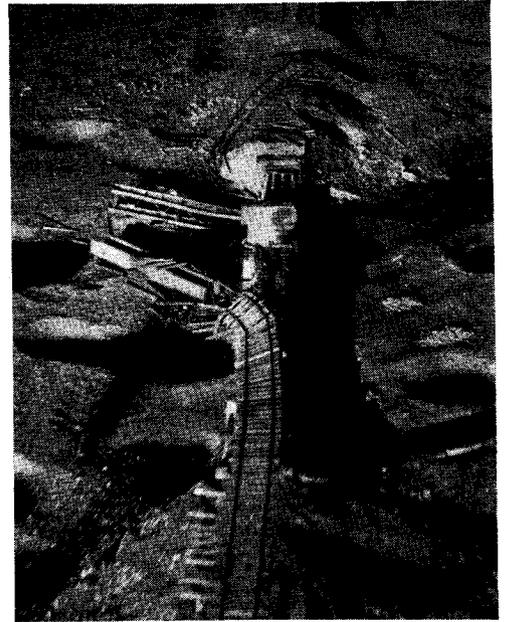




**NAVY-smashed** North Korean rail line with one lonely Red locomotive, with no place to go

# T H E W A R



**REDS WILL** repair a bridge overnight, so the Navy's interdiction airplanes smash it again

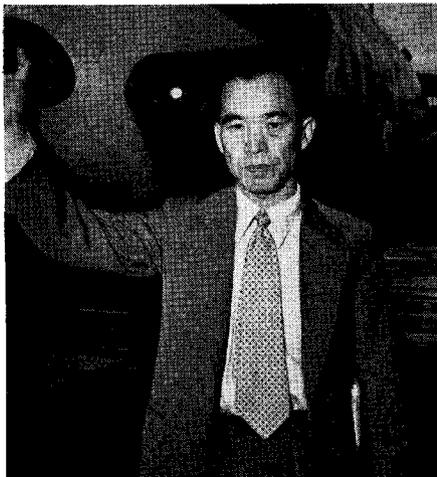
## Jap Air Ace Visits

The Japanese Navy's #1 air ace of World War II, with 64 Allied planes to his credit, visited the *Boxer* while she was lying at the dock at Yokosuka.

Now a printer for *Aireview*, Japanese aviation magazine, Saburo Sakai visited the carrier along with the publisher of the magazine and some of his staff. The former ace seemed prouder of his battle scars than of his combat record.

He was injured four times during his naval career. He displayed one scar on top of his head which, he said, came from a strafing American dive bomber. Another scar beside his nose, he indicated came from a barrier crash.

Sakai never was shot down in his 3,000 hours in the air. Of the planes he shot down, he said, 10 were Chinese, six or seven British, the same number Dutch and several Australian. Presum-



**JAP NAVY'S** No. 1 ace, Saburo Sakai, with 64 planes to his credit, visits the *Boxer*

ably the rest were American, although he avoided saying so. Although a Navy lieutenant, he was mostly land-based. He made 100 carrier landings, however.

Sakai was especially fascinated by the jet planes. He inspected a *Panther* jet intently from all angles and then swung onto a step to peer into the cockpit. When he descended, he pushed the step back into the plane with casual familiarity. He has not flown since the war ended.

## Fast Landing

An authority on 200-knot landings is LCdr. Ward S. Miller, skipper of VF-63 on the *Boxer*, who made a water landing at that speed after being shot up in the North Korean power dam raids.

Miller led his strike force of 30 *Corsairs* against the power plant eight miles north of Tanchon. A 2400-foot ceiling made the attack "hairy" since it would silhouette the F4U's against the clouds as they came in on the heavily-defended area.

On his first dive Miller released a 1000-pound bomb. "Right on target", he thought to himself. He didn't get a chance to check—three bursts of enemy flak ripped through the *Corsair*.

The explosion turned Miller's bomb-laden plane over, ripped a three-foot hole in one wing, tore out the engine controls, started an engine oil fire and peppered his face with shrapnel.

Miller righted the burning plane and flew it out to sea. He barely made it. Half a mile from shore he pancaked it onto the water at 200 knots. While

he watched his squadron mates blast enemy shore batteries to cover him, he floated 35 minutes until a helicopter from the *Helena* picked him up. Meanwhile LCdr. Lewis E. Thompson, his exec, regrouped the planes and attacked the power plant, inflicting 70% damage despite heavy flak.

## Strong Man Act

Marine 2nd Lt. Ted Uhlemeyer, Jr., of VA-121 had to wrap both hands and one leg around the stick of his *Sky-raider* to bring the plane home after two direct AA hits but he made it.

The hits smashed into his right wing, flipping him over and jamming his ailerons and undercarriage. But he flew it back for a wheels-up landing at a forward air field. He was going in against enemy bunkers with two 1,000-pound bombs when a 37 mm shell



**HERE'S** why Lt. Uhlemeyer of VA-121 had to use hands and legs to fly his AD back home

zipped between his propeller and the leading edge of his wing.

Then he felt two solid thumps as the next shells caught him. The next thing he knew he was flat on his back at 6,300 feet. One shell hit the wheel well and the other went through the center of the wing, tearing a gaping hole (see photo). Using all his strength to straighten out the plane, he salvaged the bomb load.

### Old POW's Meet Again

Two Marines who spent 41 months together in a Jap prisoner of war camp met again seven years later when both were assigned to Headquarters Squadron 33 in Korea.

They were MSgts. James A. Thomas and Charles P. Whelen. Both were on Corregidor when it was captured in May, 1942, by the Japs. They lost track of each other when liberated in September, 1945.

Their "tour of duty" as prisoners took them from Corregidor to Manila, Luzon, Hong Kong, Formosa, Kobe and Kyoto. What the two prisoners remembered most vividly were the terrible bombing raids by U.S. planes on Kobe while they were in a camp nearby. "They raided us nearly every day while we were there," Thomas said.

Both men have visited the site of their old prison near Kobe while on leave from Korea and found it changed. Thomas mentioned that he took many pictures since cameras were not plentiful in POW camps during the other war. His Kobe visit was 10 years to the day from the date he was captured in the Philippines.

### Belly Tank Scrapes

A full napalm tank hung on the belly of a VMA-323 Corsair fighter piloted by Capt. Vincent Serio, with only a slender wire in the rear holding it on the rack.

Serio had been on a strike against Pyongyang and was unable to drop his napalm. Flying over a bay, he tried to shake it by diving and other violent maneuvers. No go.

If there was room for the tank to clear the runway when he landed, Serio had a chance. Wingman Capt. Lewis N. Bass flew alongside to help. While Bass watched, Serio lowered and raised his landing gear. Bass told him over the radio there were just inches to spare.

Serio tried flying slow to see how the Corsair would handle at landing speed and decided he could make it. Marine Air Group 12's base runways were cleared and personnel ordered away from the flight line.

Circling the field until he had used

up all the gas he dared, Serio touched down for a feather-light landing. Sparks flew as the front of the napalm tank dragged the runway and then the Corsair rolled to a safe stop on the Marston matting.

"Then I started breathing again," Serio said. "I don't want any more like that!"

### Negro Jet Pilot

The Navy has another negro pilot in Lt. (jg) Earl L. Carter, now flying combat strikes off the *Bon Homme Richard*. It would have had two but for the death of Ens. Jesse L. Brown, who was burned to death in his crashed plane while Lt. (jg) Thomas J. Hudner tried vainly to rescue him. Hudner won the Congressional Medal of Honor for that feat, the first Navy pilot in the war to receive the high award.

Carter has been flying his Panther jet on flak suppression hops against such targets as Pyongyang and hydroelectric plants in northeastern Korea. He is a graduate of DePauw, Purdue and Columbia Universities in Navy-sponsored college training courses. He received his wings in 1950 and served for a time at Quonset Point.

### Family Affair

Whenever the Marine Deathrattlers squadron runs a close air support strike in front of the Seventh Marines, it's a family affair for the Gregory brothers.

LCol. Noel C. Gregory is commander of the Second Battalion. His brother, Maj. Marshall C. Gregory, is a member of the Deathrattlers whose Corsairs have been flying daily strikes with MAG-12.

The brother ground-air team is carrying on a tradition set by their father, the late BGen. Maurice C. Gregory, who served 41 years in the Marine Corps.

### Undeterred

Some fellows don't know when they've had enough. Sgt. William E. Hensen, radar operator with the Marine Flying Nightmares squadron in Korea, was shot down in Communist territory, parachuted to safety, dodged Reds all night long, got back to his own lines and next day he reenlisted for six more years.

A helicopter rescued him six hours after he had gotten out of the burning F7F and hidden under cover of night till daybreak. Marine, Air Force and British planes flew protective cover over him while he was down.

"I never want to do that again," said Hensen.

A few hours later he was in the squadron office, signing up to reenlist.



CAPT. SERIO of VMA-121, who made safe landing with napalm bomb hung on F4U



NAVY'S only negro pilot, Lt. (jg) Earl Carter, flies jet off Bon Homme Richard deck



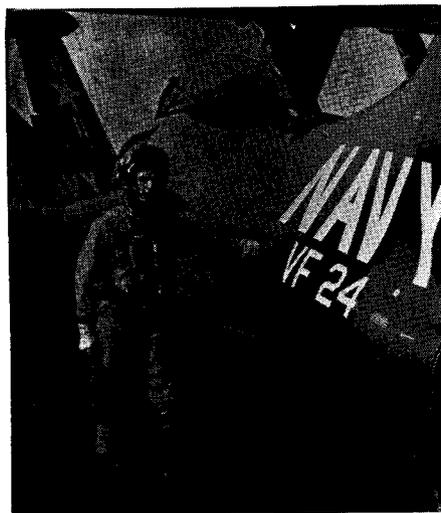
LCOL. Gregory chews over Korean war with brother Marshall, who flies with MAG-12



CRYING towel and 'Welcome Home' sign greet TSgt. Henson after rescue behind lines



HELENA'S helicopter picked Lt. (jg) Crow, G. W. Morrell, AD1, out of water off Korea



**ENS. HONEY** of Boxer models 89-item survival outfit, costing \$872, he wears on hop



**'R AND R'** in Japan sees Airman Robert F. Boals of Valley Forge trying Jap bicycle



**COMMUNIST** bullet went through sleeve of Lt. (jg) C. G. Erb's suit; he hit gun later

## Weight Lifters

If the Navy continues to add equipment to a pilot, tomorrow's flier may have to be hoisted aboard a horse like the armored knight of old.

Including everything he wears and carries, the Navy's carrier pilots go into combat with 89 items of clothing and equipment costing \$872.89. Every item is designed to prolong life. Aboard the carrier *Boxer*, the job of the survival officer, LCdr. R. E. Barclay is to see that the pilots know how to use the gear.

Pilots hate the turkish-bath effect of their rubber exposure suits, but they invariably wear them if the water is 60 degrees or lower. Many a pilot is alive today because his suit saved him in the Sea of Japan's icy water. Not a single *Boxer* pilot was lost from exposure after ditching, although several have been killed or captured when shot down over land.

## Rescue of Colonel

Shot down four times while bagging 11 Jap planes at Guadalcanal to win the Congressional Medal of Honor was less exciting than a close brush with death he had when hit by AA behind the Communist lines in Korea, according to Col. Robert E. Galer, commanding officer of Marine Aircraft Group 12.

As he pulled out of a bomb run against a Communist mining site and supply area, his *Corsair* was hit by 37 mm flak which chewed a piece out of the leading edge of his wing and engine mount. His engine quit before he could make friendly lines and Col. Galer went over the side.

His foot caught in a strap in the cockpit. Buffeted by the slipstream as his fighter went into a screaming dive, the former All-American basketball player

at University of Washington pulled himself back into the cockpit. Freeing his foot, he went out spread-eagled. As the tail of the plane went by it hit him in the left side and shoulder.

"I estimate the chute opened about 150 feet from the ground," Col. Galer said. "I floated down through the smoke of the crash and landed within 10 feet of the wreckage. The plane was burning, and some of the ammo was exploding. While getting out of my chute, I heard small arms fire, but I don't know what the Reds were shooting at."

Although he had several cracked ribs, a damaged shoulder and a practically useless left arm, Col. Galer ran for higher ground. He could see three men with rifles searching for him near the wreckage.

Signaling rescue planes, he was picked up an hour later by a Navy helicopter piloted by Lt. (jg) H. O. McEachern. On the fourth pass he managed to get into the sling lowered by Ted J. Lee, crewman, and the pinwheel went up like an elevator.

Enroute to its base, the helicopter was hit three times by AA, once so heavily it spun the plane out of control. About 20 miles from the coast, a red light flashed on, indicating it was nearly out of gas. McEachern gambled on making it and headed out to sea. At 9 p.m., almost four hours after he was injured, Col. Galer landed on the deck of a ship off the east coast of Korea.

Col. Galer shot down a total of 13 Japs in World War II. He and his air group were featured in *Naval Aviation News*, September issue, pg. 10-14.

## Song of Reserves

Since more than 60% of Marine Air Group 12's officers are Reserves recalled to active duty in Korea, including a large group from Seattle and Denver,

these World War II veterans voiced their sentiments in a plaintive motto in the officers' lounge which read:

You can take away my ribbon,  
And eliminate my star,  
But protect me from the villain  
Who would drop that precious "R".  
Foul up my pay account,  
Refuse me at the bar,  
Send me off to Mandalay,  
But save that lovely "R".  
Deny me ration books and stamps  
And tires for my car,  
Take my blessings one by one  
But leave me with my "R".  
Do what you will, please, Colonel  
But this symbol, sir, preserve  
That warm and tender Roger  
Which indicates "Reserve."

## Follow-Up Boys

A new name is appearing in naval aviation's calendar of events off Korea—Tarcaps. In a service full of abbreviations, this one stands for "Target Combat Air Patrol". Their job is to follow up after a strike knocks out a target and see that it doesn't begin operating again.

Eight pilots of VF-74 on the *Bon Homme Richard* have a private war going on with the Communists. *Essex* pilots cut four miles of railroad east of Ong-Ni, then the Tarcaps went into action. Their job was to prevent the Reds from rebuilding and putting into operation facilities that feed front line troops.

Like the carrier pilots who waited until the Japs almost finished Munda airfield in the South Pacific before moving in on them, the Tarcap pilots kept an eye on the Ong-Ni railroad and then blasted the repaired railroad.

Tarcap pilots from the "We Deliver" squadron are Lt. (jg) William E. Orr, Ens. Robert H. Hartzell, Lt. Edmund H. O. Gallagher, Lt. (jg) J. R. Messner, Lt. William W. McLoughlin, Lt. Glen H. Hall, Lt. Allen A. Horney and Lt. (jg) Roger J. Miller.



**FLYING** ensigns of Princeton set for hop: Molnar, Johnson, Wittman, front; Akagi, Müller, Broughton, Brown, Melton, Hofferth standing



**CREW OF PBM** damaged by two MIG-15's in Yellow Sea, Sexton, Maigret, Richter, Brown, Dunn, Esquivel, Bartlett, Finley, Sander

### Tail Feathers Hit

Leading a flight of Corsairs from VF-192 and AD Skyraiders from VA-195 on a rail-cutting strike south of Songjin, LCdr. John Dinneen, exec of the fighter outfit, led them in to hit three Communist trucks making a nightly run south with supplies for the front lines.

While in their screaming dives, the planes were peppered by four Communist AA batteries from nearby hill positions. On the pull-out, a direct hit by a 37 mm shell jolted the plane severely and control was lost momentarily. Dinneen radioed to his flight that his elevator controls were damaged but he believed he could make it back to the carrier.

Ens. Conrad Neville escorted the crippled plane back to the task force. Dinneen was unable to control the attitude of his F4U as he approached the Princeton and had to take a wave-off. On his second pass, he brought the plane in safely.

### The Hard Way

It was a routine landing—except that Capt. Edward Shamis, the Marine F9F pilot, had a compound fracture of his left arm from antiaircraft fire, only one wheel of his jet would come down and he had an unexploded bomb still hanging on one wing rack.

Shamis was hit by AA while diving on an enemy supply area near Chorwon. With his wingman, 2nd Lt. Richard T. Spencer, he flew back to a distant field. In his approach he found only one wheel could be lowered.

"Evidently the shell that got me also had torn up my landing gear system," Shamis said. "I still had one bomb left, and, believe me, I prayed the wheel that was down was the side the bomb hung on!"

As the air speed got low, the plane fell on the wing with no wheel and started skidding. It wound up close to a crash crew, which rushed him to a nearby hospital.

### Migs vs Mariner

Two MIG-15's with Chinese markings attacked a Navy PBM over the China sea on 31 July, killing two of its crewmen and injuring two others.

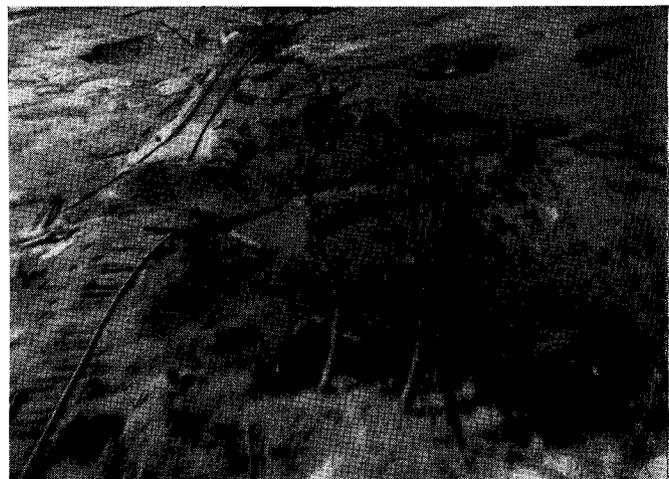
Making three firing runs from the rear, the two Migs failed to bring down the seaplane, which returned their fire. The plane was on a routine observation and weather reconnaissance flight and was attacked halfway between Manchuria's southern tip and the eastern tip of Shantung peninsula.

Men killed were H. G. Goodroad, AD, and Claude Playforth, airman. Wounded were R. H. Smith, AO3, and H. T. Atkins, airman apprentice. The plane flew back to Paengnyong, on Korea's east coast, then back to its base in Iwakuni, Japan. Lt. E. E. Bartlett, Jr., was plane commander and Lt. John P. Finley copilot.

Navy and British seaplanes have flown 12,000 recco and weather observation sorties over the approaches to Korea and China since the war started.



**SKYRAIDER** from Boxer peels off into its dive to hit North Korean target; far below it another dive bomber heads downward



**SPECTACULAR** low-level photo of shattered North Korean railroad show efficiency of interdiction strikes from the Valley Forge