



1951 had fighting on such a scale occurred.

The main enemy blow fell on the II Corps' right wing and center. Shortly after dark on 10 June a Chinese division attacked the right regiment on the ROK 5th Division, whose lines lay east of the Pukhan River. By seizing Hill 973, the dominant height in the regiment's sector, the enemy forced the South Koreans to fall back about 1,000 yards. Counterattacks by the reserve regiment of the 5th and a regiment from corps reserve the following morning failed to restore the main line of resistance or halt the enemy advance. The Chinese kept up their unrelenting pressure, forcing the 5th to withdraw again, and by 15 June the South Koreans had been pushed back to the east bank of the river at a point where the stream cut sharply eastward. There the division formed a new main line of resistance.

In the corps center the situation was just as critical. On the night of 12 June elements of another Chinese division struck the ROK 8th Div-

ision's right, which rested on the Pukhan. As the Chinese pressed forward they made several penetrations during the next twenty-four hours. Counterattacks by the reserve regiment of the 8th failed to halt the advance and the Chinese began exploiting their gains. Attacking in regimental strength early on the morning of 14 June they soon enveloped the division's right regiment. The hard-pressed South Koreans began falling back under the weight of the enemy attack.

While the Chinese were attacking the II Corps' right, a smaller enemy force struck the ROK 20th Division, on the left of the X Corps. Evidently this was a holding assault. But the collapse of the ROK 5th Division, on the II Corps' right, threatened the left of the X Corps. Lt. Gen. I.D. White, the X Corps commander, therefore narrowed the front of the 20th to strengthen the flank. Other changes were being made to meet the situation in the ROK II Corps.

The failure of the 8th Division's right to hold coupled with the with-

drawal of the 5th east of the river opened a gap between the divisions. The ROK II Corps commander filled this gap by committing the ROK 3d Division, in corps reserve, between the 8th and 5th Divisions on 15 June. At the same time General Taylor, in order to facilitate control, temporarily shifted the boundary between the II and X Corps westward to the river and gave the ROK 5th Division to the X Corps. To replace the ROK 3d, the army commander shifted the ROK 11th Division from the ROK I Corps over to the II Corps but kept it under army control.

The Chinese continued their attacks against the 8th Division, this time concentrating on the division's
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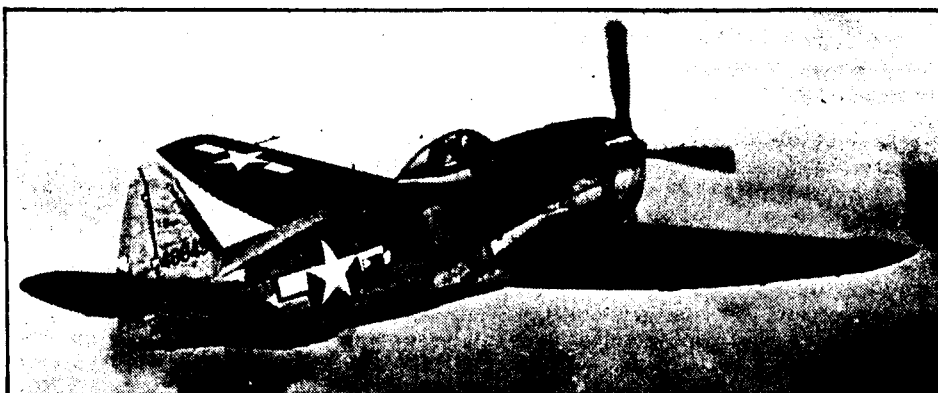


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The Spirit of St. Louis

In May 1956, a perfect diamond of C-124As led by Major Bill Crump roared over a Warner Brothers camera crew at Palmdale, California — a scant 150 feet off the ground.

In turning part of Lindbergh's

Pulitzer prize-winning autobiography into a movie starring Jimmy Stewart, all concerned parties thought it would be timely and in U.S. interests to open the film with a short Stewart-narrated cross section of American aviation accomplishments, including the latest in military aircraft, then go on to the movie's title, credits and so forth.

To this end the Air Force and Warner Brothers collaborated for a series of low-altitude flyovers by formations of F-100s, B-47s, B-52s (to name a few types) and the world's largest operational transport, Douglas' C-124 Globemaster, pretender to the B-36 Peacemaker's "aluminum overcast" title.

Camera crews first tried filming flybys at Los Angeles International (LAX) but the area's daily nebulous condition plus heavy air traffic forced them to move the act north of the San Gabriel range to Palmdale Airport, about 30 miles southwest of Edwards AFB.

There in clear, low-traffic airspace the formations tightened up and dropped to lower altitudes; the WB technicians exposed some valuable and impressive footage.

Referring to his Palmdale flyby series, Crump noted that "... the head cameraman kept calling for lower altitudes and seemed satisfied when the wash from our 16 Pratt and Whitney R-4360s rocked his equipment."

Unfortunately, the fly-by films we never used. Before the Spirit's 19 release, the powers-that-were to another look at world politics and, wishing to saddle Dwight Eisenhower's second term with untoward sabre-rattling and war-mongering charges, scrapped the US air power prologue.

The Spirit of St. Louis portrays Lindbergh as intensely professional and quasi-religious; the film knew immense world popularity, the critic calling it "inventive" and a "tour de force" movie.

Globemaster Holocaust

Behind museum glass, bold headlines of a well-preserved Washington state newspaper screamed: "83 Dead in Air Force transport crash!" Go photographs supplemented the story; the most conspicuous, the blackened empennage section and fuselage remnants of a C-124.


On Saturday, 20 December, 1956, the flying weather ceiling at Moses Lake, Washington, was up and down changing constantly, in light snow. The Seventh Troop Carrier Squadron Globemaster, with a flight plan filed for passenger stops in Texas, Tennessee and South Carolina, taxied for take-off several times only to have the field go below minimums. All 10 servicemen on board were afflicted with Christmas season get-home-itis.

Finally, with improved visibility, the plane made a normal take-off but when a couple of hundred feet in the air, it appeared to run out of flying speed. The left wing contacted the ground first and the ensuing fire and smoke obscured everything else.

It was a milestone disaster. Never had so many perished with a single airplane.

"Because the aircraft was from my unit and because the pilot, Bill O'Connell and I had about the same C-124 time, the safety folks assigned me as an investigator," Crump recalled. "Right away, most of the appointed experts were saying that the airplane's controls were never unlocked (a checklist item) prior to take-off."

But the flight engineer lived long enough to deny such an oversight. "Then the Douglas technicians went to work," Crump continued. "They actually flew a C-124 with locked controls to prove the trim system had enough latitude to override. They showed, through tests, that a crash impact could make the locking device look as if the pins had never been pulled."



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