

# Writer Has Tough Time As Night Heckler Shows Him How UN Planes Work

By JAMES A. MICHENER  
WITH E. GARRIEP ESSEX Off Korea

He can sit in the wardrobe of the Carrier Essex and just about break your heart.

"Look at me!" he wails. "I'm one of the best trained men in the Navy. A night heckler, I take a plane off this tub in darkness, I go over Korea and fight in darkness, then I come back in darkness to find this lousy bucket, and a pitch darkness I make a carrier landing."

Is that why he is so mournful? "No! It's because they won't give me any work to do. Pitiful little missions. It would break your heart to be the best trained man in the fleet and then to be completely misused."

"What burns me up is that everybody leaves us in a corner. Like poor country cousins. No correspondent ever comes out with us. You wouldn't dare to take a night flight, would you?"

"The Admiral explained that correspondents aren't permitted on night flights. Michener had special orders to make one, but even then had to argue. The Admiral wanted to talk him out of going."

So this morning we rolled out of bed at 2, had a big breakfast. Then we heard the bad news. Since I was going Felix and his wingman, Red Stillwell of Independence, Mo. would be given the safe and uninteresting shoe route. But "don't take any risks."

Felix mumbled, "That's the way it always is."

At 4:30 we went topside onto the pitch black carrier deck. It was ghostly with the shadows of many planes.

There is nothing like a night catapult launching. You are whipped forward at enormous speed, shot out into perfect darkness, dropped perilously low over the ocean that you can't see, and then shoved upward into the sky. It's an amazing sensation.

Felix and Red said little over their two-way radio but finally Felix cried, "Looks like Hungnam dead ahead." Three or four lights, the shadow of a river. That was

all. But it was our starting point. We roared up the coast at 250 miles an hour and then with a burst of pure luck Felix opened up what was to be one of the most sensational night flights in history.

He thought he saw a light in what could have been a very large building. "I don't see anything," Red said. "I'll drop a hundred pounder anyway," Felix replied.

He leveled off for a terrific bomb run, dropped to 150 feet and let go. There was a gigantic explosion, our plane was listed 20 feet, our tail was higher than our nose, and I wanted to get out. Felix had hit a big munitions plant.


The entire countryside was a blaze of light. Pillars of fire 200 or 300 feet high probed into the pitch black.

Below, rushing for the safety of a long tunnel, were two locomotives and about 30 boxcars. These were the life line of the Communists.

The next half hour was amazing. With a terrific blast Red cut the track leading to the tunnel. Felix knocked some cars off the other end of the line, and the valuable locomotives were trapped.

Now we hit them from every angle. Out of absolute darkness,

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with not a single light on our planes. Felix and Red combed these trains front-end to end. One big bomb caught a carload of ammunition. Another set the engine itself smoking. The valley was a ghostly inferno with four separate big fires, topped by the factory itself which kept blazing furiously.

How Felix and Red could fly in the pitch dark, weaving back and forth upon one another like skilled basketball forwards, is a secret.

All I can say is that here were two massive planes flying 300 miles an hour without a single visible clue as to where the other man was. Yet they sometimes passed at 50 feet!

Red spotted a gun position that was firing at us and which already had put a bullet through his wing. With a pounce of from 1500 feet Red annihilated that gun.

Now, unmolested, Felix and Red went about the dizzy and terrifying business of making one power dive after another on the train.

To my immense relief, our morn-

ing jet planes appeared to take over and we went north to where we were supposed to have been all the time.

Felix was in luck. Leaving the trains, he got a truck, one of the most valuable targets in North Korea today. Then he found a large boat, the kind the Communists have been using to make assaults on our forward positions. With one bomb Felix blew it absolutely apart.

Farther along the coast he found a nest of sampans which had been carrying supplies at night. He was almost out of bombs so he used his few remaining bullets to strafe at low level and he put down three of the sampans.

He now had one bomb left. Red, who had been off after some ox carts which the Communists use for heavy transport, was out of bombs and ammo both.

The two men teamed up again and Red scoured the countryside for one last target. He found a



**ROBERT LEE ANDERSON**, 19, son of Mr. and Mrs. Wilbert Anderson, Poe Valley, stationed at Astoria. A graduate of Henley high school in 1951 he enlisted in the navy last July 13.

## City Paving Plans Laid

About half dozen paving projects are being lined up for this summer here in town, and along with the normal repair work on city streets should attract some competition in bids.

The City Council is going to initiate small improvement projects on Painter and Lawrence, from Pacific Terrace down to the alley nearest Eldorado, where there are only a few property owners, and City Engineer E. A. Thomas has been asked by Councilman Wendell Smith to make a preliminary estimate of the cost of paving California from Upham to Delta.

Thomas has made an estimate on paving the uphill block of Grant from 8th to 9th, at about \$8 a front foot for 26-foot pavement without curbs, and on Plum between 7th and 9th, 40-foot pavement, \$13.35 a front foot.

He also outlined to the City Council last night a job of installing a catch basin in front of the Gib Fleet residence, 220 Conger, and possibly one or two at California and Conger to take care of heavy runoff water there. The cost, Thomas said, probably will be \$463.

The U.S. citizen uses more steel than any other commodity except water, says the American Geographical Society.

Nine property owners of the section of Painter outlined for paving have signed a petition favoring the job, and Councilman Darrell Miller asked Thomas to also make a preliminary estimate for Lawrence street so the city could initiate a project there.



## Announcement

The KLAMATH BUSINESS COLLEGE is pleased to announce that it has been selected as the exclusive licensee to represent the SCHOOL OF SPEEDWRITING of Klamath Falls to teach this famous System of ABC Shorthand, universally known as SPEEDWRITING.

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**SHRIMP MUSHROOM CASSEROLE**  
2 cans Blue Plate Shrimp  
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1/4 cup liquid from peas  
1 can condensed mushroom soup  
1/2 cup buttered crumbs

Drain shrimp and peas, reserve liquid from peas. Stir soup well, blend in liquid, then peas and shrimp. Place in greased 1 1/2-qt. casserole. Top with crumbs. Bake in moderate oven (375°) 25 to 30 min., until browned. 6 servings.

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A big team of telephone people is needed to let you hear that first "hello"

The doorbell's ring announces the telephone installer, telephone in one hand, crisp new directory in the other. He goes to work quickly, and, almost before you know it, you're making that first call. Seems simple, doesn't it? Yet a surprisingly large team of people you'll probably never meet worked hard to make it possible for the installer to mount your steps. And that doesn't even count all the other craftsmen who had a hand in manufacturing the telephone instrument and other equipment needed to carry your calls.



Cable crews, for instance, installed the cable from the central office to your neighborhood. Other telephone people determined the exact pair of wires in that cable which would carry your calls. Still others tested the circuits, or put up poles, or spliced wires... or performed any number of other jobs which made that first ring possible.



The man who soldered your wires to the intricate central office frame, the girl who took your order for service—and all telephone people—have as a goal: to get telephones to all who want them. They know their jobs. And they're doing them so well we've been able to double the number of telephones at work in the Pacific West in less than ten years.

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