

# KOREAN AIR WAR

## Just One More Chance

Professional Japanese jiu-jitsu artists were given a lesson in the western art of wrestling by a non-professional Marine Lieutenant Colonel.

Lt. Col. Donald D. Blue, a member of the *Wolfraiders* squadron of MAG-12, was watching a 12-man team of jiu-jitsu artists who were providing entertainment for a group of Japanese dignitaries and Marine officers. They were guests of a company of Air Force officers at a Japanese hotel. Most of the onlookers were impressed with the exhibition of Oriental art displayed with split-second timing and bone-crushing blows.

Asked what he thought of the artists, Lt. Col. Blue said, "They're all right, but I think any good collegiate wrestler could pin their best man."

The harmless comment was quickly passed on, and Blue found it was being interpreted as a challenge. He won wrestling honors at the U. S. Naval Academy, but it had been more than 10 years since he had trained for the sport.

With the strong moral support of his Marine buddies, the 34-year old colonel found himself facing the young, 175-pound team champion. While the Marines cheered, an agreement was made that there would be three minutes of action or one fall.

At the timer's signal, the jiu-jitsuist and the Marine moved together for grip. In a split-second maneuver by the champion, Blue found himself in midair with the floor coming up fast. He reached for the Japanese and seized him by his head and shoulders. The two hit the floor with a thud. Changing from a half-nelson to a cradle hold, the amateur pinned the professional in less than 20 seconds.

The bewildered champion regained his feet and informed Col. Blue that he wanted to go two falls out of three, to which the *Leatherneck* agreed.

Again the wrestlers closed and crashed to the floor. Once again the *Gyrene* pinned his adversary. The champion hauled himself to his feet again and demanded a three out of five match. About that time, the Marine figured it was time he quit, so Col. Blue was declared the wrestling hero.

## Valley Forge Returns

The USS *Valley Forge* is back in action with TF-77 in Korean waters. She is the first carrier to return to the Korean conflict for the fourth time.

The carrier is under command of



**SILHOUETTED** against the setting sun, a Skyraider from VA-923 lands safely aboard *Oriskany* as deck crews begin preparations for the night and early morning strikes

Capt. Robert E. Dixon with Cdr. F. E. Bakutis as exec. RAdm. Apollo Soucek, COMCARDIV 3, is also embarked for his second tour in the Korean area. Operating aboard is CAG-5 using *Corsairs*, *Skyraiders* and *Panther* jets.

Nearly 100 men who have served aboard the carrier are beginning their fourth tour of Korean combat duty with the ship. Of these, 12 are "Plankowners," having served on the ship since she was commissioned on 3 November 1946.

## Sore Tails

Three fighter pilots of VF-193 aboard the *Princeton* think the Navy should issue thick soft cushions on certain flights in the future. The pilots made the suggestion after returning "footsore" and weary from a five-hour-and-17-minute target combat air patrol.

The pilots took off the *Princeton* at 1100 to fly protective cover over Navy ships whose operations were being hampered by Communist shore battery shelling. After hours of circling, the pilots finally landed their F4U's back aboard at 1617. The pilots were Lts. (jg) Red Riedl and Mac McCullough and Ens. Dick Walters. McCullough flew four and a half hours during the recent rescue of Riedl from 125 miles behind the Communist lines.

When the planes got back to the *Princeton* after the five-hour hop, they were down to 25 gallons of gas.

## Real Hospitality

If the Army Tenth Corps had known they were going to have visitors, they might have baked a cake for the three Marines who were their guests.

Lt. Col. Walter F. Gregory, Capt. William D. Fritz and Capt. Donald C. Potter of the *Devilcats* squadron were forced down by bad weather and a low gas supply at a tiny Army airfield of the Tenth Corps lines. They were returning from a close-air-support mission.

They were given clean Army clothes and some shaving gear and invited to dine as guests of Lt. Gen. I. D. White, corps commander. They were further honored by being placed near the head of the general's table with most of the top officers of the corps surrounding them. The Marines surmised it was the Army's way of showing their appreciation for every airman in Korea.

## Architectural Expert

Travelling over North Korea at 500 miles per hour doesn't give a man much of a chance to study Oriental architecture, but Lt. (jg) Jerry Barkalow is considered an authority on the subject.

Barkalow, a *Panther* jet pilot aboard the USS *Essex*, was headed for the Punchbowl area on the eastern front when he noticed some unusual activity around a "temple" which appeared more military than religious.

Barkalow decided to take a good look

at the suspicious edifice. Closer examination revealed that a large warehouse had been converted by camouflage into a pseudo-temple. He dropped two small bombs at low altitude and hit the bulls-eye. The building disappeared in a cloud of debris. Barkalow had touched off the biggest ammunition dump destroyed in many weeks.



**IT LOOKED bigger in the air!** Capt. W. J. Berg stands in flak hole he got from "Papa"

### It Looked Mammoth

Marine Capt. W. J. Berg has learned to approach the "old man of the mountains" with extra caution. The "old man" still has teeth.

Capt. Berg, a pilot with the *Devilcats* squadron of the 1st Marine Aircraft Wing in Korea was blasting enemy artillery positions near "Papa-san Mountain" with napalm when a 37 mm. shell ripped through the right wing.

The pilot managed to bring his *Corsair* home safely and surveyed the damage the shell had done. He admitted it looked big from the ground, but in the air that flak hole looked absolutely mammoth.

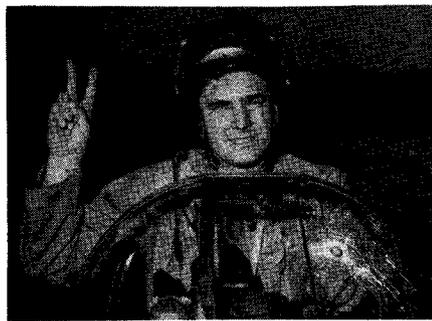
### Singed His Whiskers

A member of the *Wolfraiders* squadron in the *Heavy Hawler* group is thumbing his nose at North Korean sharpshooters after a close shave.

Capt. M. E. Olinger was bombing front line Communists. He headed his plane straight down at the target while a 50-caliber bullet was headed straight up. The bullet passed right through Olinger's windshield into the cockpit. Except for the momentary surprise that the near brush with death gave him, he was uninjured and continued with the attack.

### Just a Bump

While flying an armed reconnaissance mission near Tanchon, Lt. (jg) Bill Egan of VF-783 spotted a large building with an unusual amount of activity



**"MISSED me,"** Capt. M. E. Olinger declares after bullet passed through his windshield

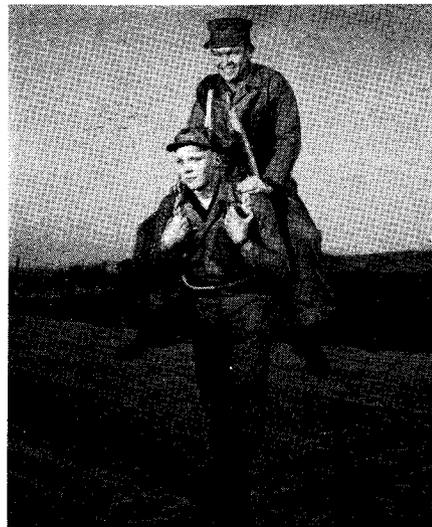
around it. On his way down to strafe the building in his F9F-5 *Panther* jet, his wingman remarked that they were being shot at by the Reds.

Seconds later, Egan felt a small bump shake his plane but passed it off as normal air turbulence. He didn't know it, but his tip tank had been riddled by anti-aircraft fire. He had also sustained shrapnel hits in the fuselage.



**TATTERED tip tank is what's left on Lt. (jg) Bill Egan's jet after he felt small bump**

On his way back to the *Oriskany*, he spotted several small boats and rocked up on a wing to take a look at them. That's when he noticed his tip tank had been battered by ack-ack. Back aboard the *Oriskany*, highly-trained maintenance personnel went to work on the



**PAYING off his Rose Bowl bet,** Marine Sgt. J. Holmes totes Sgt. R. Gamble on A-frame

plane and the following afternoon his jet was back in the air, harassing Communist supply routes.

### Long, Long Trail

The trail home for a pilot after dumping a load of high explosives on the Reds looks mighty long, but it seems to stretch into eternity when there's a



**IT WAS just another day for Capt. R. Petersen as he brought flak-riddled Corsair home**

three-foot hole in the right wing.

Marine Capt. Robert W. Petersen, a fighter-bomber pilot with the *Devilcats* squadron of MAG-12, has had the harrowing experience three times in the past four months. He's getting to be an expert on nursing his crippled *Corsair* home.

The third time was the most rugged. Capt. Petersen was attacking a Red supply dump near Kongnamjwa-ri and was pulling out of a dive when his plane was hit by enemy anti-aircraft fire. One shell ripped away part of the wing and flipped the *Corsair* on its back, but Petersen quickly regained control and managed to fly the flak-riddled plane back to the airbase.

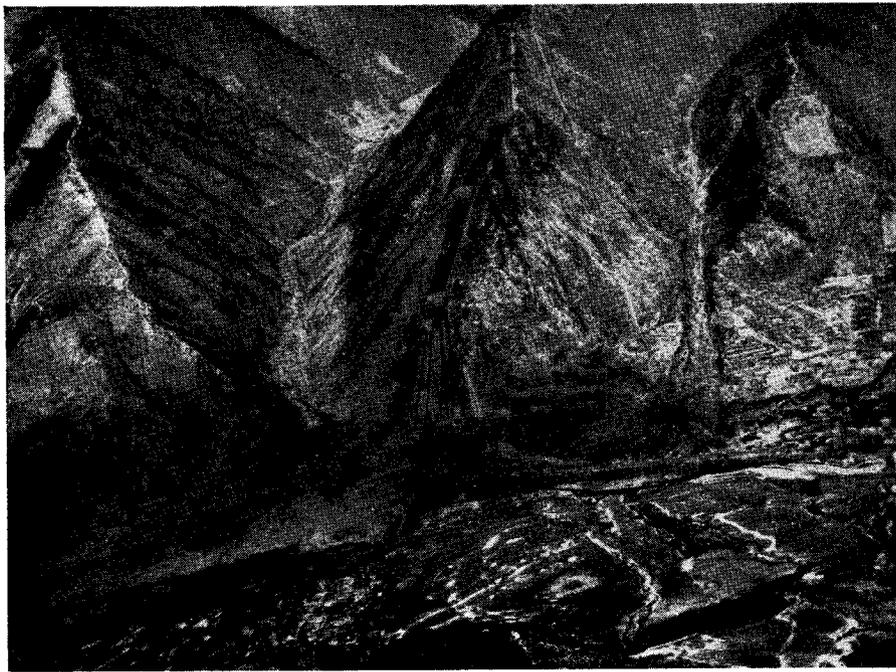
On his second hop with the *Devilcats*, he lost a large part of the plane's tail section. On another occasion his plane was badly damaged by a secondary explosion set off by another attacking fighter-bomber. He landed both safely.

### Safe Stowage

In the intelligence hut of MAG-33 in Korea, an officer carefully turned the combination lock by the bleak glare of a naked electric bulb over the safe. Three of his staff stood in the shadows and watched eagerly. The tumblers clicked into place and the safe swung open.

The officer flipped past the folders and papers marked "Top Secret" until he reached a tin box in the rear corner of the safe. He brought the box out and carefully lifted the lid.

"Fruit cake, anyone?" he asked.



**BLASTED** generator building and demolished penstocks near Kyosen, North Korea left this area useless. Strike was made by CAG-7 pilots flying from Bon Homme Richard

## One-Legged Stand

Returning from a combat mission over North Korea, Marine 1st Lt. Paul A. Manning of the famous *Checkerboard* squadron, approached the field and attempted to lower his landing gear. Only one wheel came down. All his efforts to lower the other wheel failed.

Lt. Manning didn't relish the idea of making a one-wheel landing, so he tried to retract the lone gear to permit a belly landing. It was "no soap," because the extended wheel was "frozen" and wouldn't come up. There was no choice but to make a one-wheel landing and pray for the best.

Manning set the plane down, rolled about 100 yards on the single wheel and gently settled the plane on its left wing tip. It skidded to a stop. Manning escaped injury and his *Corsair* was only slightly damaged.

## The Modest Type

To hear Cpl. Jack E. Shaune, ordnance man with the *Wolfraiders* tell it, there's nothing eventful in de-fusing bombs. It's all just in a day's work.

Three live bombs accidentally fell from a MAG-12 plane taking off on a strike against the Communists. One bomb exploded as it hit the ground, digging a crater 35 feet in diameter and almost 15 feet deep. The other two lay nearby, threatening further explosions.

The Marine corporal was standing about 400 yards away. He ran to the unexploded bombs without hesitation and



**HE'D MUCH** rather have made belly landing, but Lt. Paul Manning came in on one wheel

immediately de-fused them. Despite the personal risk he took, Shaune said, "Just about anyone would have done the same thing. I removed the fuses and that was it."

## Night Attack

Capt. Joseph E. Burns of the Marines' *Flying Nightmares* squadron was escorting an Air Force B-26 near the northeast coast of Korea when SSgt. Marion S. Haviland, radar operator of his F7F *Tigercat*, spotted an enemy 37 mm gun emplacement. The Marines dove in on the gun flashes, knocking out the gun position and setting off a holocaust of secondary explosions all around it.

"We must have hit their stock pile of shells," Capt. Burns said. "The whole area seemed to be exploding."

On the same flight, Burns and Haviland strafed two enemy trains, destroying several boxcars, as other pilots of the *Flying Nightmares* bombed and strafed a troop concentration massed for a surprise attack east of Kaesong.

## Where'd It Go, George?

MAW-1's VMO-6 is turning out to be the most versatile squadron in Korea.

It might be called a dirty trick because, while the pilots fly light unarmed observation planes, controlling air strikes and artillery strikes over enemy territory during the daylight hours, the landing strip at their home base is often moved to a new location.

The pilot and observers on the first flight in the morning take off from their home base and land at their new strip. The planes are refueled, new pilots and observers take over without ever dropping a stitch.

## Lots of Ammunition

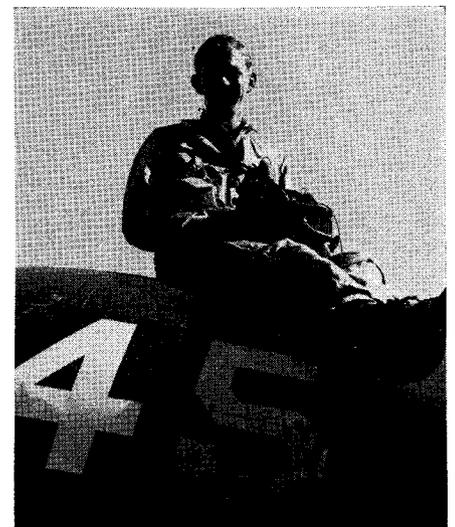
Naval air operations in the Korean conflict have been accurate and effective, plaguing the Communists all along their supply routes. Through October 1952 over 700,000 runs-on-target have been made in Korea.

Navy and Marine Corps aircraft have dropped over 116,000 tons of bombs, fired over 58 million rounds of machine gun ammunition through October. That month set a mark for tons of bombs dropped by naval aviation units with over 8,400 tons expended.

## His Lucky Number

It would take a lot of doing to convince Lt. J. J. LePage, Reserve pilot from Detroit, Michigan, that a certain number doesn't exert a certain amount of influence in his life.

Lt. LePage flies a *Corsair*, plane number 45, in the Korean area. Returning from a mission, he touched down on the deck of an aircraft carrier, marking the 45,000th landing aboard that ship. The coincidences didn't end there. The carrier on which he landed was the *USS Valley Forge* and her number is CVA-45.



**NUMBER 45** is his lucky number. Lt. J. J. LePage has just completed 45,000th landing

## Never a Dull Moment

If there were more than 24 hours in the day, Marine Capt. Robert W. Hohl of MAG-12 could manage to pile up his flight time. In a 24-hour day, he managed to lead three separate flights against Communist troops and military installations.

The most satisfying of his three missions came when word was flashed to the pilot's ready room that a patrol of South Korean Marines had been cut off by the Reds at a point south of Kaesong. Within 35 minutes, Capt. Hohl and his four-plane flight reported to a forward air controller. The South Koreans were pinned down by enemy fire and unable to rejoin their unit. The fliers spotted their targets and went to work, dropping their bomb loads, then strafing the enemy-held positions for another 15 minutes.

Earlier that same day the captain led another four-plane flight on a reconnaissance mission near Haeju. They sighted a string of boxcars loaded with food and supplies at a rail siding. The Marines managed to destroy three, but seven were left unmarked.

Capt. Hohl was granted permission to lead another flight to finish off the train. Ordnance men hung a new load of bombs on the *Corsairs* and the energetic *Leatherneck* returned to the target with three fresh pilots. This time they destroyed six more cars, leaving only one standing and that was badly damaged.

## Holiday Greetings

The Marines gave the Reds a punch in the Punchbowl area as a token of their gripe at not being home on Christmas eve. They blasted them in 25 of their personnel shelters. The MAG-12 strike left a Yule fire bellowing smoke



**CATCHING** forry winks before re-arming planes *Oriskany* sailors rest on "greeting card"



**RANGING** farther north than ever before, planes from the *Essex* blast the railroad marshalling yards at Hunyung. The Tumen River at the left marks Manchurian border



**PLANE** captain Chiles gets ready for strike as he removes tie-down lines on *Skyraider*

and flame 200 feet in the air. The Marine pilots made sure the Reds would never celebrate New Year's eve in those shelters.

At the same time, MAG-33 pilots reported that British controllers flooded the radio with holiday wishes. The *Leatherneck* pilots returned the greetings individually before going in on their targets.

Pilots from the *Oriskany* carried greetings for the Reds as they took off on their combat missions. Sailors aboard the carrier painted New Year's messages on the bombs for personal delivery to the North Koreans.

## He Didn't Get Away With It

One Marine corporal at a forward Marine airbase of MAW-1 seemed to be outdoing all the rest of his buddies when it came time for mail call. He was getting mail from women by the bag full.

The boys in the *Wolfraiders* squadron of MAG-12 were baffled at his popularity with women at home until someone

let the secret out of a mailbag. The corporal was caught in the act of mimeographing the same letter to more than 50 girls.

## The Lid Really Blew

The Marine *Checkerboard* squadron, VMA-312, flying from the *Badoeng Strait* has been harassing the enemy every chance it gets. That's why the pilots thought that the Communists were throwing the works over Chinnampo.

Maj. James Baker was leading a flight north of Chinnampo when he spotted an ammunition dump. He got the "big one" for the day by direct hits with rockets and napalm. The resulting explosions were of tremendous force. Other aircraft flying several thousand feet above were rocked so severely that, at first, the pilots thought they had been hit by AA fire.

## Into the Enemy's Heart

One of the few enlisted pilots flying combat missions in Korea today has been recommended for the Distinguished Flying Cross. He is Master Sgt. Richard R. Vottero of the Marines *Deathrattlers* squadron.

He was one of two *Corsair* pilots who escorted a helicopter into the heart of Communist-held North Korea to effect the rescue of Congressional Medal of Honor winner, Colonel Robert E. Galer, former CO of MAG-12. Col. Galer had been forced to parachute from his flaming plane 50 miles behind enemy lines.

The sergeant has flown close air-support missions for every friendly division on the battle front during his five months with the *Deathrattlers*.