

Ray I. "Cran" Crandall  
(Goodlivin' Six-One)

VF-781



USS Bon Homme Richard (CV-31)  
Goodlivin' Six-One  
1050-1951

(photograph from Jim Phillips)

## ELKHART (IND.) TRUTH

Wednesday June 14, 1950



**PLANE DAMAGED.** This Navy fighter, an F6F5 Hellcat, nosed over while landing at the Elkhart airport off the Adamsville road Tuesday evening, and slightly damaged the tip of the propeller blade which points upward in the picture. No one was injured.

The plane was piloted by Lt. Ray Crandall, of Los Angeles, who said his engine started cutting out over Elkhart. The weight of the plane on the airfield, soaked by recent rains, forced the wheels to sink in, and caused the plane to nose over and the propeller tip to hit the ground.

Crandall, a Navy Air Force reservist, was accompanied by two other reservists from Los Angeles making a cross country training flight. The other two pilots, Lt. Richard Eccles, and Lt. James Phillips, the flight leader, landed their planes in South Bend.

Naval facilities in Chicago were contacted and mechanics were expected to arrive in Elkhart today to repair the plane.

(article and photograph from Jim Phillips)

## HYESANJIN-on-the-YALU\* <sup>1</sup>



Yesterday, two of our prominent jet jockeys, LT [Ray] Crandall and LTJG [Lou] Ives, were on a recco hop far to the north. With their keen instincts of navigation and high degree of coordination, Crandall and Ives were exactly sure of their position. Therefore they did not hesitate to attack an estimated 4000 troops [probably about 100] gathered near the square of a border town [on the Yalu], the name of which is truly unpronounceable [Hyesanjin]. With their rockets and 20mm guns they quickly broke up the gathering, killing at least 150 [out of 100?]. Then they leisurely shot up the general area before returning to the *Bon Homme Richard* far to the south.

After going through the customary debriefing procedures, considerable doubt was expressed as to their exact position at the time of the attack. While a dozen or more charts were studied, Crandall and Ives suffered visions of third World Wars, international incidents, and general court martials (sic). However, when the jury announced they had been a good 300 yards from the Manchurian border, the boys heaved a simultaneous sigh of relief and LT Crandall was heard to say, "Why, that wasn't even close."\*

The town of Hyesanjin, is near the headwaters of the Yalu. On November 21, 1950, Charlie Company, 1<sup>st</sup> Battalion, 17<sup>th</sup> Infantry, 7<sup>th</sup> U.S. Army Division "liberated" Hyesanjin.<sup>2</sup> This was the X Corps' first and only penetration to the Yalu. At the same time, 60 miles south, the X Corps 3<sup>rd</sup> and 7<sup>th</sup> Marines were at the Chosin Reservoir, about 80 air miles "and about twice that by road"<sup>1</sup> north of Hungnam, with the 5<sup>th</sup> Marines at Koto-ri, about 40 miles south of Chosin.] Charlie Company retained possession of its town for about a week.

Note: there should have been no concern. Hyesanjin was the northern terminal of a plotted and briefed recco route. It was later identified as a strategic North Korean military base. On his second tour (1952-1953), flying from the USS *Oriskany* (CV-34), Lou Ives joined in an air group attack on the same base – it was then reported to be a major Chinese base - all the brass received lots of fancy shootin' badges.

During both cruises, Hyesanjin was the terminus of one of the northern recco routes; most of us made several more trips to the area during both cruises.

<sup>1</sup> From the CVG-102 Cruise Book summarizing the "Nightly News Broadcasts."

<sup>2</sup> Clay Blair, *The Forgotten War – America in Korea, 1950-1953*, USNI, Annapolis, 1987, p. 418.

## TV-2



left to right: Ray Crandall, Tony LeVier, unidentified, unidentified <sup>3</sup>

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<sup>3</sup> Lockheed Aircraft Company. Ray was the Experimental Test Pilot of the TV-2 Project.

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