

KOREAN AIR WAR



CARRYING EIGHT HIGH VELOCITY ROCKETS AND TWO NAPALM BOMBS, A CORSAIR TAKES OFF IN KOREA FOR AIR SUPPORT STRIKE AGAINST REDS

First Torpedo Attack

Navy *Skyraiders* of Air Group 19 on the *Princeton* dropped their first torpedoes of the Korean war on 1 May when divebombers from Task Force 77, escorted by *Corsairs*, launched torpedoes against flood gates of Hwachon reservoir dams in east central Korea.

The tin fish destroyed one gate and made a 10' hole extending below the waterline in the second. Three of the

torpedoes exploded at the center of the 200' high dam, which is 900' long. A fourth did unassessed damage to an abutment at one end. The gates which expose an extremely narrow vulnerable surface and aiming point upward had proved difficult to hit by bombing.

The gates were 20' high, 40' wide and 2½' thick. The planes twisted and dived around 4,000-foot ridges to reach the short curving leg of the lake that leads

into the dam. They had just enough water distance to level off at the proper altitudes before they reached release point.

After dropping their torpedoes into the fresh water lake, the pilots had to make an abrupt pullout over steep ridges and high tension wires rising above the dam.

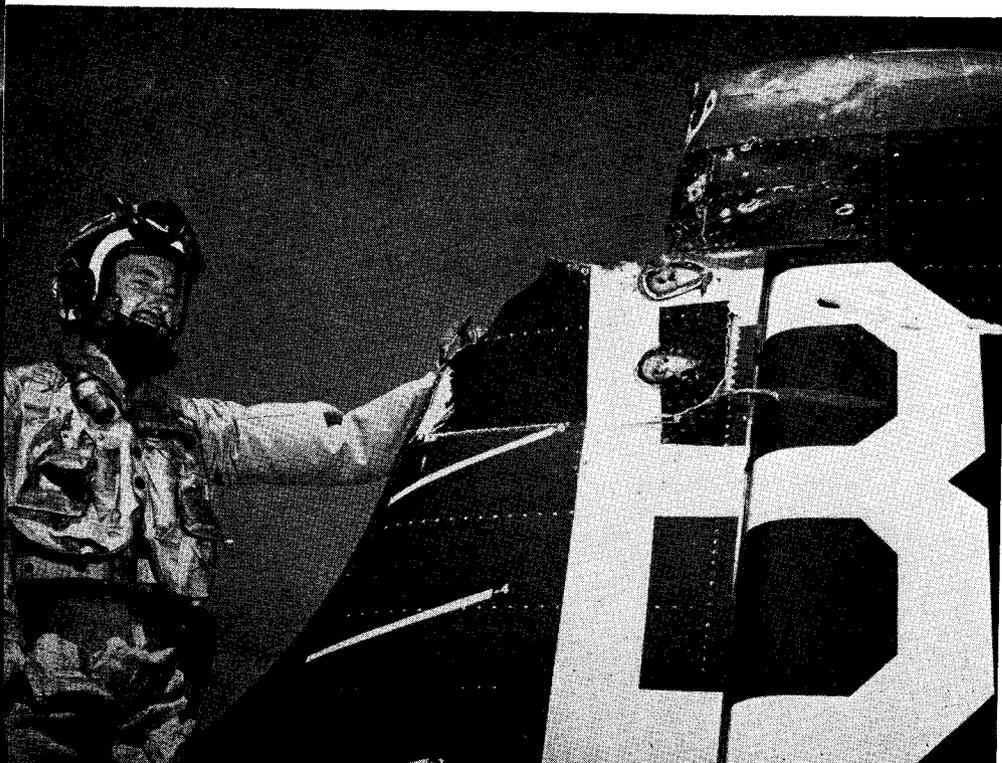
The strike was mounted at the request of the 8th Army in Korea. It was the first torpedo attack to be carried out by the Douglas *Skyraider*, under combat conditions and the first torpedo drops of any kind for half of the pilots on today's mission. It was the first combat use of aerial torpedoes by the Navy since World War II and the first torpedo strike to be launched from the *Princeton*. Photos of the attack appear on the inside front cover of the NEWS this month.

With their remaining bombs, the torpedo task force gave close and deep air support which air controllers credited with destroying 610 enemy troops during the day. They hurled napalm into a tunnel northeast of Seoul where a ground controller reported enemy in battalion strength to have hidden earlier.

LSO, Pilot Team Up

USS LEYTE—The only difference be-

SIX MONTHS growth of beard can't hide smile of Lt. (jg) Edward Phillips as he surveys torn tail section of his sturdy *Skyraider*



COMMUNIST minelayers get a thorough going over as naval planes spread the fiery destruction of napalm bombs over the ships

tween LCdr. Edwin S. Memel's first and his hundredth landing was the type of plane flown.

Back in 1948, Lt. Al Monahan, the landing signal officer aboard the training carrier *Cabot* brought Memel in for his first carrier landing in an SNJ. The years passed and both men were aboard the *Leyte* fighting the Chinese. For old times sake, LCdr. Memel asked and Lt. Monahan agreed to bring the former in on his 100th landing, this time in a speedy F9F *Panther* jet.

Monahan ordinarily flies off the *Leyte* in a helicopter, he being a rescue pilot who has picked up five *Leyte* fliers who had to ditch their planes in the frigid Sea of Japan off Korea. So he picked up the LSO paddles for the first time in several months and brought Memel in for a *Roger* landing. It was Memel's 87th jet landing and his 74th aboard the *Leyte*.

A Merry Chase

How would you like to look out of your cockpit in the pouring rain and see two 220-pound bombs bouncing along the runway beside you as you came in to land?

1st Lt. Charles H. Burgans, a *Flying Nightmare* pilot, had that experience over in Korea and, although they did not explode, he was ready to go back to his California farm.

He was out in his *Corsair* night fighter-bomber burning up trucks when bad weather hit him. His windshield collected snow faster than the heater could melt it. Over Seoul, his wings picked up so much snow, the fighter became sluggish, and to make things really bad, his airspeed indicator went out.

Burgans dumped the snow from his wings by making shallow dives and changing the air flow over the wings so the snow blew away. Later blinding rain solved his snow problems but it did not make his arrival back at base any easier

TWO CORSAIR pilots, Lt. Harold D. Daigh and Capt. Philip C. DeLong, describe first Corsair-Yak air battle of Korean conflict



as he had no airspeed indicator. Neither did he know his two bombs had failed to drop and were frozen to the racks. They broke loose when he landed and chased him down the field.

After he got back he found out his fellow pilots had been grounded for hours because of the weather.

Long Row Home

Ten men in an open whaleboat fought a desperate four-hour battle in the icy mine-infested waters off Wonsan, Korea, to rescue a downed fighter pilot from the *USS Valley Forge*, Ens. Ralph M. Tvede.

Tvede ditched his plane a half mile off Wonsan beach. Nearest friendly ships were 80 miles away. The *DD Ozbourn* headed for the scene immediately. At the same time the Air Force sent a *Dumbo* rescue plane. Owing to the distance of the base from the pilot, the *Dumbo* arrived on the scene after dark and could not land.

The *Ozbourn* put its whaleboat over the side at 1706 for the 15-mile run-in

to the downed pilot who was in his rubber boat. More than two hours later the whaleboat, buffeted by heavy seas and icy water, arrived on the scene. Enemy boats attempting to capture Tvede were driven off by Task Force 77 planes circling overhead.

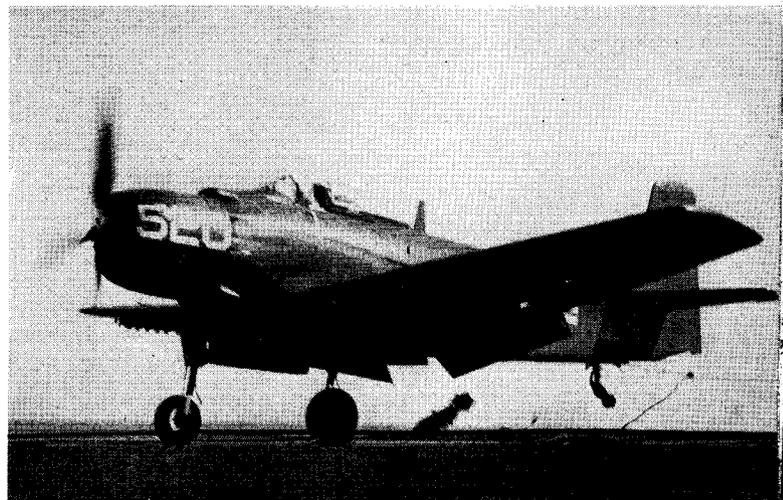
Darkness had fallen and flares from the *Dumbo* helped the boat locate the pilot. The whaleboat was in the middle of a minefield when it picked him up and started the two-hour night journey back to the destroyer. Tvede was suffering from shock and exposure after five hours in the water.

Aviator Captures Red

Carrier-based naval aviators rarely capture enemy soldiers. But Lt. (jg) Durward J. Tennyson, a member of Carrier Air Group 19, was credited with capturing a Chinese Communist while attached to the 24th Army Division infantry regiment as a close air support controller.

Tennyson reported he was crossing a field when he saw the Chinese in an irri-

A BIG BOMB that wouldn't drop over Korea was jarred loose as the *Skyraider* landed aboard *USS Princeton*. . . . It didn't explode





LT. R. W. Duncan who made 40,000 landing on Boxer is congratulated by Capt. Briggs.



CAPT. F. E. Wilson, USMC, describes rescue of three fliers in his Sikorsky helicopter



NAVY PBM Mariner operating in Japan gets coat of defrosting fluid on tail surfaces

gation ditch. He was wounded in the leg and had a pistol and hand grenade, but made no attempt to use them. The pilot shouted and others came up and took the prisoner to the rear.

The Princeton pilot spent 11 days with the infantry regiment support team acquainting himself with close air support from the ground level.

A Spot of Trouble

The hairiest helicopter rescue story to come out of the Korean war so far happened on Friday the 13th of April.

VMO-6 was called in to rescue a downed Air Force F-51 pilot who had parachuted 20 miles behind enemy lines in rugged mountains north of Kwachon reservoir.

Capt. Jack Schmidt went out in helicopter #13 to save him, taking along Corp. Robert Sarvia, who volunteered to help. Air Force Mustangs and Marine Corsairs escorted them over enemy lines. Almost as soon as the pinwheel reached the downed pilot, it was shot down.

Capt. Schmidt made a semi-controlled crash landing, but the HO3S-1 turned over as it hit. Sarvia suffered a wrenched leg. The Air Force pilot, Maj. Bryce McIntyre, who had a dislocated shoulder, met them and the three immediately hid from Chinese Communists swarming over the area. Small arms fire combed the area around them, but fighters overhead kept the Communists from closing in.

Another helicopter was dispatched with Capt. Frank E. Wilson at the controls. Although it was almost dusk, he made it to the scene with fighter escort of four Corsairs from the Black Sheep squadron.

Wilson reported the other helicopter pilot tried to wave him away because of heavy gunfire. The protecting fighters attacked the Chinese while the helicopter dropped down, hovering in plain view

of the Chinese. Because of rough terrain, the helicopter could not land, but hovered while Sarvia was hoisted aboard in a sling. Air currents in the canyon caused the helicopter to bounce up 150 feet.

Sarvia was dangling in midair, hanging on to save his life while the pilot fought the controls to steady the pinwheel. When Sarvia reached the helicopter door he was unable to crawl into the machine. Wilson steadied the helicopter with one hand, reached back and caught the exhausted man by the collar, pulling him aboard, no mean feat since helicopter flying is a two-handed job at best.

Wilson then found a small clearing where he could ground hover, touching down two wheels. The other two downed officers climbed in and took off. Immediately it became apparent it was not going to fly. Fifteen feet up it became unmanageable and Wilson asked Schmidt to jump out to relieve the nose-heavy attitude. He did so.

Wilson shifted sand bags to trim his ship and dropped back to earth. Schmidt got aboard again and the laden helicopter struggled upward. As it staggered from the canyon, machine gun tracers crossed its path. The Black Sheep dived low and with their napalm bombs and rockets knocked out one 40 mm and four 20 mm gun positions.

The helicopter headed for home with four Mustang escorts. All available jeeps and trucks plus improvised flare pots were lined around the field to provide landing lights in the darkness and the landing was made safely.

Telephoning Did It

When enemy artillery shells landed near his tactical aircraft control center, Maj. Harlan "Tex" Hood reached for the telephone and called a friend miles away at an air base in South Korea.

"Jim," said Major Hood, "I'm getting

a few rounds in my command post. How about getting one of your night fighters in here to take care of it?"

"O.K., Tex, right away," answered Maj. James Etheridge of First Marine Aircraft Wing.

He then picked up a microphone to instruct a Marine night fighter pilot orbiting over the front.

Maj. Etheridge's phone rang a few minutes later, and Maj. Hood said, "Jim? This is Tex. No more shells. Give that boy credit for one artillery piece, and our thanks."

Helicopter Hold-Down

Marines had to clutch his small helicopter each time it alighted on the sharp ridge at the fighting lines to keep the wind from blowing it over. But in four trips, Lt. John L. Scott evacuated a dozen critically-wounded Marines from the Korean front.

Brush-chopping Marines made a "helicopter strip" and radioed for a pinwheel to evacuate the casualties. The ridge was so sharp, Scott found on arrival, that a gust of wind could throw him to destruction down either side of the hill.

He hovered over the makeshift landing strip until Marines lined up on both sides of his Bell helicopter, guiding it to the proper spot, and holding it against the tricky cross-currents while wounded were loaded aboard. His last landing back at base was made in total darkness, guided only by headlights of several jeeps.

Tight Quarters

Some fancy flying was required for Marine Lt. Rocco Bianchi, flying a Corsair off the carrier Bataan, when he caught a group of Chinese Communists in a narrow defile sheltered by a perpendicular crag.

Bianchi dived on the enemy and

pulled up at almost a 90° angle to escape hitting the cliff after giving them a working over with his guns.

Another *Bataan* pilot, Capt. Frank Reilly, walked in on his briefing officer aboard the carrier and tossed an aerial photo on the desk.

"There ain't any more target," he commented. The target for Reilly's flight of *Checkerboard Corsairs* was a camouflaged command post northeast of Seoul. The Marines demolished the fortification, leaving it charred ruins.

Fighting Chevrons

Aboard the light carrier *Bataan* off Korea are six enlisted Marine pilots—the only enlisted men who are flying fighter planes in the war zone.

The men belong to a Marine fighter squadron commanded by LCol. Richard Wyczawski and among them have flown more than 500 missions, including reconnaissance, patrol, bombing, combat and close support since they joined the fray at *Inchon* last fall.

The *Flying Chevrons*, as they are called, liked the fighting around Chosin reservoir as the toughest. "We didn't have any trouble finding the enemy, they were all over the place," said M/Sgt. Clyde B. Casebeer. "A guy couldn't throw a piano without hitting at least a dozen of them. There seemed to be only handfuls of soldiers and Marines in scattered pockets."

"They weren't wise to what our *Corsairs* could do," added T/Sgt. Gail Lane. "We'd napalm 'em, strafe 'em and let loose with our daisy-cutters. They didn't try to hide, they just kept coming."

Flying low level support missions, the pilots can see both battling lines surging below them. While enemy flak cuts holes in their planes, their comment is:

"Ugh . . . I'd sure hate to be down there fighting in all that mud and slush."

Other members of the sextet are M/Sgt. Norman Payne, M/Sgt. Billy R. Green, M/Sgt. Donald A. Ives and M/Sgt. John McMasters. Green and

Payne are also multi-engine pilots. Ives was the second enlisted *Leatherneck* pilot to check out in jets. Casebeer served with Marine Raiders during WW II.

Fire Treatment Works

Napalm is proving an excellent weapon against scattered enemy troops in Korea. Several fighter pilots from the *Death Rattlers* squadron were called in to hit a hill target by an Air Force aerial observer.

Below they could see the rolling hill that was conspicuous because of its lack of dug-in emplacements. They learned from Marines on the ground the hill was full of Chinese, so they dropped a couple of napalm tanks that exploded and poured down the hillside.

Around the ridge they dropped two 500-pound bombs and fired 29 rockets at the Communists, finishing up with a few strafing runs. The controller later radioed that 74 enemy dead had been counted.

Trouble, Trouble

They call them the *Flying Nightmares* in Korea because they fly night-fighter *Corsairs*. And Capt. Robert D. McLaughry, son of Dartmouth's famous football coach Tuss McLaughry, believes the First Marine Air Wing Squadron was rightly named.

On his first combat mission since 1945, at night, he ran low on gasoline and landed at Suwon, far from home.

The following night he had trouble with the hydraulically-operated cockpit enclosure. The canopy closed on a length of his radio headset cord outside the cockpit, pulling his head over to the right as far as it would go.

He finally opened the canopy and freed himself after slewing wildly around the sky for several minutes. Later the same night, the canopy opened smoothly but too rapidly. It pinned McLaughry's left arm back of him, and again he was trapped for a few moments.

On the third night, as McLaughry

was attacking a Communist truck, something went wrong with his 20 mm cannons. Incendiary and explosive ammunition began to explode in each wing just outside his cockpit. Through holes torn in the wings, he could see flames licking at the wing supports.

Before he could parachute, however, the fire went out. He spent the rest of the night at Suwon after landing safely.

Where Wild Goose Goes

At an air station in north Korea, new arrivals are startled when they hear the cry of the "wild goose."

This is not a natural phenomenon, but the newest innovation of the flying *Leathernecks* of the Korea Courier, a section of R4D transport aircraft attached to the First Marine Aircraft Wing.

The "goose", a Japanese bulb horn, was introduced to take the place of unnecessary voice transmittal.

On approaching the field, the pilot presses his microphone switch and gives a blast of the horn. One blast requests landing instruction; two signifies the wheels and flaps are down. On the final approach, the goose gives out with three blasts.

So far the strange call hasn't attracted any wandering ganders to the scene.

Double Threat

First Lieutenant Robert E. Mathewson, a Marine helicopter pilot, can now add "combat infantryman" to his military record.

While attempting an evacuation mission in a Bell HTL-4, he was shot down into the midst of surrounded and furiously fighting Marines. They gave him an M-1 rifle, a helmet, and told him which way to shoot. And since every Marine is basically a rifleman, he went to work.

By late afternoon, the Marines had shot their way out of the Chinese Communist trap. Tired, dirty and bruised, but clutching his rifle, helmet and a captured enemy machine gun, Mathewson made his way back to his quadron.

"I'll take helicopters," he announced.

THESE JET pilots of a former Glenview reserve squadron, now operating on USS Boxer, will soon be hitting vital Korean targets

LEATHERNECKS of Greek extraction in 1st MAF practice language with Royal Hellenic Air Force volunteers on meeting in Korea

