



TWO BOMBS float down on North Korean targets from Panther jet of VF-111, flown by Lt. (jg) Robert A. Guyer off Valley Forge

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Race To The Finish

It is a lucky pilot who can run a race with a live bomb down a middle of a runway, finish in a dead heat and come out winner.

Winner in such a deadly race is Marine MSgt. Bob Lurie, pilot with a Panther jet squadron in Korea.

After an attack on Pyongyang, Lurie noted one of his bombs had failed to fall. Heading back to his home base, he repeatedly tried to jettison the bomb over enemy territory.

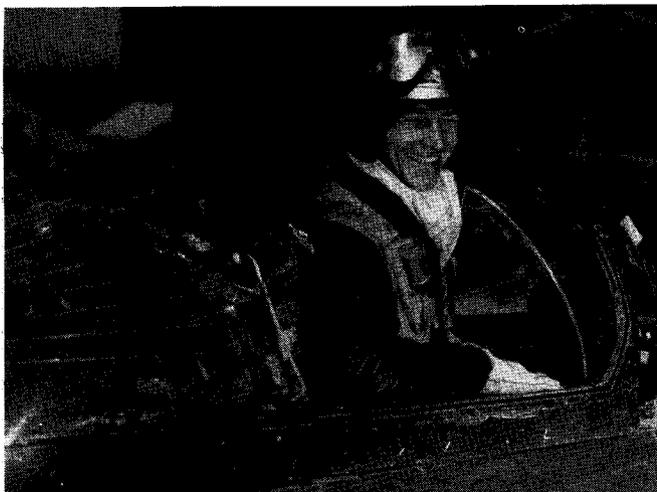
Over his base, he notified the tower of the hung bomb and proceeded on. He flew over the ocean and repeated the process of trying to shake it loose. Nothing worked. It just wouldn't release so Lurie put all the armament switches in the safe position and notified the base he would have to land with the bomb.

Crash crews standing by, Lurie came in for the landing. As soon as he landed and started rolling down the runway, the bomb broke loose and slid right

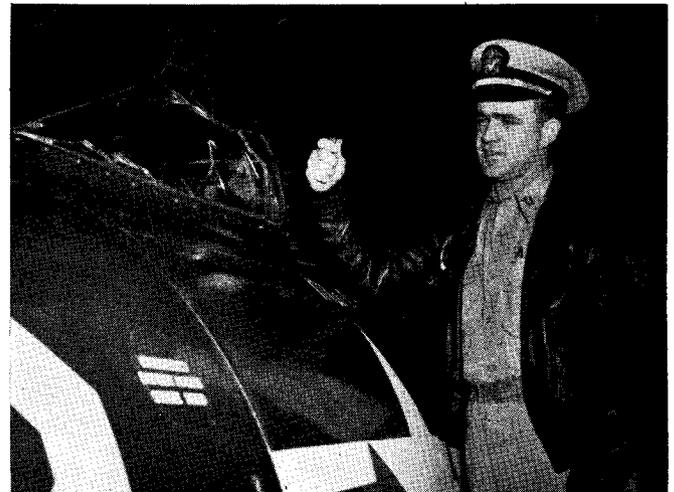
alongside the plane.

The rolling bomb finally blew up, right under the left wing of Lurie's jet. He kept the plane from nosing over, pulled the emergency brake and made a mad scramble from the cockpit, just as smoke started pouring out of the wing tip tanks.

After the crash crew controlled any possible outbreak of fire, Lurie counted the damage—over 50 holes and the top half of the canopy blown away. The Leatherneck pilot remarked "that's



SHATTERED canopy behind MSgt. Bob Lurie shows narrow escape he had when 250-pound bomb skidded down runway beside him, blew up



WELL-AIMED rifle bullet from Korean sniper shattered windshield of Lt. Hill's jet; afterward Valley Forge pilot found it inside



ITS FUEL line shot away by Red AA fire, a Panther jet catches fire from spark during landing; Pilot Lt. (jg) Rostine unburt



COMMUNIST, UN security officers examine Russian-made projectile which landed 20 feet from peace talk tent at Panmunjom, Korea

when I really started shaking with nervous relief."

Pea-shooters Busy

"It's those guys sniping away with rifles I'm worried about, not the AA guns," said jet pilot Lt. Gaines W. Hill after a sortie over Korea.

Hill, member of VF-52 on the *Valley Forge*, was on a strike near Hungnam when one of the Red sharpshooters leveled down on him from a hilltop. The pilot had just started his bomb run on a railroad track in the bottom of a deep gorge and was below the ridge top.

He caught a glimpse of a soldier on the ridge with aimed rifle. The next instant he heard the sharp crack of lead puncturing the cockpit plexiglas. Flying fragments and a rush of air told him he had been hit. The bullet took out the bombsight and left a gaping hole in the windshield, then dropped to the floor. In the accompanying photo, Hill holds the bullet.

The Whistler

Remember the training days at Pensacola and Corpus when the SNJ's sported the .30 cal holes in their props and set up a screaming whistle on each landing approach?

LCdr. Lynn DuTemple came aboard the *Princeton* off Korea in an AD *Skyraider* that really set up a howl. "Duke", operations officer for Cdr. N. A. MacKinnon's VA-195, had just completed his fourth bombing run on an oft-hit railroad bridge at Hamhung when his canopy was shattered suddenly.

Figuring he had been hit by small arms fire which had turned his canopy into a crazy criss-cross pattern of cracks, he allowed the major damage suffered by his plane to escape unnoticed.

Upon entering the landing pattern, his prop set up such a whistling shriek that the LSO's could hear it from the 90° position right up to the cut. Being a devotee of the old school of "If he gets to the blunt end, cut him!" Lt. Roy Farmer, the paddle wielder, brought

him aboard.

Examination revealed the gaping hole torn in the prop blade by a 37 mm shell which continued rearward and lodged in the side of the canopy.

Shoots Himself

Enemy flak over North Korea is bad enough for Navy pilots but to have one's own ammunition assist the flak can be harrowing.

Lt. (jg) Bill Buttlar, *Skyraider* pilot on the *Princeton*, was on a bombing attack on much-hammered Wonsan. Pulling out of a run over a trapped railroad locomotive and train after dropping a 2,000-pound bomb, he was hit by AA.

At 400 knots, he banked off the target and the stick was suddenly wrenched from his hand. The plane heeled over and he was flying upside down.

He pulled onto course, again and after an emergency landing discovered that the AA fire had exploded 20 mm shells in his wing ammunition cans.



NO WONDER LCdr. DuTemple's prop made whistling shriek, with 37 mm hole in its blade



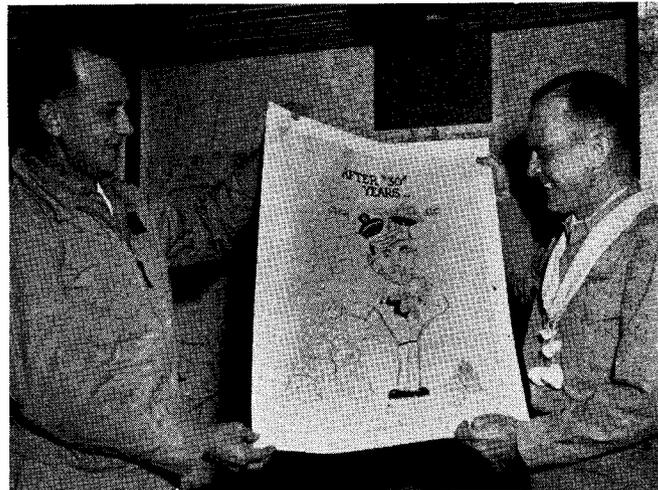
HELMET full of 'Jinx' is handed to Capt. M. D. Evans; tiny dog has 3 combat flights



BUTTLAR holds piece of 37 mm shell which set off his own plane's 20 mm ammo on board



ENS. MIZULA of VF-191 tries out the British no-wheels landing on the Princeton; damage slight and plane flew again in 3 days



BGEN. CLAYTON C. Jerome of 1st Marine Aircraft Wing receives "gag" citation on wearing 3 hats from BGen. Lamson-Scribner

Belly Flop

Satan's Kittens, VF-191 aboard the *Princeton*, can now give an authoritative opinion on the novel British idea of landing jets without wheels on a large rubber mat. Ens. Mizula made an exhaustive test on the subject.

He lacked the rubber mat and instead used the planking of the *Princeton* for his belly landing. Mizula, flying as #4 man in a division of F9F's led by ex-*Blue Angel* Lt. Jake Robcke, returned to the *Sweet Pea* from a bombing attack on Communist rail lines north of Songjin. He could not lower his landing gear, he found.

Lt. (jg) Pete Perhala, jet LSO on with CVG-19, coolly waved him aboard to a smooth landing. Damage to the jet was so slight the plane was flying again in three days.

Unlucky Hop

Here's one Marine who probably believes in the "13" superstition now.



MARINE Capt. Whitaker inspects hole in F9F tail, sustained on his 13th mission

Capt. James L. Whitaker of the *Able Eagles* squadron went out on his 13th mission of the Korean war to bomb rail lines in North Korea.

On the mission his *Panther* jet was hit by a 37 mm shell, blowing a hole in its tail. "I continued my run on the target, dropped my napalm and set about trying to get home," Whitaker reported.

"I had to fly the plane with both hands since the nose kept wanting to go up. I tried to radio the rest of the flight but the shell had knocked out my radio. I just sat there hoping. Suddenly I realized this was my 13th mission. I'm not superstitious, but . . . !"

Whitaker had 85 missions in *Corsairs* in the Battle for the Solomons.

Cracks Yak

The first *Yak* fighter plane shot down in the Korean war by a night fighter was credited to 1st Lt. John W. Andre, flying an F4U with VMF-513. Andre became the Marines' second night ace with this kill, having downed four Japanese planes over the Philippines in World War II.

Andre spotted the *Yak* while on a routine interdiction mission. He had destroyed two Red supply trucks earlier and was surveying the burning wreckage when the *Yak* appeared off his left wing.

Swinging his plane over on its wing, Andre opened up on the *Yak's* tail with 20 mm cannon fire. It caught fire and dived over a hill, exploding as it hit the ground. Andre is a Reserve pilot from Miami, where he worked as a private detective.

He Wears Three Hats

Strictly as a gag, BGen. Clayton C. Jerome was presented with a sketch-citation on the anniversary of his 30th

year in the Marine Corps.

The three hats he is shown wearing in the citation stand for: Marine—Commanding General of 1st Marine Air Wing; Navy—Commander Task Force 91 (Navy designation for the Marine Wing), and Air Force—Air Defense Commander of South Korea.

BGen. Frank H. Lamson-Scribner, assistant commander of the wing, presented the citation on behalf of the unit's staff officers. Around Gen. Jerome's neck also was placed a ribbon with dangling white-washed stones. They were a tribute to his efforts to beautify the headquarters area by leveling the ground and arranging rocks along the paths.

Belligerent Pooch

A tiny chihuahua dog which had three combat hops over the Korean Red lines before he was six months old is the proud possession of Capt. M. D. Evans of VMA-212. (Photo on Pg. 19.)



FIFTY feet of love and kisses from his wife cheers up Marine Sergeant John R. Brown



ALL THOSE files contain every word spoken at Panmunjom peace talks; Chief Yeoman John J. Koval inspects 500-pound records

The little black-and-brown pooch made his first plane ride shortly after he was born. His master named him "Jinx" because he went to the hospital for an operation the day the dog was given to him in Los Angeles. Since then he has amassed more than 100 hours in his personal log book, flying in everything from speedy *Corsair* and F7F fighters to a little OE Cessna with VMO-6 in Korea.

Capt. Evans carries his little mascot in his flight jacket pocket or anywhere handy. *Jinx* does not mind going for a combat flight in a *Corsair* but dislikes it when Evans pulls out of a dive-bombing run. One hop the dog started out in Evans' lap and in the pull-out wound up scratching for footing on the floor of the plane. On one of his three combat hops, a napalm bombing run on the Reds, *Jinx* rode on his master's lap. When Evans dropped both his bombs, the fighter soared abruptly skyward when relieved of the load. *Jinx* was tossed upwards against the canopy and wound up on the floor again.

Even high altitude hops do not bother the peppery little chihuahua. On one flight he went up to 16,000 feet over a dust storm and slept all of the way except when his master stuck an oxygen mask in his face and gave him a whiff of oxygen. That he didn't like.

Playing Tag

The keen eye of a fellow pilot who noted strange flying technique probably saved the life of Lt. (jg) Dick Allmann of VF-72, flying a *Panther* jet off the *Bon Homme Richard*.

Allmann's jet suddenly had a complete electrical failure after it passed the east coast of Korea, but he continued on to Pyongyang, the Red capital on the west coast. He was unable to use his radio, his bombs could not be

dropped. Worse yet, his instruments were unreliable and his cabin pressurization kept fogging up the canopy.

Allmann was in a tight spot, but he was unable to tell his squadron pals. He kept his plane tagging along after Lt. (jg) Ray Oakes, following him over the target. Allmann watched the bomb drop and rejoined the rest starting back for the carrier.

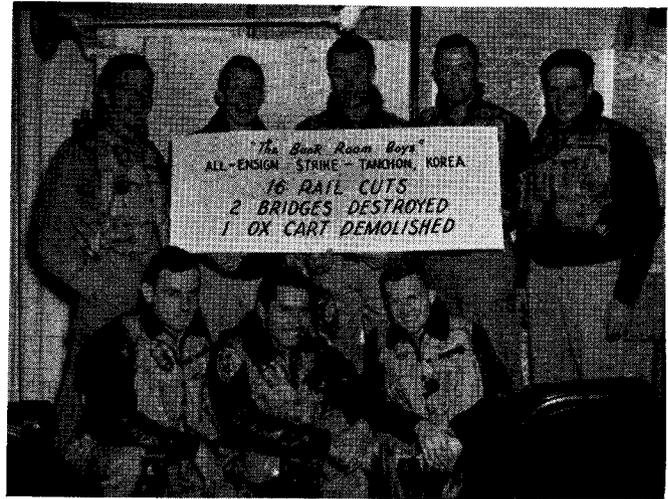
Weather that day was extremely bad and the carrier sent the seven jets down to land at an airstrip 50 miles south of the bomb line, all unaware of Allmann's predicament.

Near the field, the pilots began diving into the clouds. Ens. Charlie Polk of VF-71, flying behind Allmann, noticed the jet falling rapidly, without dive brakes. Fortunately, Allmann pulled out of the dive before being enveloped in the clouds. Not knowing just when to pull out, it would have been a suicide dive.

Allmann joined up with Polk in a



TINY FAWN, Bambi, found at Marine airbase in Korea poses with MSgt. Edward H. Flood



'BUNKROOM Boys' of Valley Forge tally Red raids; Molnar, Akagi, Melton kneel, Hoffert, Wittman, Miller, Broughton, Brown stand

quick turn and together they teamed in the overcast, Allmann keeping close behind. The ceiling was so low they were forced to fly 100 to 200 feet above the water, but all managed to land safely at the airstrip.

Behind-Lines Rescue

A dramatic mountain rescue of a downed *Princeton* pilot 35 miles behind the Communist lines, while under heavy ground fire, enlivened the day for that carrier. Lt. (jg) H. A. "Red" Riedl was shot down north of Hamhung and bailed out of his plane.

Rescue pilots remained over the area until their gas supply was down to 40 gallons but a helicopter from the *Iowa* was unable to rescue him. Riedl's squadron mates next morning went out, led by his skipper, LCdr. N. W. Boe.

Unable to contact him over the walkie talkie radio from his survival kit, the search planes saw him waving frantically behind a small ridge. One plane piloted by Lt. M. E. Schroeder made protective runs over him while two others reported to the *Iowa* to escort the helicopter piloted by Lt. R. Dalton.

Boe directed the pinwheel to the downed pilot, but small arms fire opened up as soon as it landed. W. A. Meyer, AD1, the aircrewman, answered the fire while Riedl ran to the chopper. Dalton attempted a fast takeoff, but the slope and altitude prevented a quick lift. By bouncing the plane down the slope, sufficient speed and lift was attained. In flight, Meyer continued to pepper the enemy riflemen on the ground.

Ens. R. E. Roberts' plane was hit in the canopy by gunfire as he was flying protective strafing runs during the rescue. One side was completely knocked off and Roberts wounded in the hand. He did not report it for fear it would hamper the chopper's rescue operations.