them by radio to an offshore point where they could bring their five-inch guns to bear on target.

For an hour and a half, while the cans zeroed in and poured shells into the trains, Moore and Harvey circled the target area, radioing results and correcting aim. The gunfire scored many hits and started fires in freight cars scattered all along three miles of track.

Moore hung around until his fuel was almost gone, leaving only when four trains had been badly damaged.

"It was the most productive mission I've ever flown in Korea," Harvey said after it was all over.

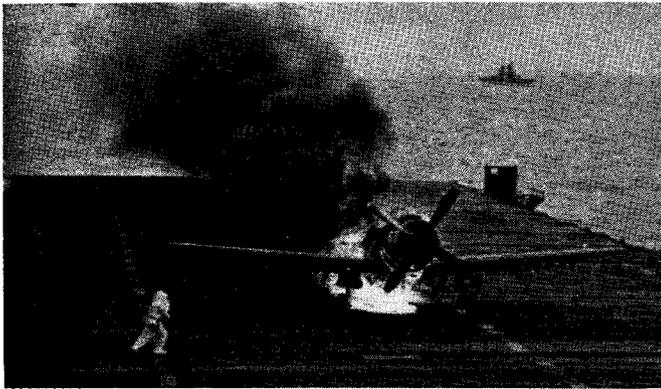
Cleaners' Enemies

Some people carry rabbits feet or four-leaf clover, but Marine *Death-rattlers* squadron pilots in Korea base their luck on dirty flying suits.

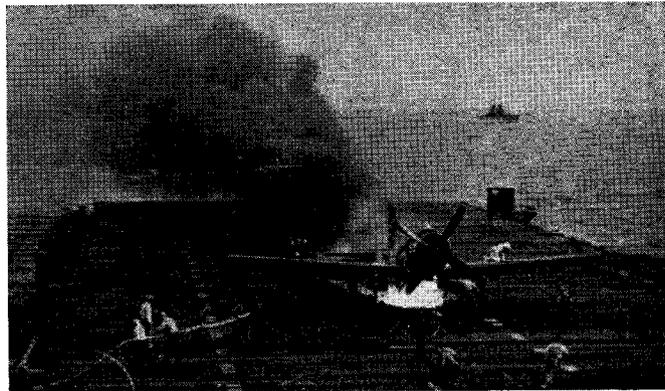
It all started when Maj. Paul Kellogg joined the squadron wearing the dirtiest flying suit anyone ever had seen. Fellow pilots and his houseboy tried to get him to wash it, but he refused.

"The last time I washed my flight suit was at Guadalcanal in 1942," he explained. "On the next hop I was shot down and had to spend several months in the hospital. Since then I've never washed my flight suit and they haven't laid a glove on me."

He's worn his present suit since 1948, having worn out the previous one. The major airs the suit daily, but doesn't allow anyone to wash it. Other squadron pilots thought the idea was a good one and tried it too. So now, flying suits at the squadron are getting dirtier and dirtier and pilots are feeling luckier and luckier. Only the Commies complain.



HOT SUIT MAN Hal D. Bond in asbestos garb makes dash for burning AD back from raid over North Korea aboard USS Essex



ON PORT wing, Bond removes 20-mm shells to prevent explosion. Fire was speedily quenched, so that Skyraider will fly again

New Red Tactics

Two new kinds of battlefield trickery used by the Chinese Communists have been reported by U. S. aviators.

Capt. Ramon J. A. Gibson, a forward air controller, reported the Reds were sending our four-man task groups against the Marine ground troops. Three Reds carry rocks to throw at bunkers for the Marines will fire and disclose their hidden positions. The fourth man has a rifle. Gibson figured the latter went along to keep the other three pitching.

From VF-11 on the *Kearsarge* came news of the other "dodge." Communists lighted hundreds of smoke pots in an area of vital troop and supply concentrations to hide them.

"From a distance it looked as if the smoke might obscure the target, but my pilots had some experience with California weather," said Cdr. Denny Phillips, the skipper. "When I got into the smog, I felt like I was passing through Los Angeles.

"That smog sharpened my senses as if I were standing at Hollywood and Vine on an opening night. The Cali-

fornia boys hope the Commies use the smoke pots some more. It makes them feel like they're home on a short furlough."

Real Hot Landing

The first known helicopter landing on a destroyer took place recently when a chopper from the heavy cruiser *Los Angeles* bounced against a loaded depth-charge rack near the narrow fantail of the destroyer *Orleck* and then settled down with one wheel astride a 400-pound can of TNT. Nobody was hurt.

Piloted by Lt. William W. Wear, the copter was hovering over the destroyer's deck to discharge a passenger by hoist when the craft lost power. Ens. Richard B. Howe, dangling in a harness ten feet below the aircraft when it began to settle, slipped from the hoist and dropped to the deck below. Then, to put it mildly, he ran.

Lt. Wear skillfully slipped the helicopter aft to avoid striking a five-inch gun mount. It was then that the craft came to its lethal resting place.

Jack F. Hatcher, CTM, assisted by John T. Kuoperak, SN, and Billy J. Calhoun, DC2, quickly checked the

depth charges and set them on safe. The *Orleck's* exec, LCdr. F. G. Young brought the destroyer alongside, and the copter was hoisted aboard the cruiser, repaired, and put back into immediate service.

Rings Bell Twice

There are many ways of breaking the news to a man that he is a father, but Ens. William Finn aboard the *Essex* off Korea got his word a little different way.

A member of VF-871, he was out on a strike against a supply area in North Korea, dropping his bombs right on them. On the way back to ship his *Corsair* developed engine trouble and had to make a landing at an emergency landing strip.

Before he could climb from his aircraft, a friend of his who also had been forced to land there told him he was the father of twin daughters. The event had taken place two weeks before. Finn's fellow pilot had read it in a newspaper clipping sent to him on the *Princeton*.

Finn's only comment was, "Two girls! How could she do this to me?"



CAPT. Douglas Call, completing *Devilcat's* 15,000th combat hop, is welcomed



TOLD his wife had twin girls, Ens. Bill Finn howled, "How can she do this to me?"



CHOPPER from Los Angeles had engine failure, set down on the fantail of DD *Orleck*

All Hands Hit the Drink

When Col. Jack R. Cram, commanding officer of Marine Air Control Group 2, stood up in an amphibious duck and then jumped into chilly Korean waters, there was method in what might seem to be his madness. He was followed into the drink by Pfc. William L. Inskip and then by all the pilots and crewmen in MACG-2.

Purpose of the mass dunking was to demonstrate that survival in cold water depends upon cool experience and first-hand knowledge of survival gear. The 33 Marines in the training exercise were equipped with survival suits. Capt. Robert E. Paulson, who straw-bossed the water-survival drills, explained that a man's arms would become numb and useless in Korean waters this winter in about two minutes. "In five minutes, he'd be unconscious and near death," Paulson said.

When the men hit the water, the suits were ballooned out by the air confined inside them, thus providing flotation. The rubber suit has boot-like feet, a draw-string hood, and flexible mittens. The drills, simulating the predicament of an airman parachuting into the sea, required the pilots and crewmen of MACG-2 to undo their harnesses, inflate Mae Wests, and then struggle into the slippery, bobbing life rafts.

After all the pilots and crewmen had



SAME map case turned in by Lt. Buchser in '44 was reissued Maj. Buchser in '52

gone through the practice run, a hoist line was lowered from a hovering helicopter to Col. Cram as he bobbed in a life raft. He slipped the line under his arms and was pulled aboard the copter with the aid of its crewmen.

Funny Coincidence Dept.

Back in 1944, 1st Lt. Edmund Buchser, Jr., having completed 87 combat missions in the South Pacific with the *Joe's Jokers* squadron of the First Ma-



CLAD in winter survival gear, these 33 pilots and crewmen of a 1st MAW squadron got a real dunking in realistic air-sea rescue drills, conducted in the chilly waters off Korea

rine Aircraft Wing, turned in his flight gear and was rotated home. An item of his gear was a khaki map case.

Eight years later, Buchser (now a major) reported to the First Marine Aircraft Wing in Korea with the same squadron, now called the *Able Eagles*. Operating *Pantherjet* fighter bombers, the squadron had been flying *Corsairs* when Buchser left in '44.

Before the first mission of his new tour of duty, Buchser was issued flight gear. You guessed it. There was his old map case. Across its khaki front were the worn letters: *E. Buchser, Lt., USMCR.*

Maj. Buchser commented: "Lots of things have changed in eight years. Air warfare is different, planes are different, but map cases are just the same. At least, mine is."

Flying Sieve

The "hard hat" has done it again. This time it seems to have saved a pilot from serious injury stemming—not from crash impact—but flak.

Lt. (jg) Carl B. Austin, AD *Sky-raider* pilot of VA-195 operating off the



SHELL fragments penetrated canopy, ended up in Lt. (jg) Carl Austin's hard helmet

Princeton, was flying a close-support mission near the front lines in the Kum-song area. His division had just knocked out six artillery positions and five enemy bunkers. Austin had pulled up for his next run when his airplane was rocked violently by an exploding 37 mm. shell. Dazed by a blinding flash, Austin felt the stick wrenched from his hand. Struggling to regain control of his plane, he noticed that the fuselage, tail section, and canopy of his AD had been virtually riddled by shell fragments.

With half his port aileron blasted away, Austin was nevertheless able to find a friendly airstrip and set down. Once on the ground, he found that fragments had penetrated the canopy, grazed his neck, and imbedded themselves in his hard helmet—instead of his head.

Next day, with his plane patched up, Austin reported back for work aboard the *Princeton*.

Qu'est-ce que Vous Dites?

During World War II, American troops who could talk an Indian dialect confounded the Nazis listening in on their radios to steal military information.

Over in Korea, a couple of Americans are using Spanish to balk the North Koreans. Capt. Ramon J. A. Gibson, a forward air controller with 1st MAW, directed an air strike of four fighter-bombers led by Capt. John P. Sutherland.

When they talked over the radio, they recognized each other's voices. Since both were reared in Mexico, Gibson decided to give target instructions in Spanish instead of English.

"We didn't have any trouble following my directions, but if any Commies were listening in on our frequency, I'll bet they went nuts!" he said.

With Greeks, French, Turks, Israeli, Ethiopians, Thai and Dutch, to mention a few, also fighting in Korea, radio-monitoring in the Red forces probably is not a preferred duty.



CAPT. Frank Jackson (r) and SSgt. Samuel L. Cummings of MAG-12 helped catch a Commie spy, so are made members of ROK police



HIT by flak, Cdr. L. W. Chick made forced landing ashore. On return to Essex, he was deloused and dubbed 'Red-Headed Eagle'

Marine Sleuths

Two Marines who helped catch a top Communist spy long sought by South Korean officials have been made members of the Republic of Korea police force.

The first Americans to be so honored are Capt. Frank M. Jackson and SSgt. Samuel L. Cummings of Marine Air Group 12. Jackson was named a captain and Cummings, a lieutenant.

Both Marines received identification cards written in Korean. Their citations said the Communists they helped capture had ordered execution of six South Korean civilians before being taken.

The citation read: "Both these men came many thousands of miles to help us combat Communist forces trying to overrun our shores. Besides dealing with the world enemies to the north, they are helping our local police to control our enemies on the home front."

Tactical Ground Support

Strange things happen in war. Once Marine aircraft supported ground units. Now the tables have turned and ground units are supporting air.

This teamwork has produced an effective flak suppression system for use in close air support in Korea. It's so efficient that not one close support aircraft had been shot down by the enemy opposing the Marines since last July.

Before an air strike on enemy front line positions, all known enemy anti-aircraft positions in the vicinity of the target area are thoroughly plastered by artillery fire. The artillery fire lifts during the exact time of the strike, then comes down again with its former intensity as the aircraft depart.

Air controllers, rubbing elbows with Marine infantrymen, either in front line

positions or in the air as observers, insure essential split-second timing by means of radio contact with the artillery batteries. A few seconds after the last artillery round is fired on anti-aircraft targets, Marine planes have made their strike and are ready for more action.

Another Eagle for VA-55

Red-haired Cdr. Lewis W. Chick, skipper of VA-55 flying off the *Essex*, was attacking a heavily defended supply area in central Korea when his AD *Skyraider* took aboard a .37-mm. shell—a direct hit in the starboard wing. The attack plane rolled on its side, but Chick leveled out and cut his airspeed to 100 knots. He set down on a South Korean airstrip with one good wing and a prayer supporting his gentle approach to the field.

Next day, with his wing repaired,

the "flying Chick" flew home to the *Essex*. His fellow pilots—taking a dim view of the sanitation conditions prevailing at some South Korean airfields—liberally deloused him with DDT and christened him the "Red-Headed Eagle". A former skipper of VA-55 was Cdr. Paul Gray, the famed *Bald Eagle*, so dubbed by James Michener, author.

Cries of Protest

A Marine second lieutenant, newly arrived in Korea, was on his first mission over a North Korean stronghold city when AA fire clouded the sky with black puffs.

"Hey skipper, they're shooting at us!" he shouted into his radio mike.

Back into his headphones came the quiet, reassuring words of LCol. Darrel D. Irwin, his commanding officer:

"That's ok, son. They're allowed to."



TRAILING exhaust-propulsion smoke, this six-inch rocket is headed for its target near Hamburg; the attack on this marshalling yard left the surrounding area a near shambles