

KOREAN AIR WAR

In the Frying Pan

"Operation Rescue" almost became "Operation Barbecue" for a Marine flier in Korea when he found himself the target of U. S. planes.

Capt. Dellwyn Davis, a forward air controller with ground troops, went by helicopter to the scene of a crashed F-51. He found the plane had belly-landed in a rice paddy. The pilot, unhurt but shaken up, was in a ditch nearby. The pinwheel pilot took the man to a first aid station while Davis stayed by the downed *Mustang* to remove some secret instruments from the cockpit.

As he was doing this, the rest of the four-plane F-51 flight returned and began firing rockets at the plane to destroy it. The startled Marine realized the *Mustang* pilots planned to destroy the plane, and that meant napalm, which is pretty hot stuff.

Rushing out on the wing, he tried to wigwag the fighters overhead, but to no avail. Just then the helicopter came back. With a friendly waggle of their wings, the enlightened F-51's flew off. Wiping his brow, Davis returned with the helicopter and arranged for a patrol to guard the wreckage until it could be burned.

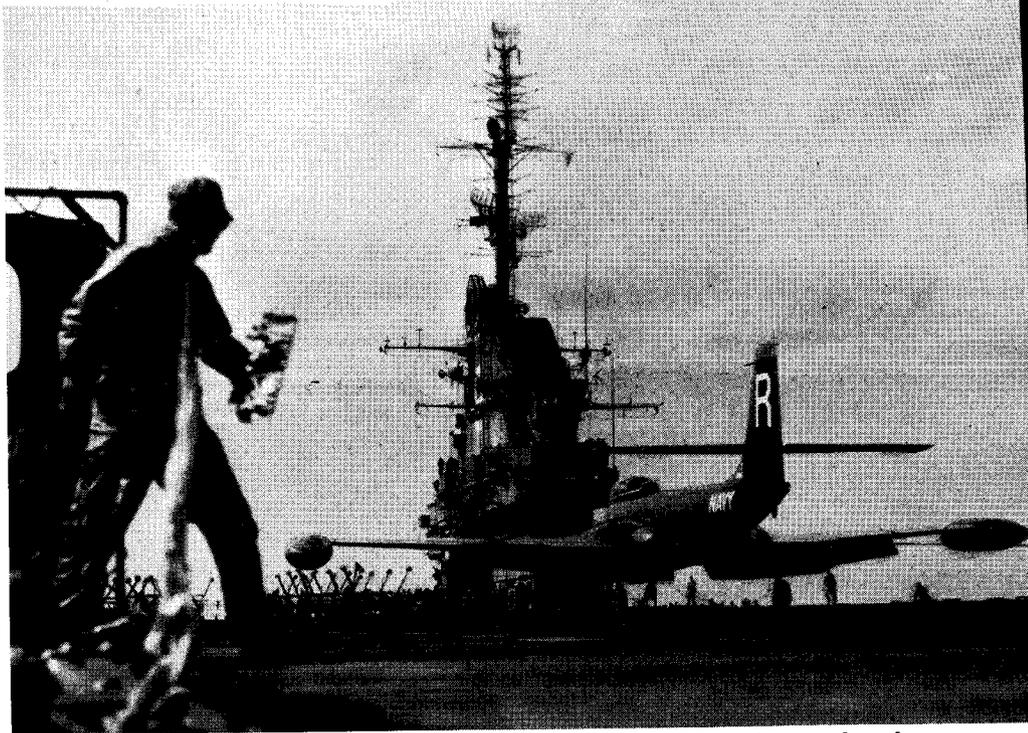
Bounce to Safety

Using a technique which works sometimes for pilots in distress, Capt. Thomas E. Mulvihill saved his F7F from destruction by bringing a stubborn landing wheel down by a series of high speed "bounce" landings in Korea.

Since he had a rocket under his wing which he could not drop, Mulvihill did not dare fold the wheels up and make a belly landing for fear of blowing up the plane and himself. He either had to bail out over a nearby bay or get that partially-lowered wheel all the way down and locked.

Using the system publicized by NAVAL AVIATION NEWS, which enabled

NUMBER ONE military target in Korea these days is Wonsan on the east coast; Lt. (jg) Herbert Pickartz and Ray H. Anthony in F9F's



BANSHEE F2H-2 fighters appeared in the Korean war for the first time in August when the famous old carrier *Essex*, now modernized, brought F4U's, F9F's, AD's and Banshees with it

a number of other pilots to save their planes, Mulvihill made a number of high speed passes on the field, bouncing the plane on the good wheel, trying to jar the other one. After a number of these dangerous maneuvers, which require split-second timing and faultless control, he succeeded and made a good landing.

Photos by Night

A rugged piece of photo-delivery work, involving 360 miles of night flying, a flashlight and parachute, was done by Capt. Lee R. Miller, a First Marine Air Wing pilot in Korea.

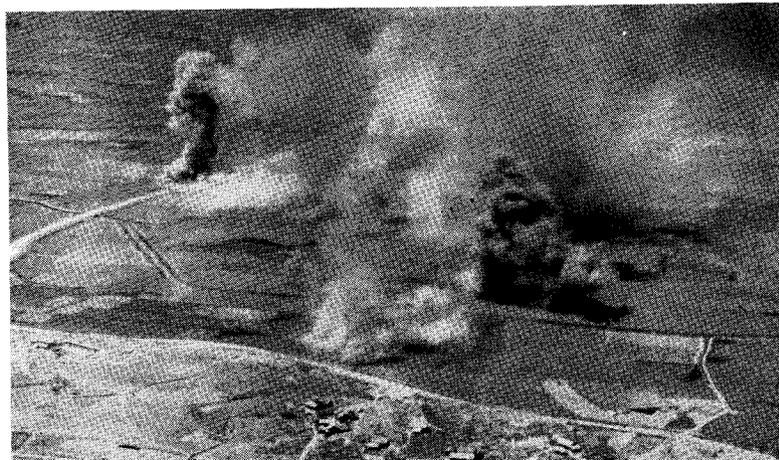
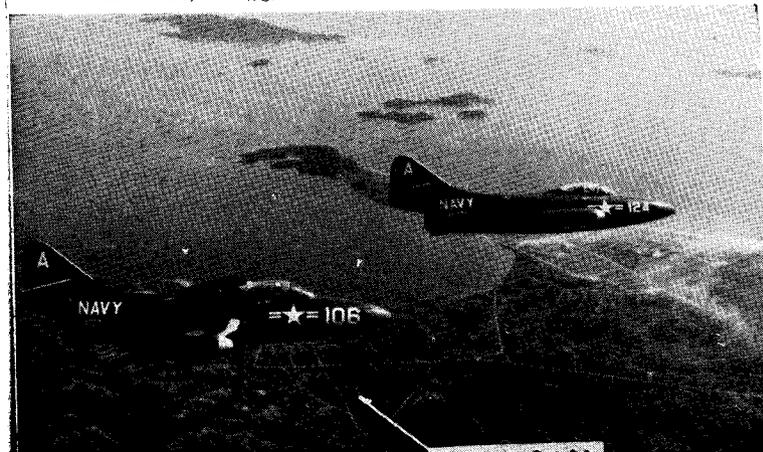
During the day 150 photos were taken of new enemy positions facing the Marines in Korea. The plane returned to

a South Korean base where the negatives and prints were developed. Capt. Miller, despite his unfamiliarity with the terrain, volunteered to find the Division command post in the dark and drop the photos by parachute.

He located the CP on a map and found it in a canyon lined with high mountains. Attaching a small pen-type flashlight to his bundle of pictures, he climbed into his F7F photo plane and headed for the front.

By radio, he contacted ground forces and arranged for an illuminating grenade to be fired to pinpoint his drop. Turning on the flashlight, he dropped it and the precious pictures over the side as his plane sped past the light point.

SMOKE AND rubble are all that's left of key Communist jet airfield on Yala at Sinuiji, area, after Marine Corsairs had plastered it





MAINTENANCE crews aboard the *Bon Homme Richard* refuel Panther jets for another strike as ordnancemen stand by with HVAR's and Ram 5" rockets, the latter for piercing Red tanks

The last he saw was the light flashlight still swinging slowly from the floating parachute. Two days later he got a letter of thanks from the general stating the photos uncovered important enemy targets.

Official Red Tape

Does this sound familiar?

Some Marine helicopters were being delivered to Japan, disassembled, in big transports. When the plane landed, M/Sgt. Frank W. Scroggs tried to get a bunk for himself and his four mates at Haneda's transient crewmen's barracks.

Since the four Marines were not the crew of the transport, the Haneda duty clerk officially proclaimed they were not entitled to "sack in" there. They would have to take a long ride to a neighboring base to sleep.

Scroggs objected by the clerk said only men whose aircraft were on the flight line could rate bunks. "Show me your aircraft and we'll let your men sleep here," the clerk condescended.

SUNBURN HOUR aboard the *Boxer* as crew relax between strikes, some check F4U



With a triumphant grin, the Leatherneck pilot led the clerk to the cargo plane and pointed to the crated helicopters. His men slept well that night—in the transient crewmen's barracks.

One Squadron's Mark

Navy carrier-based squadrons are combing Korea for targets and furnishing close air support for Army and Marine ground units. A typical record, reported by VF-63, covers its fighting while aboard the *Boxer*, *Valley Forge* and *Philippine Sea* from August 1950 to June 1951. It's one squadron's work on 1055 sorties.

- 2,520 confirmed troop casualties
- 11 tanks destroyed or damaged
- 27 gun positions damaged or destroyed
- 50 vehicles destroyed
- 18 supply, ammunition and fuel dumps destroyed
- 1,156 troop shelters destroyed
- 450 buildings destroyed
- 49 buildings damaged
- 1 locomotive destroyed
- 146 railroad cars damaged or destroyed
- 45 bridges damaged or destroyed
- 16 warehouses destroyed
- 114 oxen and horses killed
- 5 junks destroyed.

VF-113'S CORSAIR with 107 missions, with Fairchild, O'Neil, McKnight and Patterson



British Flag Waver

USS SICILY—Aboard this jeep carrier, pilots were astonished one day to see a blue-clad figure with a jaunty British cap waving the landing signal officer's paddles.

Lt. W. T. R. Smith RN visited the *Sicily* when it and the *HMS Glory* operated together in the Korean battle area. Accepting the invitation of the LSO, Capt. Clayton Ingraham, USMC, to try his hand on the platform, the Royal Navy LSO brought in his first *Corsair* piloted by 2nd Lt. Bruce Clinigan.

Coached by LSO Capt. Walter Panichison, while Ingraham manned the radio, Lt. Smith had no trouble bringing the *Corsair* aboard. The Englishman



BRITISH LSO Smith from *HMS Glory* tries his hand with landing signal paddles on *Sicily*

commented that the approach was much tighter than the approach of his English pilots who are flying planes with a greater stalling speed. Capt. James Thach, skipper of the *Sicily*, congratulated Smith on his feat.

Rough Flying

With four feet of his wing gone from a midair collision, 1st Lt. Robert H. Wilson managed to fly his *Corsair* back to friendly territory in Korea before he bailed out and landed in a river.

DECK REPAIRS aboard *Bon Homme Richard* replace deck planking torn by plane propeller



The other plane crashed and the pilot was killed. Wilson tried to speed back to safety but his *Corsair* nearly spun out of control. When he slowed down, the plane would start to roll over.

Realizing he could not slow down enough to land, he jockeyed the plane past the 38th parallel before he bailed out. A helicopter flown by Capt. Clarence W. Parkins picked up the soaked Wilson from the water a few minutes later.

Team of Pilots

A passenger became pilot of a small Marine observation plane when enemy bullets ripped into the flyer's leg while on a recco hop over central Korean lines.

In the back seat of the *Grasshopper*, 1st Lt. Edward B. Keyes assembled the control stick and took over the plane, radioing another OY in the area to escort him to the emergency field.

Noting the blood flowing profusely from the leg of the pilot, Capt. Alan G. Bateson, Keyes held the stick with one hand, removed his belt and tied a tourniquet around it while Bateson kept the plane steady.

On final approach, Bateson took over the controls, but because his right leg was useless, Keyes followed through on the foot controls and the team made a perfect landing.

Take Her Up

How would you like to solo the first time you got in the cockpit of a plane?

Marine pilots in Korea were doing it when they got some Sikorsky helicopters.

Previously they had been using only Bell pinwheels, but the squadron commander, Maj. David W. McFarland decided to check them all out on the Sikorskys as well. In regular helicopter training, student pilots make their early flights in planes with dual controls.

However, the HO3S's in Korea had no such facilities, so the Bell pilots just climbed in, checked over the controls and took off. Ten hours of soloing and they started flying tactical missions over the rugged mountains.

Much at Steak

"Ransom" on a pilot usually costs a freezer of ice cream, but Marine Captain Russell G. Patterson was "rescued" from his Army captors with 100 pounds of steak.

Shot down behind the lines in Korea, Patterson was rescued by an Army helicopter. The 'copter men refused to return him to base until his squadron mates came through with the chow. Patterson's only beef was he wasn't worth his own weight in beefsteak.

1,500 Lives

Mercy missions totalling 1,500 were celebrated near central Korean front lines honoring VMO-6 helicopter men of the Marine Corps who have saved that many wounded infantrymen and pilots.

In honor of the occasion someone drummed up a cake, not usually seen around battle areas (see photo, right). BGen. Thomas J. Cushman, First Marine Air Wing commander, in the center handled the first piece to Capt. Frank R. Wilson, who flew the 1,500th mission while Maj. David C. McFarland, squadron leader, looked on.

For more than 10 months, the squadron helicopter and *Grasshoppers* have been performing rescue missions for which they were not intended nor equipped. They were supposed to be the eyes of the ground troops. But when they landed in South Korea, it soon became apparent much of their flying would be to rescue downed fliers and evacuate wounded men.

Since then 48 fliers have been rescued from behind enemy lines, at sea or near the front lines in friendly territory.

He's Been Around

Probably the most experienced carrier aviator flying in the combat zone is Cdr. Harold N. Funk, leader of Air Group 102 aboard the *Bon Homme Richard*.

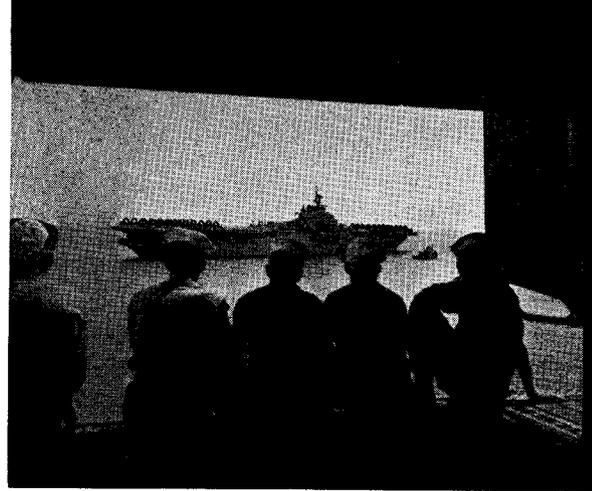
During his 14 years in naval aviation, he has flown 5,000 hours in single-engine aircraft and has probably made more carrier landings than any active aviator in the Navy today. He is head of four Reserve squadrons which were called to active duty in July, 1950. Before that he was at NAS PATUXENT RIVER as a test pilot.

During World War II, he shot down six Japs in one day at Leyte Gulf and won the Navy Cross. Flying in combat today, Cdr. Funk flies both *Skyraiders* and *Panther* jets.

Comparing Korean operations with World War II, he said "In contrast, where we'd strike hard and then run, we now sit off the Korean coast and fly strike after strike. This goes on day after day. The pilots, plane crews, ordnancemen and ship's company do a terrific job and have shown amazing endurance. As a result, the pressure on the enemy has been terrific."

In the photo on the right, Capt. Cecil B. Gill, commanding officer of the carrier, is talking to Air Group 102's leaders LCdr. C. E. Oveland of VF-781, LCdr. D. L. Watts, VF-874, LCdr. J. C. Anthony, VF-783, Cdr. Funk and LCdr. H. W. Wiley, VA-923.

CAPT. GILL of *Bon Homme Richard* confers with Air Group 102's leaders off Wonsan



CREWMEN ABOARD newly-arrived CV Essex at Yokosuka watch Princeton sail home



FANCY 'birdcage' for air officer Smith, assistant Ruffin aboard the *Bon Homme Richard*



CELEBRATING 1,500th evacuation of wounded in Korea, VMO-6 helicopter men cut up cake

