

A CORSAIR LANDING ABOARD THE VALLEY FORGE LOOKS LIKE A DRAGONFLY ALIGHTING IN THIS SHOT MADE FROM THE FANTAIL

T H E W A R

Critical Touch

A little more pressure on the striking pin of the bomb would have spelled disaster, but that is the chance Ralph V. O'Dell, AO1, took to prevent an explosion.

O'Dell, a member of the bomb disposal crew of the *Boxer*, can with perfect calmness show how he used his finger to block the fuse of an armed bomb, but it was a tense moment when he found himself a finger length from disaster.

The bomb was exceptionally sensitive after bouncing up the deck from a landing plane. A little pressure on the striking pin could have detonated it.

O'Dell took the dangerous fuze out after substituting a piece of wood in the space where he had his finger.

Accidental Economy

It may not have been planned economy for Lt. Murdoch McLeod, but on a recent mission he netted several hits for the price of one.

Accompanied by other elements of

VF-194 from the *Valley Forge*, Lt. McLeod was flying a strike mission north of Wonsan when he spotted a highway bridge that spanned a double set of railroad tracks. Nosing his *Skyraider* over into a dive he screamed down on the target and released a single 1000 lb. bomb.

The half-ton projectile knifed cleanly through the pavement and exploded beneath the bridge, sending shattered fragments of the structure high into the air. But that wasn't all.

Two locomotives hidden beneath the bridge were gutted by the blast, and several loaded boxcars, similarly concealed, burst into flames soon after.

Economist McLeod's "kill" was verified by other members of the flight who swooped down to investigate the fiercely burning wreckage.

Essex Eye-Opener

"The tightest ship in the Navy", the USS *Essex*, came up with an eye-opener recently when she compared her

Korean war record with her record of World War II.

Since the *Essex* went into Korean combat as part of Task Force 77, her planes have fired more ammunition than they did in the Pacific. In less than five months over 5,000 tons of bombs have been dropped on Communist facilities by planes from her decks. This almost doubles the amount of ammunition expended during the 16-month period of April 1944 to August 1945. The *Essex* has used 2,500 rockets and over one million rounds of 20mm shells.

Some of her hits during these five months show 200 bridges blown up, railroad track cut in 2,545 places, and 2,247 enemy troops killed.

Air Group Five, composed of *Skyraider*, *Corsair*, *Panther* and *Banshee* squadrons, operated from the carrier during this combat period. Capt. Austin W. Wheelock commanded the *Essex* from recommissioning until this January when he was relieved by Capt. W. R. Rodee. The ship remains in combat.



COMMIES are fascinated by LCDr. Schreiber whose plane was hit on 15 of 41 missions

Communist Target

When LCDr. R. S. Schreiber landed his flak-riddled *Skyraider* aboard the *Valley Forge* recently, he completed his 41st mission over enemy territory and came back in a damaged plane for the 15th time.

Since beginning operations off the eastern coast of Korea last December, he has been fired on and hit by North Korean gunners on more than one out of every three flights he has flown. He picked up four more bullet holes in his recent bridge-busting strike near Hogwon.

But despite his close shaves, LCDr. Schreiber, CO of VF-194, has never been hit himself nor had to make a forced landing. His fellow pilots call him "Ichiban Flak-catcher," meaning the Commies' favorite target.

Jet Jockies Joke

VF-52 skipper, LCDr. James J. Kinsella, and three of his *Panthermen*, Lt. Irving A. Robinson, Lt. Paul A. Hayek



PLANES of Kinsella, Smith, pilots of the carrier *Valley Forge* were 'decorated' when they landed aboard *USS Philippine Sea*

and Ens. Lester R. Smith, arrived back at their carrier from a Korean strike to be greeted by a fouled deck on the *USS Valley Forge*.

Since both the sun and their remaining fuel were low, the jetmen set down for the night on the close-up *USS Philippine Sea*. The fact that next morning was April Fools' Day had no particular significance to the *Valley Forgers* until they got a glimpse of their planes.

During the night, the *Phil Sea's* VF-112 had broken out paint brushes and disguised the VF-52 *Panthers* as their own. To further express the sign painters art, two foot high letters "Jig-Jig's Jovial Jet Jockies", "Light Smokes at This End", "April Fool", and other gaudy art graced the *Valley Forge* jets.

Down Memory Lane

A surprise awaited VF-63 pilot, Lt. (jg) A. E. Rice when his squadron reported aboard the *Boxer* recently.

He discovered the first squadron combat flight schedule he authored in September still taped to the squadron duty officer's desk in ready room four.

"It could be a sign of an inefficient field day or a tribute to my planning ability," Rice chuckled.

Operation "Butterfly"

A recent deployment of the Staff, FairWing 6, from the NAS ATSUGI, Japan to the seaplane tender, *Salisbury Sound*, was given the code name of *Operation Butterfly*.

Living up to its watchword "mobility", the fliers transported personnel, equipment and materiel overland by truck and bus to Yokosuka where the ship was berthed. The whole move was accomplished in 36 hours.

All hands on the staff, including Capt. Julian D. Greer, Commander FairWing 6, teamed up to carry out *Op Butterfly*.

Movements of this sort are nothing



ON LEAVE in Japan, AN Bob Boals of carrier *Valley Forge* shows waitresses motorcycle

new to the staff. Since FairWing 6 was commissioned in Tokyo, August 4, 1950, they have been aboard the *Gardiners Bay*, (AVP-39), the *Curtiss* (AV-4), the *Pine Island* (AV-12), as well as a previous tour on the *Salisbury Sound*.

Prior to this latest move, the staff had been based ashore for almost a year at Atsugi.

Homeward Bound

After serving nine months aboard the *Antietam*, Helicopter Unit 16 of HU-1 is returning to the US.

Since July, 1951, when the unit boarded the carrier, six aircraft pilots have been rescued and brought to safe havens by their "whirly-birds". In addition, 238 passengers have been carried, 8,682 pounds of guard mail and more than 15,000 lbs. of priority freight transported.

Lt. J. F. Wilson and Lt. J. A. Jenkins are pilots with the unit. Both men are former fighter pilots.

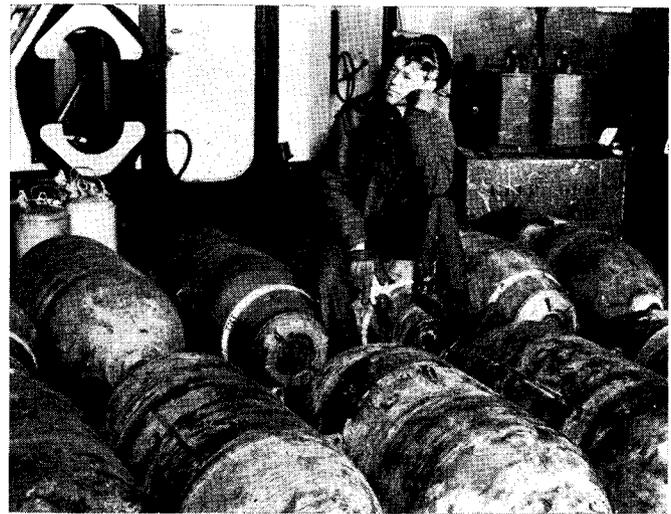
Shown standing in the picture are members of the crew (l. to r.) Ray,



TOM McCORMICK, AN, going to flight training, gets word from cousin and squadron mate, jet pilot Lt. (jg) Fallon; both on *Phil Sea*



MEMBERS of Helicopter Unit 16, Ray, Biesinger, Meek, Ferreira, Harwood, Lt. Jenkins, and (kneeling) Ullery, Scrivan, ready for home



OH BROTHER! Is there no end? AN Jack Paulson of the USS *Philippine Sea*, surveys the 500-lb. bombs to be moved to the flight deck

Biesinger, Meek, Ferreira, Harwood and Lt. Jenkins. Kneeling are Ullery and Scrivan. Not present, when the photo was taken were Lt. Wilson and AM Starnes.

The Unit will be based at Ream Field near San Diego where Helicopter Squadron One is stationed.

Enemy Jato

The Communists weren't trying to do a favor, but their artillery fire gave a "jet assist" to the helicopter carrying Col. T. A. Culhane, Jr., commanding the Fifth Marine Regiment, as he was leaving the front lines after an inspection.

The Colonel's craft had risen a scant ten feet over the handkerchief-size landing strip when an artillery round zoomed in and exploded under the helicopter. Fragments from the shell-burst missed the machine but the blast bounced the 'copter into the air, well out of range of the next two rounds that followed immediately.

Korean Pioneer

Climaxing a colorful career by "pioneering" in Korea is MSgt. Sidney R. Wooley. The *Leatherneck* is 47 years young and 23 of these years have been spent in the Marines.

Wooley has spent the past 19 years in aviation and is proud to be the oldest enlisted pilot still flying with the Corps. He is now winging over North Korean skies with the first transport helicopter squadron to see combat action.

Stationed with the 1st Marine Aircraft Wing since October, 1951, the veteran pilot has been flying blood and vital supplies to front line troops. He also flies military officials on "birds-eye" battlefront inspections.

Wooley is used to his role as a pioneer in aviation. He was one of the first pilots to test the famous *Tigercat* night fighter. This fighter-bomber is one of the planes

nightly spreading destruction behind Communist lines in Korea.

When Wooley was earning his wings at Pensacola in 1933, he recalls that the helicopter was a new invention which some considered as impractical. Now he is learning how practical it turned out.

'Lorelei' Linda

Pilots returning to the *Antietam* recently had reason to believe that a "Lorelei" had sneaked aboard the carrier in their absence and was "talking them home."

The feminine voice they heard was that of Mrs. Linda Beech who, with her husband, Keyes Beech, paid a brief unannounced visit to the *Antietam*. The couple came out to the ship via helicopter to get some stories; both are accredited correspondents for the UN Command.

Attractive Linda Beech was taken on a fast-paced tour of the vessel. She was at Air Plot just when the first afternoon hop was due to come in. Someone sug-

gested that she give the signal to land.

Linda gave the call! "Hello, zero two *Antietam*, this is *Antietam*, your signal Charlie; preferred order of landing Victory (giggle) Victor Fox first, over."

Dead silence followed while the impact settled. Then a low throbbing whistle from every plane in the air, while apparently only one, LCdr. S. T. Bitting, leader of the flight, could find sufficient command of his voice to answer, "Wow!! R-r-r-a-h-j-a!"

All Dressed Up

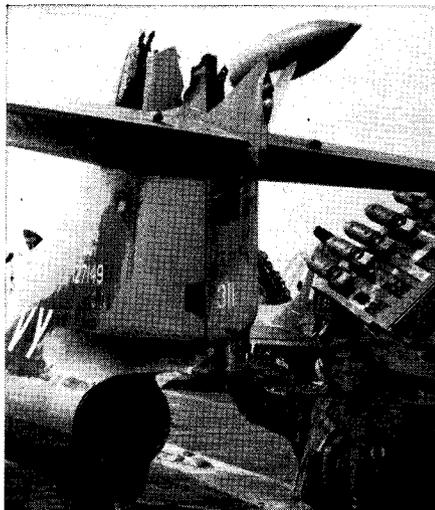
One *Corsair* pilot went on a combat mission over North Korea rightfully dressed as a Marine major. He returned to his carrier, the *Bairoko*, the next day via helicopter and garbed in the uniform of a commander in the Australian Navy.

Between take-off and return Maj. Alexander Walker was victim of an enemy burst of fire. He was flying low when his plane was hit. He was wounded in the elbow and upper leg but managed to fly his crippled aircraft over the Yellow Sea.

A crew from the British frigate, *Cardigan Bay*, rescued him. The *Bay* sent out a whaleboat which reached the downed pilot in less than six minutes.

After first aid treatment aboard the frigate Walker was transferred to the Australian destroyer, *Bataan*. There the skipper, Cdr. W. S. Bracegirdle, realized that his guest was clothed only in his longhandles. Walker's outer clothing had been soaked and removed in treating his wounds. Bracegirdle thought this was no way for his guest to be returned to his ship. Therefore the Australian skipper lent his dress uniform—the one he was married in—to Maj. Walker.

The *Corsair* pilot was flown to the USS *Bairoko* via helicopter, resplendent in the full dress uniform of a commander of the Royal Australian Navy.



THIS tailless Panther was brought back by Lt. Laturno after rugged flak over Korea