

STREAMING GASOLINE FROM THEIR TIP TANKS, TWO PRINCETON F9F'S PREPARE TO ENTER LANDING CIRCLE WHILE OPERATING OFF KOREA COAST

KOREAN AIR WAR

Looping on Trim Tabs

Skill in navigating his damaged plane helped save the life of Ens. Marvin Nelson, a *Boxer Corsair* pilot, when it was hit by enemy fire 30 miles behind the Korean lines.

With his controls shot up, he headed for the coast flying on his trim tabs alone without the use of his stick or rudder. He was forced to maneuver in small circles, gradually enlarging them until he reached Wonsan harbor.

Meanwhile Lt. (jg) Bill Teague, who came down from Songjin when he heard of Nelson's distress, had radioed the controller at Wonsan for a helicopter.

With his flight leader, Lt. (jg) Dominic Dimatteo, issuing instructions, Nelson did a complete loop in his damaged

plane over the harbor before he finally was able to bail out safely.

Almost immediately the windmill was over him and soon he was safe aboard ship. "I'm still amazed at his coolness," declared Teague. "I could see him inflate his Mae West just before he dropped into the water. The only thing which he seemed worried about was how he was going to save his plotting board which he borrowed from me earlier."

"I told him to 'throw it over the side and get the hell out of that plane!'"

First F7F 'Kill'

A Marine night fighter racked up two firsts in the Korean war when he shot down an enemy biplane at night. It was the first enemy aircraft destroyed by an F7F, and it was the first nighttime

"kill" of a Red plane in Korea.

Winner of the honor was Capt. Edwin B. Long. Northwest of Seoul over U.N. territory one night, Long found an enemy plane in his sector. His radar operator, Warrant Officer Robert O. Buckingham, spotted it on the scope.

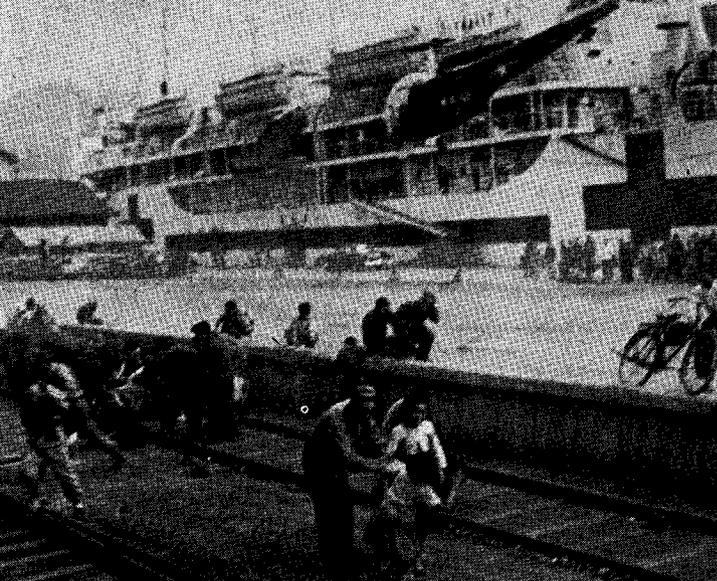
The plane turned out to be an old black-painted biplane. When the enemy came into view, Long made a pass at it, but the antique biplane was so slow he overshot the mark. A man in the rear cockpit of the plane fired a burst at the *Tigercat* with a hand-held burp gun but scored no hits.

Long made two more passes, knocking the Red plane down with his 20 mm cannon. The F7F was built in closing days of World War II but did not see

CRUISER *Los Angeles*' helicopter crashed on deck with LGen. Jas. A. Van Fleet and RAdm. Arleigh A. Burke, ComCarDiv 5, aboard it

LGEN. VAN FLEET and RAdm. Burke joke with Capt. McFarlane, skipper of *Los Angeles*, after helicopter crashes on cruiser's deck





FRIGHTENED by the downdraft from helicopter rotors, South Koreans at dock scurry as 7th Fleet pinwheel lands beside hospital ship



NAVY CORPSMEN in Korean mountains rush wounded to rescue helicopter; note men holding pinwheel against mountain wind's gusts

tion in that war. Marines have been using the swift twin-engine fighters for night operations in Korea.

Soup For Cold Hands

When the *Princeton* was operating off Korea, the weather often was cold and flight deck operations underway proved a chill ordeal for crewmen, despite the warmest clothing possible.

Capt. William O. Gallery okayed an idea by Cdr. E. J. Bryant, supply officer, to install a soup kitchen in an officer's washroom amidships of the superstructure and just off the flight deck. Two large steel cooking vats were brought up from the storage room and placed in the area.

The kitchen was a success from the beginning. Men who had huddled in the narrow passageways to escape the intense cold winds off the Sea of Japan before or after flight operations, availed themselves of the kitchen.

The "energy soup," as some of the men called the stimulating food, has been a big morale factor. Often men would put in 15 hours a day or more, thanks to the warming help of the kitchen.

Coffee also is offered by the kitchen. As a change of pace, from day to day, chicken noodle, vegetable beef and tomato soups were made in the hot vats. The kitchen was open 24 hours a day except during eating hours and general quarters.

Operator of the flight deck cafe is Charles A. Hubbard, commissaryman, third class, a cook in civilian life. During hot weather iced tea and lemonade were served.

Bundles for Korea

Hearing how desperately South Korean children and grownups were in need of clothing, Air Group 19 squadrons aboard the carrier *Princeton* did a little collecting and sent many "Bundles

for Korea" off via air transport for the needy people.

James H. Sherrod, ATC, appointed himself chairman of the "drive" after he had heard about the Koreans suffering from exposure. With the assistance of J. Ralph Pittillo, Jr., ATC, and Ernest F. Harris, ADC, a committee was formed to collect the clothing.

Enthusiasm carried throughout the squadrons and soon a pile of shirts, trousers, long underwear, sox and shoes grew. The committee drafted Chaplain G. J. Enyedi to arrange transportation for the 48 bundles, weighing more than 1,000 pounds.

A plane delivered the clothes ashore, where it was distributed by the Presbyterian mission in Taegu. In the accompanying photo, men loading the clothes in the plane are L. M. Scalzi, AT2; Lt. R. N. Atkinson, flight deck officer; Chaplain Enyedi and Sherrod.

Sailors Aid Orphans

It's Christmas every day for 150 war orphans of the Vinygasa orphanage in Japan, thanks to sailors of the naval air facility at Yokosuka.

Last Christmas the orphans visited the facility and received gifts, each being assigned a "father" for the day. Everyone had a good time, the children were overjoyed and the men so impressed by the friendliness of the little tykes in their impoverished state that they voted to keep on the job of keeping the 150 orphans happy.

Each payday, twice monthly for Navy men, a large box is placed at the end of the payline for the men to donate yen or dollars for support of the orphanage. Contributions averaged more than 50,000 yen. Lt. W. D. Surgeon, the welfare officer, collects the donations, converts military script to yen and turns the money over to the orphanage. In addition to the money, many sailors have had their families send clothing too.



PRINCETON'S ship's cook Hubbard passes out hot soup to warm chilled flight deck crew



CLOTHES FOR needy South Koreans being loaded aboard TBM on deck of *Princeton*



JAP ORPHANS aided by NAF YOKOSUKA Navy men play with Yeoman W. E. Miller



'BREAKING UP Housekeeping' reads sign on a 1000-lb. GP pushed by Boxer's Escobar, AO3

Three Times Is Enough

"I'll sure be glad to see next month roll around!" exclaimed 1st Lt. L. L. Harpe, as he successfully made his third forced landing in one month.

One AA burst forced him to ditch his plane in North Korean waters. He was picked up by a Navy helicopter a few minutes after he hit the water.

Lt. Harpe was hit again by AA fire. This time he made it back to base with a disabled hydraulic system.

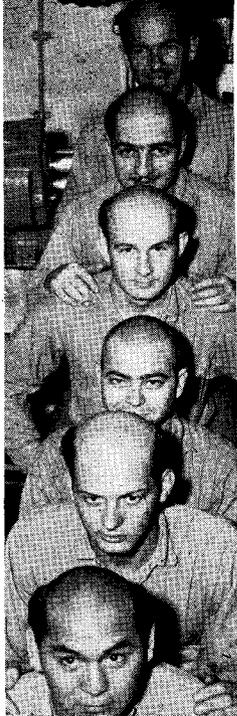
He was hit for the third time while his flight was on a strike in close support of Army troops.

With only about half power, he nursed the *Corsair* to within sight of his base when the engine quit. He glided the rest of the way and made a "dead stick" landing.

Nightfighters' Matinees

For hard-flying First Marine Aircraft Wing nightfighter-bomber pilots in Korea, there is little recreation. They sleep most of the day and prowls the black skies all night, preying upon Com-

USING JATO for takeoff, a British Sea Fury plane begins running down the deck of light fleet carrier, HMS *Glory* in Korea waters



BOXER'S repair division men Johnson, Baille, Elder, Alcock, Carnes and Oliver

munist truck convoys and troop concentrations.

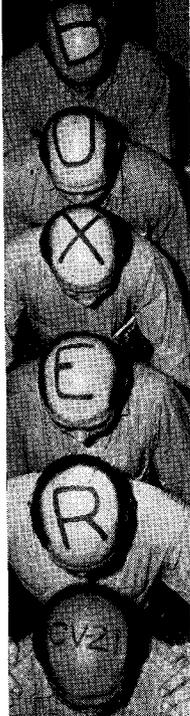
This sad state brought about an innovation. Matinee performances of current movies are given for the benefit of pilots and crews who spend the nights at honest toil.

Saves 34 Men in Day

A few days before he left Korea to be discharged, 1st Lt. George A. Eaton, a Marine helicopter pilot, set some kind of a battlefield record by evacuating 34 casualties from mountainous North Korea in one day.

He would have done better but fog held him down until midday. Hopping from a wind-swept mountain ridge to rear-area first aid stations, Eaton carried out three wounded his first few trips. The tiny Bell helicopter had a rough time carrying this load, and he came close to crashing in the mountains, so he cut the load to two.

He made his first deliveries to a station 17 miles behind the front, but later in the day he found an aid station



ONE-DAY record for helicopter rescues is set by 1st Lt. George A. Eaton, who saved 34

five miles away and began taking his wounded men there.

After he had evacuated 32 Leathernecks, he felt he was through for the day. He was exhausted, and the helicopter was out of fuel. But someone dug up a five gallon can of gasoline and Eaton took off again, returning with two patients.

He made his final landing after darkness blanketed the dry river bed he was using for a landing field.

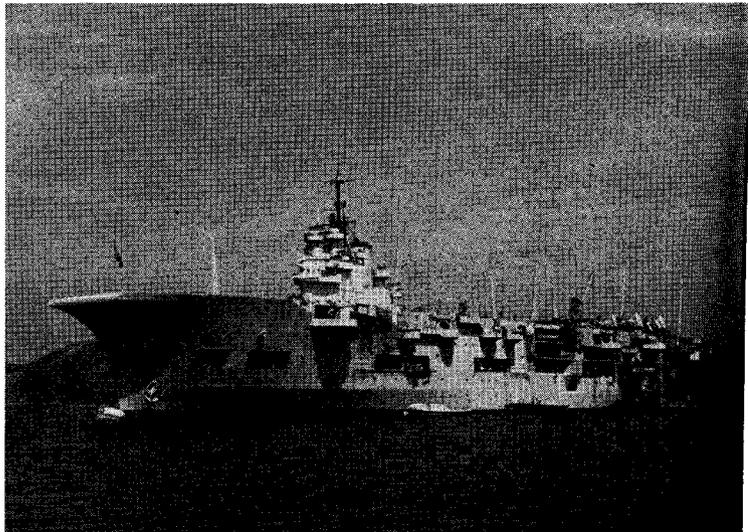
Not for Kids

Fiving is not for kids' play—particularly in the Marine *Panther* jet squadron where the average age of pilots is 30.1 years.

Jet flying, long considered a young man's field, is in the hands of older and more experienced Marine pilots during the squadron's combat action in Korea.

The ages of the flyers range from 20 to 37. Grand daddy of the Leatherneck jetsters is 1st Lt. Mercl C. Davis, and the youngster is Lt. Danny Johnson.

BRITISH aircraft repair ship HMS *Unicorn*, a converted carrier, operates with UN fleet off Korea, can land and launch aircraft





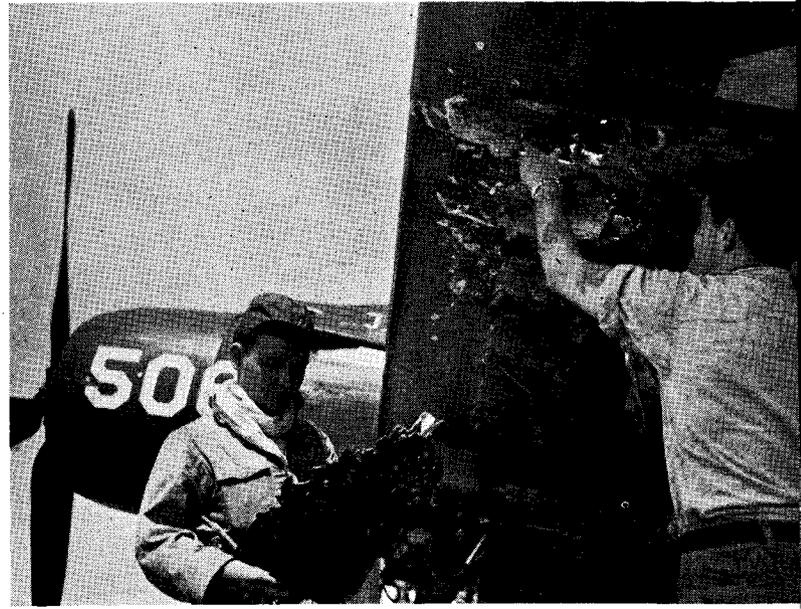
DOWN IN the crowded CIC room of the carrier *Princeton* off Korea, RAdm. R. A. Ofstie debriefs pilots back from an air strike



SOUTH KOREANS are more interested in cameraman than Navy helicopter from New Jersey, forced down when it ran out of gasoline



PROUD OF CAG-19's Korea war record aboard *Princeton* are group's leaders Carlson, Cravan, Van Meter, CAG; Parker, Riley and Bruce



METALSMITH M. C. Marskall flew off *Boxer* to land base to repair a flak-riddled *Skyraider*; Pilot W. E. Sullivan eyes piece of it

Buzzin' Cousins

If you can't drop bombs on the enemy troops, scare them to death was the technique used by two Memphis Navy pilots who ran out of ammo in Korea.

Lts. (jg) Dewey Froseth and John Carney, Jr. were flying *Corsair* fighters in close air support of hard-fighting soldiers north of the 38th parallel. Two regiments of stubborn enemy troops were dug in on a ridge.

The carrier-based planes screamed to the attack, dropping napalm and frag bombs and following up with machine gun strafing. The attackers were so close to American lines dirt from the bomb explosions fell on the bright red panels marking the friendly troops.

When the Communists still gave the Americans trouble, Froseth and Carney made several dummy runs at the request of ground controllers. Under cover of these fake attacks, U. S. troops advanced.

Dive Bombing Jets

Marine aviators began the technique of dive bombing about 24 years ago. With the advent of the jet, there has been little if any change in their style.

After several months of operating their first jets in combat in Korea, the Leathernecks of the First Marine Aircraft Wing have found that the F9F *Panthers* are fine dive bombers. Carrying bombs, rockets and machine guns, the sleek fighters daily seek out the Communists and employ the same close support tactics the Marines have long been noted for.

Squadron commander, LCol. John F. Kinney, is convinced that the jets are even better than some dive bombers he has flown. "They have no propellers, therefore no torque, to pull your sights off the target," he says.

Because of their greater speed, the jets are capable of flying more strikes per plane against the enemy than their

slower propeller-driven counterparts—it takes them less time to go to and from the target area.

Disappearing Target Hit

Two Marine flyers rocketed the bridge that wasn't there and wrecked it.

Searching a well-travelled road in central Korea, 1st Lt. G. H. Dodenhoff and 1st Lt. Willard C. Olsen, noted that the highway ended at a wide, deep river.

Across the river was another road, undoubtedly well travelled. The two pilots flew back for a closer look.

Below the water they saw a bridge—deep enough to be hidden from most aerial observation and shallow enough to allow trucks and other vehicles to travel over it.

The flyers decided to sink the "sunken" bridge.

Four well-placed rockets blew out two sections of the submerged river span.