

relieve Joe Zaffino and his assistant. Joe would receive the Bronze Star for his efforts with accolades from SecNav Dan A. Kimball for his "ceaseless efforts" as Staff Aerologist U.S. Seventh Fleet.

**An End Run to Inchon** - The Joint Typhoon Weather Central predicted a typhoon directly in the track of the Inchon invasion force. The supply "train" ships had turned back for cover. Radm "Doby" Doyle, affectionately called "Father" by staff members, called his Aerologist, Lcdr "Chuck" ("Red") Barron to his stateroom at two AM. "Stormy. What the hell are we going to do?" was the question. "Chuck" was an old hurricane hunter with a good handle on the vagaries of tropical storms and his advice was to continue on the planned course which he forecast to be rough but on the edge of the system. The train turned to join the fleet and USS Mt McKinley, carrying General MacArthur and his staff, continued to Inchon. As the Task Force neared their landing site on 15 Sept 1950 a night pibal managed to wrap itself around an antenna. A Marine sharpshooter was called out immediately in a vain attempt to shoot out the tiny bulb.

Two supporting carriers struck the objective and supply routes to it on 12 Sept. Escort carriers joined the fray on D-Day Minus One and the Boxer arrived on D-day. Battleships and LSMRs (rocket launchers) poured a withering fire into Wolmi Do Island before elements of the First Marine Division hit the beach. Mt McKinley crew member, AG2 Merlin Watts, would later describe watching 16" rounds sail over head on their trajectory to Wolmi Do island. He would later serve as an Army WO3 helo pilot with two tours in Viet Nam surviving at least one shoot down only to meet his Maker while training students at Fort Rucker, AL in the late 1960s.

On the next high tide a second landing was made on the Inchon mainland. One interesting sidelight of the operation was the huge tidal fluctuation in the Inchon area. An LST was slow in a move to deeper water and was left high and dry in the mud. Staff Aerologist and Asst. Intelligence Officer, LCDR Chuck "Red" Barron, was awarded the Bronze star for his part in the invasion.

**Fighter Pilots of Korean War** - On 9 Nov 1950 LCDR W.T. Amen flying an VF-111 "Panther" downed a MIG-17 to become the first Naval aviator to shoot down a jet a/c. On 11 July 1953 Major John F. Bolt USMC downed his fifth and sixth MIGs, while operating with the 5th AF in Korea, becoming the first Naval Aviator to attain five victories in jet aerial combat.

**Korean Air War** - In comparison to the forces engaged in WW2, Korea was a much smaller war. At no time were more than four carriers engaged at one time. In three years of war, Navy and Marine a/c flew 276,000 combat sorties,

dropped 177,000 tons of bombs and expended 272,000 rockets. These figures are within 7000 sorties of WW2 totals in ALL THEATERS. They exceeded bomb tonnage by 74,000 tons and the number of rockets by 60,000. The fact that the useful load capacity of the AD-4, "Skyraider" exceeded the gross weight of the airplane helped in this regard. The AD was affectionately called the "SPAD" by attack pilots and, in the early days of its service life, "Ensign killer" due to the high torque levels produced by the powerful engine which would produce a roll at inopportune moments for the unwary. During WW2 Navy and Marine air flew 10% of all combat sorties while those figures climbed to 30% during Korea.

**Birth of OP-38** - The 1950s were a decade of change and acknowledge-ment for the entire weather community. In 1957 the Naval Aerology Branch, Op-533, was given status as the Naval Weather Service Division OP-58. Two years later the division was moved out of the department's air section and into fleet operations and readiness. As a reflection of the service's broadening scope of responsibility and the increasing importance of weather information to naval operations. During 1950 the U.S. Navy sponsored the first computer generated weather forecast.

**Hurricane Hunters** - On 15 Nov 1952 VJ-2, the Hurricane Hunters, is established for weather reconnaissance and specifically for Hurricane location and tracking.

On 21 January 1954 Fleet Weather Central Alameda obtained a M-7 range finder from the Army on loan. It was installed by AGC Emil V. Beer and utilized to improve the estimates of visibility at NAS Alameda.

**Cold War Heats Up** - Whatever fragile thread of US-Soviet camaraderie remained snapped completely a few years later when Soviet planes fired on a P2V Neptune patrol aircraft of VP-6 during a routine mission over international waters near Siberia on 6 Nov 1951. All crewmen were listed as lost and presumed dead.

**Bergy Bits and Growlers** - The Navy Ice observation program began in 1951 when DOD civilians set up an Ice Central in the Hydrographic Office. In the two years following Hydrographic office personnel, in conjunction with Canadian researchers flew out of Kodiak, AK using a/c of the resident Patrol squadron "Det" and Lancasters of the RCAF.

**Ice Observers Matriculate** - On 24 March 1954 the first two month Ice Observer class at the Hydrographic office graduated. LT A.J. Tait graduated with honors. AG1 L.L. Martin graduated with second honors. Class members were: Moises R. Gonzalez AG2, James D. O'Connor AG2, Kenneth S. Colaw AG1, Robert F. Ryan AGC, Richard P.