



HIS EYES aloft looking for friendly planes is Marine forward air controller 1st Lt. Neal E. Heffernan after calling for strike

added Lt. Osborné. "I came out of one run unable to locate the other planes of my patrol. So what does Air Force do but spot each of my pilots, guide us together, and turn us loose on another target. It was absolutely miraculous."

Just south of Kosong, Bridges and his SNJ abruptly met misfortune. As the plane was circling over a burning warehouse, an enemy AA battery opened fire. The Air Force plane was struck by a burst of 40 mm. flak.

"Sorry, Navy," Bridges radioed to his escorts. "I've got to be leaving you now. I've been hit and my observer is injured."

Before leaving the target area, the Air Force controller was able to locate and pinpoint the ack-ack gun which had caught him. Then, while he was being escorted home to a rear area base by Ens. Robert W. Van Kirk and Jack

KOREAN AIR WAR

'Bridges' Bridges Gap

Perhaps nowhere in the Korean war has interservice unification worked any better than between planes of Fast Carrier Task Force 77 and Air Force strike controllers.

From early days of the war, these "low and slow" boys, as Navy pilots dub the controllers, have accomplished miracles of aerial direction. Flying virtually unprotected, they have been guid-

LT. (JG) Kenneth A. Wade grins through flak hole in his Panther wing tip and gas tank



ing attacking dive bombers and fighters through all types of weather against enemy ground targets.

As far as pilots of the carrier *Philippine Sea* are concerned, a mysterious Air Force controller, known only to them as "Bridges" is the best of all.

The *Phil Sea* plane jockeys first met "Bridges" over the east coast town of Kosong. The strike, five *Skyraiders* led by LCdr. Gale L. Bergey, and five *Corsairs* under Lt. Henry H. Osborne, had been assigned to furnish tactical air support for advancing ROK ground troops.

"Our planes approached the target area, we could hear this Air Force controller giving instructions to a group of bomber pilots," said Lt. Osborne, "By the time we got there they were gone, so we asked him to take us over. 'Sure, come right ahead', he answered."

Almost immediately Bridges located an enemy supply dump and sent five *Corsairs* at it. While they were in action, he directed the *Skyraiders* against a troop concentration to the north.

"For 20 miles, we kept that up", reported Cdr. Bergey. "While one group was reforming, he would evaluate the results of their strike, locate another target for them, then switch over to the other group. We just kept leap-frogging up the coast."

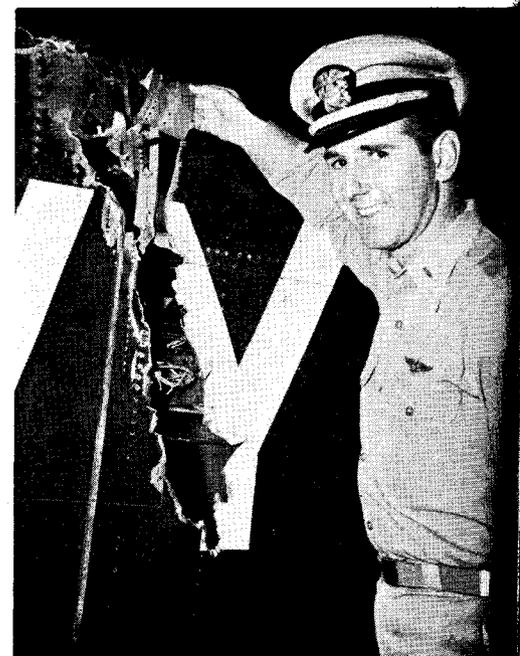
"You said it—that guy was uncanny,"

E. Cooper, both of VF-63, the remaining Navy planes struck with fragmentation bombs and napalm.

"When we left," a *Corsair* pilot said later, "The anti-aircraft batteries around Kosong, if still in existence, were awfully quiet."

Midway back to the carrier, the strike team was rejoined by Van Kirk and Cooper. "Bridges made it back all right," they reported. "We couldn't make contact with the field, but he hopped out

NEAR MISS by flak on Lt. (JG) James R. Sanderson's *Skyraider* ripped up his fuselage





FLIGHT SURGEON Cdr. James A. Brimson looks on as *Corsair* pilots of *Princeton* try rescue sling developed for planeguard pinwheel



ANOTHER RESCUE sling was developed by 1st Lt. Gus Lueddeke of VMO-6 in Korea for helicopter work; Corp. McClain tries it out

and gave us a good luck wave."

The *Philippine Sea* pilots haven't worked with Bridges since then. But when they do, they will have a ready-made strike report waiting. It'll be "Hit targets with good results. Received outstanding direction from Air Force controller."

One Bomb—Four Tanks

The infantry has confirmed that Marine 1st Lt. James McCleery destroyed four enemy tanks with one napalm bomb. He had to. It was the only weapon he had left.

He was near the end of an armed search over North Korea when he spotted the Communist tanks, almost perfectly camouflaged. Only something that resembled a radiator protruding from a natural revetment under an overhanging hill gave them away.

Flying low, McCleery discovered the radiator belonged to a tank. Making a low run, he dropped his napalm tank right in the middle of the target, splattering fire over the four tanks. Two days later infantrymen moving into the area reported all four out of action.

Just as an example of how popular napalm is with Marine fighters in Korea, one First Marine Air Wing squadron dropped 1,132 explosive bombs and 707 napalm tanks in one 30-day period. They also fired 489,050 rounds of 20 mm cannon ammunition and 4,419 HVAR rockets.

Busy Beavers

A possible new Navy-Marine Corps record for hours flown in night combat may have been set by a composite squadron under Marine LCol. James B. Anderson in Korea.

MT. FUJIYAMA looks on as carrier *Leyte* loads on *Panther* jets preparatory to leaving war zone to return to United States

His *Flying Nightmares*, operating from dusk to dawn, compiled 2,010 hours of night combat during March. It is believed the squadron is the only night fighter outfit ever to exceed 2,000 combat hours in the 39-year history of Marine aviation.

The squadron actually flew 2,211 hours for the month which includes a number of daylight liaison and administrative flights. It is flying 30 F4U-5 *Corsairs* and the rest F7F *Tigercats*, both radar equipped.

Chief targets for the night fliers are the truck convoys which roll nightly from the Manchurian border to the Chinese front lines. With flares, the planes illuminate the trucks, then strafe them. During March they destroyed 395 trucks and damaged another 193.

Another record claimant is Maj. George B. Herlihy, who may have set a new air-travel record by flying 19,642

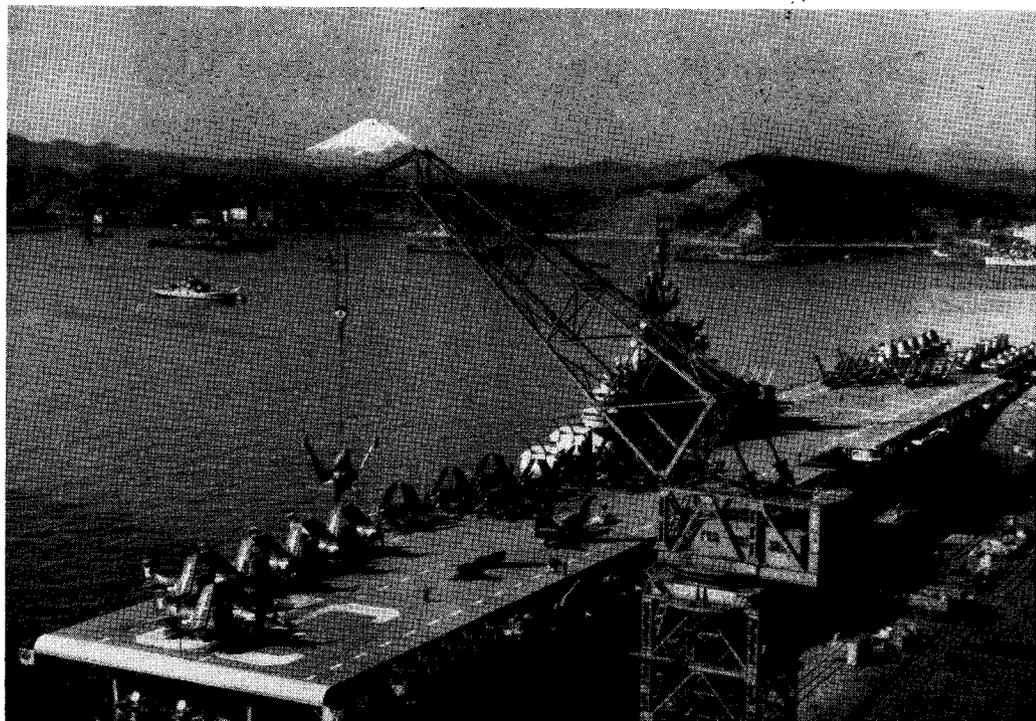
miles in 29 nights. The 97 night combat hours during his last 25 missions may be a new record, in a war where 100 hours a month by daytime pilots is good.

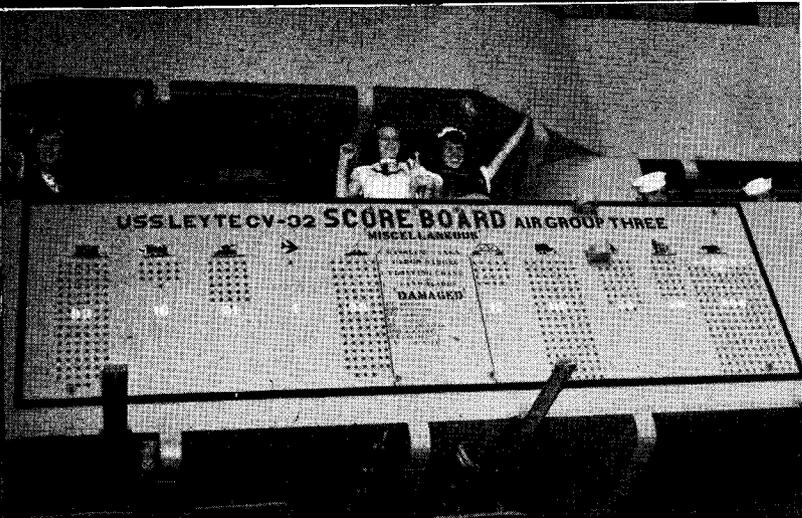
Okinawa Merger

Triple cooperation of the Air Force, Navy and MATS was required to get an Army private, seriously injured in an accident, out of Okinawa to Japan in an emergency.

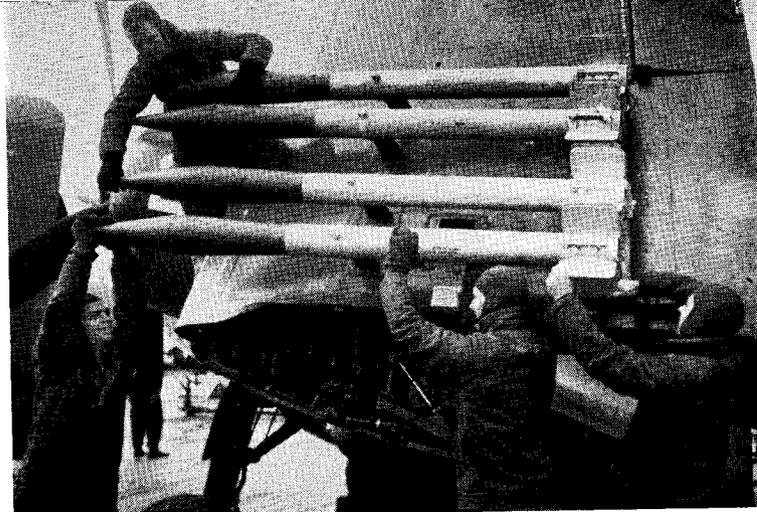
Hospital officials asked MATS at Naha, Okinawa, to evacuate him to better hospital facilities in Japan. Short of flight crews, Maj. Rufus E. Jordan asked the Air Force for a co-pilot. He called up the Navy Fleet Air Wing One and requested a navigator.

Eight hours after the hospital request came in, the C-47 landed at Haneda, Japan, with the injured soldier aboard. The navigator was Ens. J. R. Swagner.





THREE SAN Diego majorettes wave greetings from aboard Leyte as it returns from Korean zone bearing impressive war record board



FORMER MEMPHIS Reserves load antitank rockets with shaped charges —Edgar Buffaloe, Edward Blair, William Hoff and James Flynn

Friends in Need

Shot down 20 miles behind enemy lines, Lt. (jg) E. J. Cosgriff, a Reserve member of VF-63, joined the "Lucky Birdmen Club" when his mates teamed up with a helicopter to pick him up.

He was forced to bail out when his plane was hit by AA near Hamhung. Squadron mates and pilots from the *Boxer* covered him until a helicopter could be brought to the scene. Within minutes the windmill from the cruiser *Manchester* arrived, but after one rescue attempt was forced to retire because of heavy small arms fire.

It was then Lt. J. C. Davison went into action. Executive officer of Cosgriff's squadron, he led repeated strafing attacks on the enemy, pinning them down. The helicopter went in and made the rescue, depositing the pilot back aboard ship less than two hours after he was hit.

Prop Plane Dogfight

Jumped by four enemy *Yaks* near Chinnampo, two Marine *Corsair* pilots from the famed *Checkerboard* squadron

aboard the carrier *Bataan* shot down three on 21 April and probably destroyed the fourth which left the scene of the dogfight trailing heavy smoke.

It was the first plane-to-plane combat *Corsairs* have had since they arrived in Korea last September. Neither Marine pilot was hurt, although one plane was hit by the attacking enemy prop fighters. Capt. Phillip C. DeLong got two of the Russian-type *Yaks*, and 1st Lt. Harold Daigh the other.

"First thing I knew," Daigh said, "*Yaks* jumped on us. Capt. DeLong radioed: 'Start shooting they are putting holes in my plane.' Then I saw big red balls large as baseballs going over my wing. I figured it was time to shoot."

Busman's Holiday

It pays once in a while for an aviator to go up to the front lines and see how much close air support aviation means to the foot slogger.

LCdr. Elwin A. Parker, a *Princeton* pilot, spent nine days visiting forward control stations in Korea which direct these air support planes. He talked to

United Nations soldiers in their fox holes and found out what they think about it.

"It makes us feel a whole lot better when we see your planes coming," a corporal said.

Close air support is particularly valuable in rugged Korean terrain where it is difficult to move artillery to keep pace with troops. BGen. Louis B. Puller, head of Marines in Korea, told Parker the Marines never would have gotten out of Hungnam without close air support.

"It was tough going all the way from Chosin reservoir," the general said, "and if you Navy airmen hadn't been around, I doubt if we could have made it."

Parker watched a flight of *Skyriders* napalm a village where retreating Communists were hiding. "It was one of the most devastating sights I've ever seen," he reported. "After the attack, we went in and looked around. Many dead Chinese had not a mark on them. The napalm burned so furiously it took all the oxygen out of the air and the Reds simply suffocated."

Back from the Wars

Boasting 316 Air Medals and 79 Distinguished Flying Crosses, VP-42 has returned to the United States after nine months in the Korean war zone, flying its *Mariners* on all types of missions.

The squadron bears the unofficial title "mine busters" after its activities in clearing Korean harbors of the floating menaces. Besides this job, the *Mariners* saw action at the Inchon and Wonsan landings, the Hungnam evacuation and flew reconnoissance, antisubmarine and photographic missions.

In all their *Mariners* flew 336 missions averaging 14 hours each and piled up 4,800 hours in the air over Korea since last July.

During preparation for the Wonsan landing, the squadron patrolled 500

BELL HTL-3 helicopter of VMO-6 hovers over straw-covered boat along coast of Korea; pinwheels have done rugged duty in Orient





EQUIPPED WITH skids for landing on rough terrain, this Bell helicopter has two basket litters outside cockpit for carrying battle wounded



THREE ENLISTED men from the states, newly-arrived to replace battle-weary Marines in Korea, sit on their sea bags awaiting assignments

miles of Korean coast. Its "mine busting" tactics have been incorporated by the Navy as a method of warfare.

Open sea landings were made alongside destroyers and underwater demolition teams were picked up and taken on reconnaissance missions. The teams spotted mine concentrations on the beaches, thus making them better prepared to destroy them.

Besides this, the squadron surveyed mine fields, marked their location on maps and dropped the information on the deck of the lead mine sweeper. These combined tactics resulted in the planes destroying 30 mines and many more were made useless by mine sweepers and demolition teams.

Pilots report a couple of hair-raising episodes, such as when Lt. E. F. Vanribbink spotted a mine 50 yards off a heavy cruiser. He was able to divert the ship in time. Ens. William Wood, flying a night mission, was almost the victim of a booby trap. He was investigating a light of an unknown ship when he ran into wires strung between two islands. Despite tail damage, he made the 600-mile trip back to Iwakuni, Japan, fighting snow and ice.

NEW JOB for helicopters—laying telephone wire; Capt. Jas. O'Moore loads wire spools



Aerial Guardsmen

Two Marine fighter pilots kept burp-gun firing Communists' heads down while an Air Force helicopter rescued a downed F-51 pilot who had parachuted near a nest of Reds.

Capt. Robert Lebo and Capt. Robert D. Keller intercepted a call for aid from the Air Force. Jettisoning their bombs and rockets for greater speed, the two First Marine Air Wing Leathernecks "poured on the coal" and found the pilot's spread parachute near his plane wreckage. The pilot was taking cover.

When a helicopter tried to rescue him, the pilot reported to the circling Marines that he was receiving automatic weapons fire from a small village nearby. So the Marines attacked the buildings with machine guns while the helicopter dropped down on a rice paddy and picked up the American pilot.

Go Home or Stay?

Rotation is the big word in Korea these days and the First Marine Air Wing reports a couple of stories involving that "magic mot."

M/Sgt. James A. Mayhew went home to the U. S. on emergency leave. As

soon as he got back to Korea, he got word he was eligible to return to the United States. An hour after he put his feet on Korean soil, he was flown back to a waiting ship in Japan.

On the other hand, there is T/Sgt. Leo J. Ihli, a fighter pilot, who had a chance to go home on rotation and refused.

"I just like to fly," says the bachelor sergeant. "It doesn't make much difference where, but flying is more interesting here than in the states."

This is Ihli's first war.

Railroad Haymaker

Curiosity about what a haystack was doing in the middle of a railroad yard paid dividends for Ens. Louis C. Page, Jr., of Air Group 2, aboard the *Philippine Sea*.

Flying along the west coast of Korea, he saw the haystack below his *Skyraider*. "It was a beautiful stack, the most natural one I've ever seen," he commented. "But haystack and railroad yards just don't go together."

So he nosed over in a strafing run. Result, one terrific explosion. "It was a wonderful day," Page reported later, "Everything I shot at burned."

UNIQUE LANDING field for helicopters is four barrels upended in flooded Korea rice paddy



FORMER DALLAS Reservist Lt. (jg) W. C. Windsor hit by AA, was saved by pinwheel



NAPALM BOMBS, deadliest weapon of Korean war, engulf marshalling yard near Wonsan

What? A Color Blind Pilot?

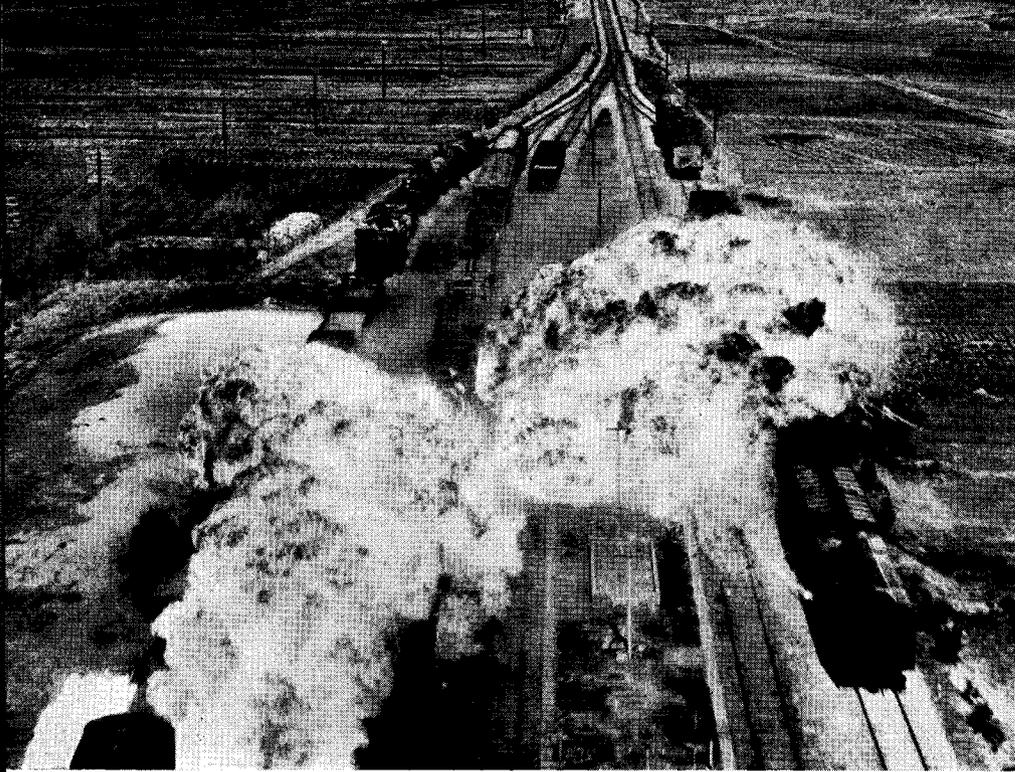
Almost, but not quite typical of the Marine Corps aviators in the war zone is Capt. Charles A. House.

The thing about Charlie that isn't typical is his eyesight. He's color blind.

Color blind pilots are few and far between. In order to get into the Naval Aviation Cadet Program back in 1942, Charlie memorized the color charts and passed his physical examination.

The charts have long since been forgotten, and he now has an official waiver for his eyes.

House's partial color blindness has proved to be an asset in Korea. He is a master at the art of unconcealment. His eyes are able to pick out well-camouflaged targets invisible to his full color sighted wingmen. That's the end of the concealed enemy position.



Flying Linemen

Helicopters, which have been used for almost everything under the sun, have found still a new use in Korea—laying telephone lines.

Although the idea was tried out at Quantico in training, it was first put to combat use when Sgt. Harrison Fair, a regimental wire chief, was ordered to lay 16 miles of line. Recent rains and heavy traffic made roads unpassable, so he called in a helicopter.

Capt. G. W. Morrison, pilot, and Sgt. Harry E. Keller loaded three drums of light combat wire aboard. In seven minutes the helicopter had laid the wire and was back at base. Eight minutes later two regimental commanders were talking over battle plans. Under existing conditions, it would have taken linemen two days to lay the wire.

"It was a snap," says Keller. "I just hung out the door and watched for snares in the wire. When one came, I'd tap Capt. Morrison, and he'd tip the eggbeater up and circle till I straightened things out again."

Fireworks Show

"Work over Wonsan" was the word that went out to *Philippine Sea* pilots one day. Flying from dawn to dusk, they did just that, but they ran into some super-duper antiaircraft opposition.

One strike leader described it as terrific and said that it came from everywhere, from hills, valley, streams and houses. Another flier put it this way, "Did you ever watch the rain with the sun shining on it? Just turn that upside down and you get a picture of how all those bullets thrown up at us looked."

In spite of the heavy and unexpected flak, *Phil Sea* fliers got through to account for more than 45 houses harboring troops and AA emplacements. In addition, they levelled 22 buildings and 3 mortar positions, knocked out 300 yards of vital railroad track and damaged 36 railroad cars.

Deep Freeze Trucks

There is more than one way to skin a cat, or bag a Korean truck.

Two Marine pilots, Capt. Phil DeLong and 1st Lt. Harold Daigh spotted six loaded trucks about 50 feet offshore on a frozen lake south of Wonsan.

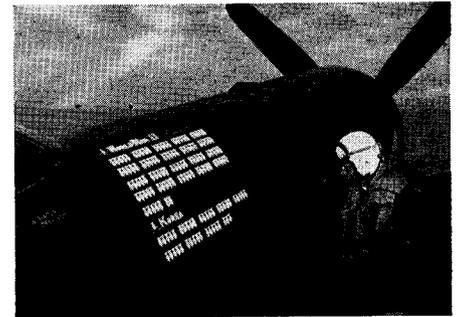
They opened up with machine guns but the vehicles failed to burn. Making another pass, they dropped a 500-pound bomb and a number of rockets. The explosions broke the ice and the vehicles dropped out of sight.

Substitute for Matches

Koreans at Pusan put their ingenuity to work and developed a fire-making machine by focusing sun's rays, to make up for the rarity of matches.

The First Marine Air Wing reports an orphanage leader built a "sunshine boiler" by cementing hundreds of mirrors to a framework of wooden laths bent into a large concave circle. Each of the mirrors is placed so that the reflections converge on one central focal point.

A metal flask hung over this "hot spot" will boil water in 20 minutes and a piece of paper will burst into flame in less than 30 seconds. The "boiler" can be hand-cranked into position to face the sun. Its inventor thinks he has a sure fire hit except on cloudy days.



IVES EYES 150TH BOMB PAINTED ON 'OLE 24'

Busy Corsair

If they were giving out medals for planes, old #24 would out-ribbon them all. Aboard the *Bataan*, CVL-29, M/Sgt. Donald A. Ives recently flew the *Corsair* off for a strike on enemy-held Korea, the plane's 150th combat mission.

The F4U is a veteran of two wars with VMF-212. In World War II, it was used on combat missions from Okinawa. After the war it was mothballed, then taken out and put back to fighting.

On her 150th flight anniversary, loaded with rockets, napalm bombs, a lethal dose of frags and more than 2,000 rounds of .50 cal ammo, Sgt. Ives took her off for a strike.

It was quite a celebration, too. She sloshed the napalm bomb into a doorway of a railroad warehouse at Asongni and burned it down, together with two nearby warehouses. Then she cut loose with a strafing job on enemy dug-in positions on a hilltop at Onjin.

Bombs and rockets knocked out three more warehouses at Suejam-ri, and she topped off the anniversary party with a supply line raid on the highway near Haeju. Ives is the second enlisted Marine pilot to be checked out in jets, but he's still flying in prop planes in Korea.