

The U.S. Air Force's First War: Korea 1950-1953 Significant Events

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2000

PREFACE

In commemoration of the fiftieth anniversary of the Korean War, the U.S. Air Force (USAF) Historian commissioned the Research Division, Air Force Historical Research Agency (AFHRA), Maxwell Air Force Base (AFB), Alabama, to compile this significant events chronology of USAF military operations in the Korean Theater. The chronology points out the relationship of these operations to the land battle, naval operations, and important political and diplomatic events. It also identifies such USAF historical firsts as the first all-jet air battle, the introduction of new weapons systems, and the initiation of tactics, techniques, or procedures that had a major impact on later air operations. The chronology also identifies important people, such as key commanders, recipients of the Medal of Honor, and aces. Finally, it attempts to summarize those USAF events in Korea that best illustrate the air war and the application of airpower in the theater.

To present the information most effectively, the chronology offers narrative monthly summaries followed by daily entries of significant events. Each daily entry uses the local date, which in the theater is one day later than in the United States. Two dates separated by a hyphen indicates that the entry covers events from one date through the second date. Two dates separated by a slash indicate the the events occur during night hours. Each event includes an explanation of its significance or correlates to information in the monthly introduction. The appendices add data not easily encapsulated in a chronology but helpful either in understanding the monthly and daily entries or in establishing an overview of air operations in the war.

The information in the entries came mostly from primary sources available at the AFHRA, including organizational histories, intelligence summaries, digests, and operational statements of U.S. Far East Command (FEC), Far East Air Forces (FEAF), Fifth Air Force, FEAF Bomber Command, FEAF Combat Cargo Command (Provisional), and the 315 Air Division (Combat Cargo). Sometimes, wing and group histories provided additional information. The researchers also consulted numerous secondary sources, usually to confirm the most significant events of the air war in Korea.

A. TIMOTHY WARNOCK, Editor

1950

June 1950

Communist North Korea unexpectedly invaded the Republic of Korea (ROK) across the line of demarcation, the 38th parallel, using superior numbers of tanks and troops to force South Korean defenders southward. The United Nations (UN) Security Council condemned the North Korean invasion, authorized UN members to aid the ROK, and requested that the U.S. government establish a United Nations Command under an U.S. officer.

Despite USAF attacks, the invaders quickly captured South Korea's capital, Seoul, overran the port of Inchon, seized the airfield at Kimpo, and threatened the city of Suwon. Gen. Douglas MacArthur, USA, Commander, the U.S. Far East Command, ordered weapons and ammunition shipped to South Korea and prepared to move U.S. ground troops from Japan to Korea. At the same time, U.S. naval units approached the peninsula to enforce a blockade of North Korea, as ordered by U.S. President Harry S Truman.

June 25: Simultaneously with the invasion of South Korea, North Korean troops made an amphibious landing at Kangnung on the east coast just south of the 38th parallel. Meanwhile, North Korean fighter aircraft attacked Seoul and Kimpo airfields, destroying one USAF C-54 on the ground at Kimpo. John J. Muccio, U.S. Ambassador to South Korea, relayed to President Truman an ROK request for U.S. air assistance and ammunition. The UN Security Council unanimously called for a cease fire and withdrawal of the North Korean Army (NKA) to north of the 38th parallel. The resolution asked all UN members to support the withdrawal of the NKA and to render no assistance to North Korea.

Maj. Gen. Earle E. Partridge, USAF, Commander, Fifth Air Force, ordered wing commanders to prepare for air evacuation of U.S. citizens from South Korea. He also increased aerial surveillance of Tsushima Strait between Korea and Japan. The Twentieth Air Force placed two squadrons of 51 Fighter Interceptor Wing (FIW) on air defense alert in Japan.

June 26: The North Koreans captured Chunchon, Pochon, and Tongduchon, South Korea. The U.S. Seventh Fleet sailed north from the Philippines. The ROK requested ten F-51s from the U.S. Air Force to supplement the South Korean Air Force's AT-6s and liaison-type airplanes. In continued preparation for air evacuation of U.S. citizens from Korea, Far East Air Forces (FEAF) traded C-54s for C-47s from all over the Far East, because the latter could land on smaller airfields.

USAF SB-17 aircraft provided rescue cover for the initial evacuation by sea of U.S. citizens from Seoul. Beginning in the early morning, 682 people boarded the Norwegian merchant ship Reinholte, which finally left Inchon Harbor at 4:30 p.m., bound for Sasebo, Japan. F-82G Twin Mustang fighters of the 68th Fighter All Weather Squadron (FAWS) provided air cover for freighters, including the Reinholte, sailing from Inchon, South Korea, to Japan. The Fifth Air Force also flew escort and surveillance sorties, some over the straits between Japan and Korea, and some over the Seoul area.

June 27: The UN Security Council called on all UN members to aid South Korea. President Truman directed U.S. air and sea forces to assist the Republic of Korea, and General MacArthur ordered Far East Air Forces to attack North Korean units south of the 38th parallel. Lt. Gen. George E. Stratemeyer, USAF, Commander, Far East Air Force, who was in the United States when the war broke out, returned to Japan. Far East Air Forces used Kimpo Airfield near Seoul and Suwon Airfield some twenty miles south of the capital for emergency air evacuation of 748 persons to Japan on C-54s, C-47s, and C-46s. Cargo aircraft assigned to the 374th Troop Carrier Wing (TCW) and FEAF headquarters accomplished the airlift, escorted by F-82s, F-80 jet fighters, and B-26 light bombers.

Fifth Air Force embarked on a mission to establish air superiority over South Korea, partially to prevent the North Korean air force from attacking ROK forces and to protect evacuation forces. When North Korean aircraft appeared over Kimpo and Suwon Airfields, the USAF aircraft flying air cover engaged the enemy in the first air battle of the war. Major James W. Little, USAF, Commander, 339th FAWS, fired the first shot. Lt. William G. Hudson, 68th FAWS, flying an F-82, with Lieutenant Carl Fraser as his radar observer, scored the first aerial victory. In all, six pilots shot down over Kimpo seven North Korean propeller-driven fighters, the highest number of USAF aerial victories in one day for all of 1950.

Fifth Air Force B-26s, flying from Ashiya AB, Japan, attacked enemy targets in South Korea in the evening, but bad weather made the raids ineffective. Fifth Air Force established an advance headquarters at Itazuke and moved B-26s to Ashiya and RF-80s to Itazuke AB, Japan, for missions in Korea. The 8th Fighter-Bomber Wing

(FBW) organized a composite unit of USAF and South Korean airmen at Taegu Airfield, South Korea, to fly F-51D Mustangs.

June 28: North Koreans captured Seoul, forcing the ROK government to move to Taejon. Enemy forces also occupied nearby Kimpo Airfield and, on the east coast, Mukho Naval Base below Kangnung. North Korean Yaks strafed Suwon Airfield, destroying one B-26 and one F-82.

In the first USAF air strikes of the Korean War, more than twenty B-26s of the 3d Bombardment Group (BG) attacked Munsan railroad yards near the 38th parallel and rail and road traffic between Seoul and the North Korean border. One, heavily damaged by enemy anti-aircraft fire, crashed on its return to Ashiya, killing all aboard. Flying from Kadena Air Base (AB), Okinawa, the 19th Bombardment Group, in the first B-29 medium bomber strikes of the Korean War, attacked a railroad bridge and targets of opportunity such as tanks, trucks, and supply columns along North Korean invasion routes. Bad weather over Japan limited Fifth Air Force sorties, but eighteen fighters flew close air support and interdiction missions. More than thirty F-80s from Itazuke escorted C-54s and B-26s flying between Japan and Suwon. 1 Lt. Bryce Poe II, in an RF-80A, flew the USAF's first jet combat reconnaissance mission, photographing the NKA advance elements and reporting clearing weather over the front in Korea. C-54s and C-47s flew out the last of 851 U.S. citizens evacuated by air from South Korea. FEAF transports airlifted 150 tons of ammunition from Tachikawa AB, Japan, to Suwon, about twenty miles south of Seoul.

June 29: North Korean forces captured Kapyong and massed on the north shore of the Han River. Heavy fighting raged in the Kimpo area. North Korean aircraft bombed and strafed Suwon airfield, destroying a C-54 on the ground. The 21st Troop Carrier Squadron (TCS) moved from Clark AFB in the Philippines to Tachikawa AB, Japan.

General MacArthur directed General Stratemeyer to concentrate air attacks on the Han River bridges and North Korean troops massing north of the river. B-26s attacked the bridges, and Fifth Air Force F-80s patrolled the Han River area. F-82s from the 86th FAWS, using jettisonable fuel tanks, attacked with napalm for the first time in the war. Pilots of the 35th and 80th Fighter Bomber Squadrons (FBS) shot down five North Korean airplanes that were attacking Suwon Airfield. Eight B-29s of the 19th BG attacked enemy-held Kimpo Airfield and the Seoul railroad station, reportedly killing a large number of enemy troops. As the medium bombers turned toward Kadena, Okinawa, enemy aircraft attacked the formation, enabling B-29 gunners to shoot down for the first time in the war one of the opponent's airplanes.

General MacArthur authorized FEAF attacks on airfields in North Korea. In the first USAF attack on North Korea, eighteen B-26s of the 3d BG attacked Heijo airfield near Pyongyang, the North Korean capital, claiming up to twenty-five enemy aircraft destroyed on the ground. The 8th Tactical Reconnaissance Squadron (TRS) began photographic reconnaissance of North Korean airfields. Using RB-29 aircraft, the 31st Strategic Reconnaissance Squadron (Photographic) also started operations over Korea from Yokota, Japan.

June 30: President Truman ordered the use of U.S. ground troops in Korea and a naval blockade of North Korea. The 77th Royal Australian Air Force (RAAF) Squadron arrived in Korea to support the Fifth Air Force, to which it was subsequently attached. North Korean forces reached Samchock on the east coast and in the west crossed the Han River, threatening Suwon Airfield. Far East Air Forces began evacuation of the airfield and authorized improvement of Kumhae Airfield, eleven miles north-west of Pusan, to compensate for the loss of Kimpo and Suwon. The first Fifth Air Force tactical air control parties arrived at Suwon. B-26s from the 3d BG strafed, bombed, and rocketed enemy troops and traffic in the Seoul area. One flight hit a stalled enemy column. Fifteen B-29s attacked railroad bridges, tanks, trucks, and troop concentrations on the north bank of the Han River in the Seoul area.

July 1950

NKA forces advanced relentlessly into South Korea despite the application of U.S. air and naval power north and south of the 38th parallel. The piecemeal introduction of inadequately prepared U.S. ground forces failed to stop them. By the end of July, the enemy had conquered the entire Korean peninsula except the area southeast of Hamch'ang and bordered by the Nakton River.

The USAF moved two additional B-29 groups to the Far East to join the one already there. Meantime, Gen. Hoyt S. Vandenberg, USAF, Chief of Staff, met in Tokyo with General MacArthur, now Commander of UN forces in the theater, to discuss the most efficient use of the B-29. MacArthur allowed General Stratemeyer to employ some Superfortresses in a campaign against strategic and deep interdiction targets, such as chemical plants, oil refineries, marshalling yards, docks, and key bridges in North Korea. The medium bombers also continued to hit enemy targets in South Korea, including Seoul's bridges over the Han River. In fact, General MacArthur insisted that the bulk of U.S. air power be employed tactically against the advancing enemy troops.

Far East Air Forces tasked Fifth Air Force to establish and maintain air superiority, provide UN ground forces with close air support, and interdict NKA supplies and reinforcements, thus isolating enemy forces on the front lines. The Fifth Air Force moved two fighter groups from the Philippines and Japan to South Korea and began replacing jet-powered F-80s with more fuel-efficient propeller-driven F-51 Mustangs. Compared to the F-80s, the Mustangs could loiter far longer in a target area and better endure the primitive conditions of South Korean air bases. By the end of the month, the World-War II era fighters were flying from Taegu and Pohang Dong, while C-47 transports used the Pusan Airfield. Fifth Air Force reserved a fourth South Korean airfield, Shachon, for emergency landings. B-26s of the 3d BG, based in Japan, often attacked bridges at night in enemy-occupied South Korea. Although the North Koreans shot down a few USAF airplanes, Far East Air Forces soon achieved air superiority over Korea.

July 1: North Korean forces occupied Suwon, denying Far East Air Forces use of its airstrip. The 374th TCW began airlifting the U.S. Army (USA) 24th Infantry Division, the first U.S. troops to enter Korea since the war began, from Itazuke AB to Pusan. Fifth Air Force gained operational control of the 77th RAAF Fighter Squadron.

July 3: Far East Air Forces continued to airlift U.S. Army troops to Korea but substituted smaller C-46s and C-47s for C-54s, which damaged the Pusan runways. Pilots of four F-80s on the first mission with external rockets reported excessive drag that shortened their range.

July 5: A Joint Operations Center opened at Taejon to provide better close air support for U.S. ground forces, which near Osan battled for the first time North Korean troops.

July 6: In the first strategic air attacks of the war, nine B-29s bombed the Rising Sun oil refinery at Wonsan and a chemical plant at Hungnam in North Korea. B-26s hitting advancing enemy armored columns reported six to ten tanks destroyed.

July 7: General Partridge resumed command of the Fifth Air Force. The UN Security Council established the UN Command, designated the United States as executive agent for prosecuting the Korean War, and requested that the U.S. President appoint a UN Commander. The 77th Royal Australian Air Force (RAAF) Fighter Squadron, representing Australia's contribution to airpower in the theater, was attached to Far East Air Forces.

July 8: President Truman designated General MacArthur as commander of UN forces in the Korean Theater. Far East Air Forces organized a provisional bomber command at Yokota, with Maj. Gen. Emmett O'Donnell, Jr., USAF, as commander. Lt. Oliver Duerksen and Lt. Frank Chermak, USAF, provided from radio-equipped jeeps the first forward air control to direct air to ground attacks in the Korean War.

July 9: Forward air controllers began using L-5G and L-17 liaison airplanes to direct F-80 air strikes in support of ground forces.

July 10: Carefully timing air strikes to coincide with the departure of USAF counter-air patrols for refueling, four enemy Yaks bombed and strafed the USA 19th Infantry Regiment at Chongju. The Fifth Air Force began using T-6 trainer aircraft for forward air control missions, because liaison airplanes were not fast enough to elude enemy fire. F-80s caught an enemy convoy stopped at a bombed-out bridge near Pyongyang. Along with B-26s and F-82s, they attacked the convoy and claimed destruction of 117 trucks, thirty-eight tanks, and seven halftracks.

July 12: Four Military Air Transport Service airplanes arrived in Japan from the United States carrying fifty-eight large 3.5-inch rocket launchers (bazookas) and shaped charges desperately needed to destroy North Korean tanks. Enemy fighters shot down one B-29, one B-26, and one L-4, the first North Korean aerial victories. In its first mission, the 92d BG, flying from its base at Yokota, Japan, bombed the Seoul marshalling yards.

July 13: Forty-nine FEAF Bomber Command B-29s from the 22d BG and the 92d BG bombed marshalling yards and an oil refinery at Wonsan, North Korea. 3d Air Rescue Squadron (ARS) began flying SB-17 aircraft off the Korean coast to drop rescue boats to downed B-29 crews. Advancing enemy troops forced the airborne control function to move southeastward from Taejon to Taegu. Lt. Gen. Walton H. Walker, USA, Commander, Eighth U.S. Army in Korea, assumed command of all U.S. ground forces in Korea.

July 14: The 35th Fighter Interceptor Group (FIG), moving from Japan to a new airfield (K-3) at Pohang, became the first USAF fighter group to be based in South Korea during the war. The 6132d Tactical Air Control Squadron, the first tactical air control unit in the war, activated at Taegu under Col. Joseph D. Lee, USAF. It provided forward, ground-based air control for aircraft providing close air support of UN forces. A Fifth Air Force-Eighth Army Joint Operations Center began to function at Taegu, and Fifth Air Force organized an advance headquarters at Itazuke AB, Japan.

July 15: Carrier aircraft on missions over Korea began to report to the Joint Operations Center at Taegu. The 51st Fighter Squadron (Provisional) at Taegu flew the first F-51 Mustang combat missions in Korea. A Fifth Air Force operation order assigned "Mosquito" call signs to airborne controllers in T-6 airplanes, and the name became the identifier for the aircraft.

July 17: Three B-29s accidentally bombed friendly civilians in Andong, South Korea, illustrating the dangers of using B-29s on close air support missions.

July 18: The 19th BG modified some B-29s for the use of radio-guided bombs (Razon) to enable them to bomb bridges more accurately.

July 19: In a dogfight near Taejon, Fifth Air Force F-80s shot down three enemy Yaks, the highest daily number of aerial victories this month. In the campaign to establish air superiority in the theater, seven F-80s of the 8th Fighter-Bomber Group (FBG), led by Lt. Col. William T. Samways, destroyed fifteen enemy airplanes on the ground near Pyongyang.

July 20: Despite FEAF close air support, the North Korean Army took Taejon, forcing the remnants of the USA 24th Infantry Division to withdraw to the southeast. U.S. ground forces defending Taejon had suffered in seven days almost thirty percent casualties. Maj. Gen. Otto P. Weyland, USAF, arrived in the Far East to assume the position of FEAF Vice Commander for Operations. Fifth Air Force pilots in F-80s shot down two more enemy aircraft, the last aerial victories until November. Enemy air opposition by this time had virtually disappeared, a sign of UN air superiority.

July 22: The U.S. Navy (USN) aircraft carrier USS Boxer arrived in Japan with 145 USAF F-51s aboard. The 3d ARS deployed the first H-5 helicopter in Korea to Taegu.

July 23: The 6132d Tactical Air Control Group (Provisional) established a Tactical Air Control Center adjacent to the Joint Operations Center at Taegu, South Korea.

July 24: Fifth Air Force moved its advanced headquarters from Japan to Taegu, South Korea, locating it next to the Eighth U.S. Army Headquarters in Korea for ease of communication and coordination. Far East Air Forces established the advanced headquarters as Fifth Air Force in Korea. The UN Command was formally established in Tokyo, Japan, commanded by General MacArthur, who assigned responsibility for ground action in Korea to Lt. Gen. Walton H. Walker, USA, Commander, Eighth U.S. Army; naval action to Vice Adm. C. Turner Joy, Commander, Naval Forces, Far East; and air action to General Stratemeyer, Commander, Far East Air Forces.

July 28: The first amphibious SA-16 Albatross aircraft arrived in Japan for air rescue service off the Korean coast.

July 30: Forty-seven B-29s bombed the Chosen Nitrogen Explosives Factory at Hungnam on the east coast of North Korea.

July 31: As North Korean troops continued to advance, General Walker ordered UN forces to withdraw to a new defensive line along the Naktong River.

August 1950

The North Koreans continued their offensive into South Korea, advancing on the UN's perimeter around Pusan from three directions: toward Masan from the west, toward Taegu from the northwest, and toward Pohang from the north. The communists even established bridgeheads over the Naktong River, along which UN forces held a defensive line. The United States launched its first ground offensive of the war, advancing from Masan westward toward Chinju to stabilize the southwestern end of the Pusan perimeter. The approach of enemy troops forced USAF units to evacuate Taegu and Pohang, where they had only recently arrived.

The USAF moved two additional B-29 groups from the United States to the Far East, making a total of five in the theater. During August, the Superfortresses bombed marshalling yards, industrial targets, and port facilities in North Korea, marshalling yards in Seoul, and bridges in both North and South Korea, especially in the Seoul area. They also conducted one major carpet-bombing raid near the front.

The Fifth Air Force continued to raid enemy lines of communication, airfields, and close air support targets in South Korea. Fifth Air Force B-26s and F-82s conducted night raids south of the 38th parallel. The H-5 helicopters based at Taegu evacuated 124 casualties from the battlefields of South Korea.

During August, General MacArthur and his staff drafted plans for the invasion of Inchon, near Seoul, which would take place in September. In support of the planned UN offensive, Far East Air Forces devoted most air resources to the interdiction campaign. By mid-month, each North Korean division was receiving less than twenty-two tons of food, fuel, and ammunition, a mere trickle of what was needed to maintain enemy positions against a UN attack. To coordinate the growing airlift between Japan and Korea and to prepare for the coming invasion, Far East Air Forces organized a provisional Combat Cargo Command. General Stratemeyer failed to persuade MacArthur to give Far East Air Forces sole responsibility for all air raids over North Korea.

August 1: The 6147th Tactical Control Squadron, Airborne, was established at Taegu for forward air control operations with T-6 aircraft. Forty-six B-29s of the 22d and 92d Bombardment Groups bombed the Chosen Nitrogen Fertilizer Factory at Hungnam, the largest chemical plant in the Far East.

August 2-3: In response to an Eighth Army request, the 374 Troop Carrier Group (TCG) airlifted 300,000 pounds of equipment and supplies from Ashiya AB, Japan, to Korea in twenty-four hours, a new airlift record for the war.

August 3: The 18th FBG headquarters moved from Japan to Taegu, South Korea, for expanded F-51 operations. SA-16 amphibious rescue aircraft began flying sorties along the Korean coast to retrieve U.S. pilots forced down during operations.

August 4: B-29 attacks against key bridges north of the 38th parallel initiated FEAF "Interdiction Campaign No. 1."

August 5: Maj. Louis J. Sebille, USAF, Commander, 67th FBS, dived his damaged F-51 into an enemy position. For this action he posthumously received the first Medal of Honor awarded to a USAF member. In the first SA-16 rescue operation of the war, Captain Charles E. Shroder led a crew in saving a Navy pilot who had crashed into the sea off the Korean coast.

August 6: Far East Air Forces began nightly visual reconnaissance of enemy supply routes.

August 7: The 98th BG flew its first mission in the Korean War shortly after twenty of its B-29s landed at Yokota, Japan. The 822d Engineer Aviation Battalion completed the first phase of new runway construction, which allowed expanded USAF operations at Taegu.

August 8: The enemy threat to Taegu forced the 18th FBG to evacuate to Ashiya, Japan. The 307th BG, newly based in Okinawa, flew its first mission.

August 10: The U.S. Air Force called up two Reserve units, the 437th TCW and the 452d Bombardment Wing (BW), for Korean War service. Forty-six B-29s of the 22d, 92d, and 98th BGs hit an oil refinery and railroad shops at Wonsan, North Korea.

August 11: C-119 Flying Boxcars began airlifting trucks from Tachikawa AB in Japan to Taegu, South Korea.

August 12: USN Task Force 77 stopped close air support and interdiction strikes in South Korea and moved up Korea's west coast to attack interdiction targets in North Korea, leaving all air attacks in South Korea to Far East Air Forces. More than forty B-29s attacked the port of Rashin in northeastern Korea, near the border of the Soviet Union.

August 13: Endangered by the NKA advance to Pohang, two squadrons of F-51s in the 35th FIG moved from nearby Yonil AB, South Korea, to Tsuiki AB, Japan.

August 16: Because of the enemy threat to Taegu, the advanced Fifth Air Force headquarters moved to Pusan. Ninety-eight B-29s carpet-bombed suspected enemy troop concentrations in a twenty-seven-square-mile area near Waegwan northwest of Taegu. The Superfortresses dropped more than 800 tons of 500-pound bombs in the largest employment of airpower in direct support of ground forces since the Normandy invasion of World War II. Subsequent reconnaissance showed little destruction of enemy troops or equipment, because they had already left the area.

August 19: U.S. troops, aided by air strikes, drove North Korean forces in the Yongsan bridgehead back across the Naktong River, ending the Battle of the Naktong Bulge. Sixty-three B-29s attacked the industrial and port area of Chongjin in northeastern Korea. Nine Superfortresses of the 19th BG dropped fifty-four tons of one thousand-pound bombs on the west railway bridge at Seoul, called the "elastic bridge" because repeated air attacks had failed to bring it down. Thirty-seven USN dive bombers from two aircraft carriers followed up the USAF attack. Aerial reconnaissance the next day revealed that two spans had collapsed.

August 19-20: General Partridge moved the Joint Operations Center from Taegu to Pusan because of enemy advances.

August 22: Antiaircraft gunners fired from across the Yalu River at RB-29s reconnoitering the border, the first hostile Chinese action against UN aircraft.

August 23: General MacArthur set September 15 as the date to invade Inchon. The 19th BG flew the first Razon mission, but with the exception of one bomb that hit the railroad bridge west of Pyongyang, the World War II-era control equipment failed to guide the bombs to the target.

August 25: Far East Air Forces directed Fifth Air Force to maintain constant armed surveillance of enemy airfields to prevent enemy build-up of air strength before the Inchon invasion.

August 26: Fifth Air Force organized the 47th and 48th Troop Carrier Squadrons (Provisional) at Tachikawa with C-46s from all over the Far East theater to augment FEAF airlift resources for UN offensives planned for September. At Ashiya, Japan, Far East Air Forces organized the 1st Troop Carrier Task Force (Provisional) as the nucleus of the new Combat Cargo Command (Provisional). Maj. Gen. William H. Tunner, USAF, architect of the "Hump" airlift of World War II and the Berlin airlift, 1948-1949, assumed command of Combat Cargo Command.

August 27: Two USAF Mustang pilots accidentally strayed into China and strafed an airstrip near Antung, mistaking it for a North Korean airstrip at Sinuiju. The Chinese exploited the incident to the fullest for propaganda and diplomatic purposes. The 92th BG sent twenty-four B-29s to Kyomipo to bomb the largest iron and steel plant in Korea. Far East Air Forces experimented with delayed action bombs to discourage enemy repairs on bridges.

August 30: Before dawn an experimental B-29 flare mission illuminated the Han River in the Seoul area for a B-26 strike on an elusive enemy pontoon bridge, but it could not be found. B-26s attacked the permanent bridge.

August 31: After a ten-day lull in the ground fighting, North Korean forces launched a coordinated offensive against the entire Pusan perimeter. Fifth Air Force provided close air support for the defending UN troops. Seventy-four B-29s bombed mining facilities, metal industries, and marshalling yards at Chinnampo in the largest strategic bombing mission of the month. Among the targets were aluminum and magnesium plants.

September 1950

September witnessed the first major turning point in the Korean War. At the beginning of the month, North Korean forces were at the threshold of total victory, but by its end they were in full retreat across the 38th parallel.

A final desperate week-long communist offensive along the Pusan perimeter failed to drive UN and ROK forces out of Korea. Relentless air attacks exacted a terrible price on enemy forces, and by mid-September, with the Eighth Army prepared to go on the offensive, UN forces confronted a starving enemy who was short of ammunition and other essential supplies. At the same time, General MacArthur launched an amphibious invasion at Inchon, just west of Seoul and more than 150 miles northwest of the front lines. While U.S. Navy and Marine Corps aircraft covered the invasion area, the USAF cut enemy lines of communication and patrolled enemy-held airfields to keep them out of action. The Inchon invaders drove a wedge between the North Korean Army in the south and its main supply routes in the north, threatening to cut it off and squeeze it against advancing Eighth Army forces from the southeast. Hoping to escape the trap, the North Koreans retreated rapidly northward. By the end of September, U.S. forces from Inchon and Pusan had linked up near Osan. UN forces captured over 125,000 prisoners of war (POW). UN troops marched into Seoul and restored the ROK government there.

FEAF activities in Korea rose to a crescendo during September. Bomber Command pursued a major B-29 strategic bombing campaign to its conclusion, attacking North Korean industrial facilities and troop training centers in such cities as Wonsan, Hungnam, Hamhung, Pyongyang, Songjin, and Chonjin. Superfortresses also raided marshalling yards and railroad junctions in North Korea and flew interdiction and close air support missions in South Korea for the Eighth Army offensive. The Fifth Air Force moved fighter squadrons from Japan back to Korea and began basing jet fighters there. Fifth Air Force F-51s, F-80s, and B-26s destroyed large numbers of tanks and enemy troop concentrations, allowing UN and ROK forces to move northward to the 38th parallel. Combat Cargo Command, using newly recaptured airfields at Kimpo and Suwon, airlifted ammunition, rations, and other supplies to the fast-moving UN forces. Seventy C-119 flights airlifted a pontoon bridge from Japan to the Seoul area to span the Han River for UN troops. Flying Boxcars also dropped paratroops and supplies at the front, while C-54s, having delivered supplies to bases near Seoul, returned to Japan with casualties who had been airlifted from the battle area by H-5 helicopters.

September 1: Fifth Air Force strafed and dropped napalm and bombs on NKA troops and armored columns attacking along the Naktong River front. Carrier-based aircraft from USN Task Force 77 also provided close air support to the perimeter defenders. The 21st TCS dropped rations and ammunition to U.S. troops temporarily cut off by the enemy thrusts. General MacArthur directed General Stratemeyer to use all available FEAF airpower, including B-29s, to help the Eighth Army hold the "Pusan Perimeter," the southeast corner of the Korean peninsula that South Korea still controlled.

September 3: Task Force 77 withdrew its aircraft carriers from the Pusan area for replenishment at sea and movement north to strike communications targets, leaving all close air support responsibility with Far East Air Forces.

September 4: In the first H-5 helicopter rescue of a downed U.S. pilot from behind enemy lines in Korea, at Hangan-dong Lt. Paul W. Van Boven saved Capt. Robert E. Wayne. Three squadrons of C-119 Flying Boxcars arrived at Ashiya AB in Japan for use in the Korean War.

September 6: As North Korean forces approached Taegu, Eighth Army headquarters withdrew to Pusan. Col. Aaron Tyler, airfield commander at Taegu, began moving the remaining aircraft, including the T-6 "Mosquitoes" of the 6147th Tactical Control Squadron, southward to Pusan.

September 7: FEAF Bomber Command attacked the iron works at Chongjin in the extreme northeast of North Korea, employing 24 B-29s of the 22d BG.

September 8: The 18th F BG, which had departed Korea a month earlier, returned from Japan, settling at Pusan East (Tongnae).

September 9: North Korean forces attacking southeast of Hajang reached a point only eight miles from Taegu, their farthest penetration on the western front. FEAF Bomber Command began a rail interdiction campaign north of Seoul to slow enemy reinforcements, which might counter the UN Inchon landing. In this campaign, the medium bombers combined attacks on marshalling yards with raids to cut rails at multiple points along key routes.

September 10: As a result of the USN Task Force 77's unexpected withdrawal from close air support of the Eighth Army on September 3, General Stratemeyer persuaded General MacArthur to direct that all close air support requests must be routed through the Fifth Air Force. If Fifth Air Force lacked resources to meet the requests, they were to be forwarded to FEAF headquarters for coordination with the Commander, Naval Forces, Far East.

September 13: Typhoon Kezia hit southern Japan, hampering FEAF operations and forcing some aircraft to move temporarily to Pusan and Taegu.

September 15: U.S. Marines invaded Wolmi-do in Inchon Harbor at dawn, occupying the island in less than an hour. The main U.S. X Corps landings at Inchon occurred at high tide, in the afternoon, after a forty-five-minute naval and air bombardment. USN and United States Marine Corps (USMC) aircraft from carriers provided air cover during the amphibious assault. At the same time, FEAF air raids in South Korea prepared the way for the planned Eighth Army advance from the Pusan perimeter.

September 16: U.S. forces secured Inchon and began moving toward Seoul. From the vicinity of Taegu, the U.S. Eighth Army launched its long-awaited offensive.

September 17: U.S. Marines captured Kimpo Airfield near Seoul. To support the Eighth Army offensive, Fifth Air Force F-51s and F-80s flew napalm attacks, reportedly killing over 1,200 enemy soldiers in Tabu-dong, Yongchon, and other strongholds near the Naktong River. Far East Air Forces began a week of dropping four million psychological warfare leaflets.

September 18: Forty-two B-29s of the 92d and 98th Bombardment Groups carpet-bombed two 500x5000-yard areas near Waegwan. The 1,600 bombs effectively destroyed enemy troop concentrations blocking the Eighth Army offensive.

September 19: FEAF Combat Cargo Command began an airlift to Kimpo, located near Seoul.. Thirty-two C-54s landed with equipment and supplies for ground troops. Supported by Fifth Air Force close air support missions, the 24th Infantry Division began crossing the Naktong River near Waegwan, and the 1st Cavalry Division broke through communist lines.

September 20: FEAF Combat Cargo Command expanded its airlift into Kimpo into an around-the-clock operation by using night lighting equipment it had transported the previous day. U.S. Marines entered the outskirts of Seoul. To destroy enemy reinforcements, B-29s attacked three separate barracks areas in and near Pyongyang, North Korea.

September 21: USAF forward air controllers in T-6 Mosquitoes equipped with air to ground radios spotted about thirty enemy tanks preparing to ambush the advancing 24th Infantry Division. They called USAF aircraft and USA ground artillery, which destroyed fourteen enemy tanks and forced the rest to flee. FEAF Combat Cargo Command C-54s began airlifting supplies, including sixty-five tons of rations and ammunition to newly captured Suwon airfield south of Seoul. C-119s initiated airdrops of food and ammunition to front-line UN troops.

September 22: North Korean resistance crumbled all along the Pusan perimeter. Lt. George W. Nelson, a USAF pilot in a Mosquito aircraft, dropped a note to 200 enemy troops northeast of Kunsan demanding their surrender. They complied, moving to a designated hill to be captured by nearby UN ground troops. B-29s dropped flares over rail lines, allowing B-26s to attack enemy trains at night.

September 23: HQ Fifth Air Force in Korea moved from Pusan to Taegu. In the first recorded special operations mission of the war, SB-17 aircraft of the 3d Air Rescue Squadron made a classified flight in Korea.

September 25: Far East Air Forces flew flare missions over Seoul all night to allow USMC night fighters to attack North Korean troops fleeing the city. FEAF Combat Cargo Command landed a battalion of 187th Airborne Regiment paratroopers at Kimpo to guard the U.S. Army's X Corps' northern flank as it moved out from Inchon.

September 26: U.S. military forces from Inchon and Pusan linked up near Osan, while ROK troops with Fifth Air Force support moved northward along the east coast toward the 38th parallel. Twenty B-29s of the 22d BG bombed a munitions factory at Haeju, destroying the power plant and five related buildings. Other B-29s belonging to the 92d BG raided the Pujon hydroelectric plant near Hungnam. These attacks marked the end of

the first strategic bombing campaign against North Korea. Fifth Air Force organized the provisional 543d Tactical Support Group at Taegu to manage tactical reconnaissance squadrons in Korea.

September 27: U.S. Marines drove enemy forces from Seoul and took control of the capital building. More than a hundred communist troops, each carrying a "safe conduct pass" that B-29s had dropped, surrendered to U.S. forces near Seoul. The Joint Chiefs of Staff ordered General MacArthur to destroy the North Korean Army, which involved crossing the 38th parallel into North Korea. Only ROK troops were to be allowed by the UN Command in provinces bordering China and the Soviet Union. The Joint Chiefs of Staff also cancelled further strategic bombing of North Korea. FEAF Combat Cargo Command finished airlifting the 187th Airborne Regiment to Kimpo.

September 28: ROK troops advanced into North Korea for the first time. General MacArthur officially restored Seoul to ROK President Syngman Rhee. The first jet fighter squadron to operate from a base in Korea, the 7th FBS moved from Itazuke to Taegu. Three RB-45 Tornados, the first jet reconnaissance aircraft in the USAF inventory, arrived in the Far East.

October 1950

By this month few organized units of North Korean soldiers remained in South Korea. General MacArthur prohibited further destruction of rail facilities south of the 38th parallel unless the enemy were actively using them. UN and ROK forces advanced steadily into North Korea, taking Pyongyang and Wonsan and driving toward the Yalu River, which ROK troops reached by the end of the month. During October, most Fifth Air Force subordinate combat organizations—four fighter groups and two reconnaissance squadrons—and much of the support infrastructure moved from Japan to Korea. UN forces captured North Korean airfields at Wonsan, Sinmak, Pyongyang, and Sinanju, all of which became available to Far East Air Forces and Fifth Air Force aircraft. A scarcity of strategic targets in North Korea permitted the return of the 22d and 92d Medium Bombardment Groups to return with their B-29s to the United States. The FEAF interdiction campaign against enemy bridges south of the Yalu River concluded, and as the daily number of fighter and bomber sorties declined, daily cargo sorties increased. During the month, FEAF aircraft transported 2,840 patients within Korea and 3,025 patients from Korea to Japan. To communicate a surrender ultimatum from General MacArthur, FEAF aircraft dropped 4,440,000 leaflets over parts of North Korea not yet in UN hands. Just as a united, non-communist Korea seemed within reach, over 180,000 Chinese Communist Forces (CCF) troops slipped over the Yalu River into North Korea.

October 2: In an effort to crush NKA reinforcements, twenty-two FEAF Bomber Command B-29s attacked a North Korean military training area at Nanam, destroying seventy-five percent of the buildings. The 8th TRS moved from Itazuke, Japan, to Taegu, Korea, to become the first USAF day reconnaissance squadron stationed in Korea.

October 3: In a message to the Indian ambassador, China warned that it would send troops to defend North Korea if non-Korean UN troops moved north of the 38th parallel.

October 4: Far East Air Forces gained operational control of all land-based aircraft in Korea, including USMC squadrons at Kimpo. Anticipating the acquisition of enemy air installations, Far East Air Forces stopped most attacks on airfields south of the 40th parallel. The 2d South African Air Force (SAAF) Fighter Squadron, the Union of South Africa's contribution to UN airpower, arrived in the theater and was attached to Far East Air Forces.

October 6: The U.S. Air Force took charge of Kimpo airfield, which the U.S. Marine Corps had commanded since its capture. Eighteen B-29s attacked an enemy arsenal at Kan-ni, North Korea. Far East Air Forces issued a new interdiction plan canceling attacks on bridges south of Pyongyang and Wonsan.

October 7: The UN General Assembly overwhelmingly approved a resolution authorizing General MacArthur to move into North Korea. For the first time, U.S. troops crossed the 38th parallel. USAF airplanes dropped food to a group of 150 former POWs who had escaped during the North Korean retreat.

October 8: Two F-80s accidentally strafed a Soviet airfield near Vladivostok, USSR, on the coast northeast of the Korea border. General Stratemeyer removed the group commander, reassigning him to FEAF headquarters, and instituted a court martial of the two pilots. Razon bomb missions resumed after more reliable radio-guided bombs arrived from the United States. The 162d TRS moved from Itazuke, Japan, to Taegu, becoming the first night reconnaissance squadron stationed in Korea.

October 10: A 3d ARS H-5 crew administered, for the first time while a helicopter was in flight, blood plasma to a rescued pilot. The crewmembers received Silver Stars for this action.

October 12: FEAF Combat Cargo Command began an airlift of ROK military supplies to Wonsan, which ROK forces had captured two days earlier. It also began transporting 600 tons of bridge sections to Kimpo airfield.

October 14: Two communist aircraft raided Inchon harbor and Kimpo airfield. Far East Air Forces suspected they had come from Sinuiju, North Korea, on the Chinese border. CCF troops began to enter North Korea from Manchuria.

October 15: General MacArthur, in a meeting with President Truman on Wake Island, predicted that the war would be over by Christmas and China would not intervene. CCF antiaircraft artillery for the first time shot down an F-51 over the Yalu River near Sinuiju. Headquarters Fifth Air Force in Korea opened in Seoul.

October 17: Just one day after the capture of Sinmak, less than fifty miles southeast of Pyongyang, North Korea, FEAF Combat Cargo Command began airlifting fuel and rations there to sustain a UN offensive toward the North Korean capital. The command also began aeromedical evacuations from Sinmak to Kimpo.

October 18: An RB-29 reconnaissance crew spotted more than seventy-five fighters at Antung's airfield in China, just across the Yalu River from North Korea, suggesting that Communist China might intervene in the war.

October 19: After a battle at Hukkyori, some ten miles south of the North Korean capital, UN forces entered Pyongyang. Fifth Air Force fighters provided crucial air support to U.S. 1st Cavalry Division troops during this battle.

October 20: FEAF Combat Cargo Command dropped the USA 187th Airborne Regimental Combat Team thirty miles north of Pyongyang. Seventy-one C-119s and forty C-47s participated in the operation, dropping more than 2,800 troops and 300 tons of equipment and supplies at Sukchon and Sunchon. The command also began airlifting Eighth Army supplies to Pyongyang.

October 21: UN forces from Pyongyang linked up with the 187th Airborne Regimental Combat Team in the Sukchon and Sunchon area. H-5s of the 3d ARS evacuated some thirty-five paratroopers in the first use of a helicopter in support of an airborne operation. H-5s also evacuated seven American POWs from the area. A C-47 equipped with loudspeakers persuaded some 500 enemy troops hiding in houses south of Kunmori to surrender. Combat Cargo Command began aeromedical evacuations from Pyongyang.

October 23: The cargo command concluded its fourth consecutive day of airlift for the 187th Airborne Regimental Combat Team. The Flying Boxcars had airdropped almost 4,000 troops and nearly 600 tons of materiel, including jeeps, trucks, and howitzers.

October 24: General MacArthur removed restrictions on how far U.S. troops could move into North Korea, giving them permission to go all the way to the Chinese border.

October 25: FEAF Bomber Command temporarily quit flying combat missions for lack of B-29 targets in Korea. Far East Air Forces removed all restrictions on close air support missions near the Yalu River, allowing fighter operations all the way to the Chinese border. FEAF Combat Cargo Command set a new daily record by airlifting 1,767 tons of equipment within Korea.

October 26: ROK forces reached the Yalu River along the Chinese border at Chosan in northwest Korea. Chinese forces severely savaged a ROK battalion near Onjong. ROK and UN troops captured the first CCF prisoners. FEAF Combat Cargo Command C-119s dropped supplies to friendly ground troops cut off in North Korea, delivering twenty-eight and a half tons of ammunition, fuel, and oil near Unsan, some fifty miles south of Chosan.

October 27: Chinese soldiers moving into Korea attacked the ROK 6th Infantry Division near the Yalu River. The 452d BG flew its first B-26 combat mission in the Korean War, less than a month after it was called to active duty in the United States.

October 29: C-47s made aeromedical flights from newly captured Sinanju, North Korea, the northernmost Korean airfield FEAF aircraft ever used. Sinanju was located at the mouth of Chongchon River, some forty miles north of Pyongyang.

November 1950

As UN forces occupied most of North Korea, Superfortress strikes on enemy ports and bridges over the Yalu River failed to shut off the flow of Chinese forces to North Korea. Even if FEAF bombers had been able to destroy every fixed bridge over the Yalu, the Chinese could have crossed on pontoon bridges or on thick ice that covered sections of the river by the end of the month. Unable to overfly Manchuria, B-29s attacked the bridges by following the course of the river. Fighter escorts could only fly on the Korean side of the bombers. Enemy fighters and anti-aircraft guns based in China threatened the Superfortresses and persuaded Far East Air Forces to restrict their flights in the area. FEAF Bomber Command B-29s dropped incendiary bombs on enemy ports and supply and communications centers close to China. Following General MacArthur's orders, the command initiated in early November a two-week campaign of incendiary attacks on North Korean cities and towns to destroy supplies and shelter for enemy troops.

For the first time since July, USAF pilots shot down enemy aircraft in Korea, reflecting an intensification of the air war. Soviet-built MiG-15 swept-wing jet fighters, faster than any USAF aircraft in the theater, entered the war, flying from Chinese sanctuaries. During the month, USAF F-80s shot down a few MiGs, although some USAF fighters suffered heavy damage in these encounters. The United States transported F-84 and F-86 fighters to the Far East by sea, but by the end of the month they had not yet entered combat. At the request of General Partridge, Commander, Fifth Air Force, FEAF Combat Cargo Command diverted airlift resources from the logistical support of ground forces to move three F-51 fighter groups from South Korea to bases in North Korea.

The three RB-45 aircraft, which finally received proper photographic equipment after more than a month in the theater, began flying missions. But snow covered the North Korean landscape, hiding enemy installations, equipment, and troops.

Eighth Army units concentrated along the southern bank of the Chongchon River in northwest North Korea to prepare for a final offensive. General MacArthur launched his attack the last week in November, but the Chinese Communist Forces responded with an almost immediate counteroffensive that ended hopes of sending U.S. troops home by Christmas.

November 1: Three Yak fighters attacked USAF airplanes, including a B-26, over northwestern North Korea. The B-26 crew claimed one Yak, and two F-51 pilots shot down the other two enemy aircraft, scoring the first aerial victories since July. F-80s attacked Sinuiju airfield, destroying several Yak fighters on the ground, but antiaircraft artillery located across the Yalu River shot down a FEAF jet. Later that day, six MiG-15 jets appeared for the first time in the war and fired on a T-6 and a flight of F-51 Mustangs in the Yalu River area. A regiment of the USA 1st Cavalry Division experienced a strong CCF attack in the first encounter of the war between U.S. and Chinese forces.

November 2: Far East Air Forces flew the first RB-45 Tornado jet reconnaissance mission in the war.

November 3: In the face of strong CCF attacks, General Walker ordered the bulk of the Eighth Army to withdraw to the Chongchon River for regrouping and resupply.

November 4: B-26s providing close support for the Eighth Army attacked enemy troops near Chongju, killing an estimated 500 soldiers and providing hard-pressed U.S. troops some relief.

November 5: Bomber Command began incendiary bomb attacks on North Korean cities and towns. Twenty-one B-29s of the 19th BG dropped 170 tons of fire bombs on Kanggye, located less than twenty miles south of the Chinese border. The attack destroyed sixty-five percent of the town's center.

November 8: In the largest incendiary raid of the Korean War, seventy Superfortresses dropped some 580 tons of fire bombs on Sinuiju on the Chinese border. Other B-29s attacked bridges over the Yalu River for the first time. When MiG-15s challenged F-80s flying in the same area, Lt. Russell J. Brown, USAF, 16th Fighter Interceptor Squadron (FIS), shot down a MiG to score the first jet-to-jet aerial victory in history.

November 9: A 91st Strategic Reconnaissance Squadron gunner, Sgt. Harry J. Levene, scored the first B-29 jet victory of the Korean War, destroying an attacking MiG-15. The damaged RB-29 limped back to Japan, but five crewmen died in the crash landing.

November 10: MiG-15s near the Yalu River shot down a B-29 for the first time. The crew, assigned to the 307th BG, parachuted behind enemy lines to become POWs. Less than thirty-six hours after its arrival in Japan, the 437th TCW began airlifting cargo on C-46s to Korea.

November 13: UN forces of X Corps, based in Hungnam, North Korea, began moving northward, with a regiment of the 1st U.S. Marines Division advancing into the Changjin Reservoir area.

November 14: Fifteen MiG-15s attacked eighteen B-29s bombing the bridges at Sinuiju and damaged two.

November 18: For the first time, a USAF fighter group moved to North Korea. The 35th FIG, which had also been the first fighter group based in South Korea, settled at Yonpo Airfield, near Hungnam.

November 19: In the first massed light bomber attack of the Korean War, fifty B-26s from Japan dropped incendiary bombs on Musan, North Korea, on the Tumen River border with China. The attack destroyed seventy-five percent of the town's barracks area.

November 20: FEAF Combat Cargo Command airdropped rations and gasoline at Kapsan, some twenty miles south of the Yalu River, to supply the 7th Infantry Division, the U.S. ground unit advancing the farthest north during the war.

November 24: To support the UN offensive beginning this day, B-29s attacked North Korean communications and supply centers and Yalu River bridges, while Fifth Air Force fighters intensified close air support missions, and FEAF Combat Cargo Command air-dropped ammunition to front-line troops.

November 25: Chinese Communist forces launched a major offensive and, with almost double the number of MacArthur's U.S. troops, stopped the UN offensive completely. The Royal Hellenic Air Force Detachment, a C-47 transport unit representing Greece's airpower contribution to the war, arrived in the Far East and was attached to Far East Air Forces.

November 26: USAF B-26s flew their first close air support night missions under tactical air control party (TACP) direction. The 3d BG flew 67 B-26 missions along the Eighth Army's bomb line in a five hour period. Still, the enemy drove the Eighth Army in northwest Korea and the X Corps in northeast Korea southward.

November 28: The FEAF Combat Cargo Command began a two-week airlift of supplies to U.S. troops, whom the Chinese had surrounded in the Changjin Reservoir area. From Yonpo, North Korea, the 35th FIG flew intense close air support missions for the encircled forces. For the first time, B-26s, using a more accurate radar than previously, bombed within 1,000 yards of the front line. A small communist aircraft bombed U.S.-held Pyongyang Airfield, badly damaging eleven P-51 Mustangs on the ground. General MacArthur informed Washington that he faced "an entirely new war."

December 1950

Pressured by overwhelming numbers of CCF troops, the U.S. Eighth Army withdrew from western North Korea. Far East Air Forces aided this withdrawal by a "reverse airlift" that allowed U.S. forces to take out most of their equipment and supplies. FEAF Combat Cargo Command airlifted food and ammunition to encircled elements of the X Corps and evacuated their sick and wounded troops. The X Corps' units concentrated at Hungnam, so that the UN forces could leave eastern North Korea by sea. By the end of the month, the UN line had fallen back to near the 38th parallel, and most of North Korea was back in communist hands.

Three USAF fighter groups withdrew from North to South Korea, reducing Fifth Air Force's ability to provide air support for both Eighth Army and X Corps at the same time. Nevertheless, effective Fifth Air Force attacks on Chinese Communist Forces forced them to abandon daytime movements. FEAF Bomber Command conducted almost daily B-29 raids against North Korean cities that served as enemy supply or communications centers, including Sinanju, Anju, Kanggye, Pyongyang, and Wonsan. Far East Air Forces embarked on a new interdiction plan that divided North Korea into ten zones. The zones made target destruction more systematic and allowed Far East Air Forces and U.S. Navy aviation to coordinate their missions better. FEAF F-86s and F-84s entered combat in North Korea to challenge communist MiG-15s flying from Manchurian sanctuaries.

The newly organized Boat Section of the 6160th Air Base Group (ABG) received one 104-foot boat, one sixty-three-foot boat, and two 24-footers, with which it conducted fifty-one search and rescue missions.

December 1: The USS *Cape Esperance* arrived in Japan with F-86 fighters of the 4th FIW. Fifth Air Force headquarters moved from Nagoya, Japan, to Seoul, South Korea, and its newly activated 314th Air Division assumed responsibility for the air defense of Japan. In the first prolonged MiG attack of the war, six MiG-15s engaged three B-29s for six minutes, damaging them considerably despite the F-80 escorts. FEAF Combat Cargo Command evacuated about 1,500 UN casualties from the Pyongyang area.

December 3: U.S. troops from the Changjin Reservoir area fought their way to Hagaru-ri, while a relief column from Hungnam fought its way toward them, reaching Koto-ri, about seven miles away. Communist troops prevented the two groups from linking and encircled them both, forcing them to rely on airlift for resupply.

December 4: MiG-15s shot down one of the three USAF Tornado reconnaissance aircraft in the theater, making the first successful jet bomber interception in airpower history.

December 5: UN forces abandoned Pyongyang, the North Korean capital, which they had held since October 19. Greek C-47s joined the FEAF Combat Cargo Command airlift to supply UN troops surrounded in northeastern Korea. The command evacuated 3,925 patients from Korea to Japan in the biggest day of the war for aeromedical airlift. Transports flew most of these from a frozen airstrip at Hagaru-ri. The U.S. Air Force suspended attacks on the Yalu River bridges, because enemy forces were crossing the frozen river on the ice.

December 6: The 27th Fighter Escort Wing (FEW), a Strategic Air Command unit from Bergstrom Air Force Base, Texas, began flying combat operations from Taegu, South Korea, introducing F-84 ThunderJet fighters to the war.

December 7: FEAF B-29s bombed North Korean towns in the Changjin Reservoir area to relieve enemy pressure on U.S. Marine and Army units attempting to break out from Hagaru-Ri and Koto-Ri. Troops in those two locations finally linked and built crude airstrips that allowed FEAF Combat Cargo Command airplanes to land food and ammunition and to evacuate casualties. Eight C-119s dropped bridge spans to the surrounded U.S. troops so that they could cross a 1,500-foot-deep gorge to break the enemy encirclement. This was the first air-dropped bridge in history of warfare.

December 10: A two-week FEAF Combat Cargo Command airlift for surrounded U.S. troops in northeastern Korea concluded after delivering 1,580 tons of supplies and equipment and moving almost 5,000 sick and wounded troops. Participating airlift units conducted 350 C-119 and C-47 flights.

December 11: The X Corps began loading on ships in Hungnam Harbor.

December 14: As Chinese forces approached, FEAF Combat Cargo Command began an aerial evacuation from Yonpo Airfield near Hamhung. A FEAF airplane dropped the first tarzon bomb to be used in Korea on a tunnel near Huichon, with limited effectiveness. The tarzon bomb was a six-ton version of the rason bomb, but generally it did not live up to expectations.

December 15: The 4 FIG inaugurated F-86 Sabrejet operations in Korea. FEAF Bomber Command launched its first mission in a new zone interdiction plan. ROK forces completed their withdrawal from Wonsan, North Korea, and the Eighth U.S. Army withdrew below the 38th parallel.

December 17: Lt. Col. Bruce H. Hinton, USAF, 4th FIG, scored the first F-86 aerial victory over a MiG-15 on the first day Sabres encountered communist jets. FEAF Combat Cargo Command abandoned Yonpo Airfield to communist forces, having transported in four days 228 patients, 3,891 other passengers, and 20,088 tons of cargo.

December 20: Twelve C-54s of the 61st TCG airlifted 806 South Korean orphans from Kimpo to Cheju-Do off the South Korean coast in Operation CHRISTMAS KIDLIFT.

December 22: One USN and five USAF pilots shot down six MiG-15s, the highest daily FEAF aerial victory credit total for the month, and the highest since June. A MiG-15 shot down an F-86 for the first time. Headquarters Fifth Air Force, Eighth U.S. Army in Korea headquarters, and the Joint Operations Center moved from Seoul to Taegu.

December 23: Three H-5 helicopter crews with fighter cover rescued eleven U.S. and twenty-four ROK soldiers from a field eight miles behind enemy lines. General Walker, Commander, Eighth U.S. Army, died in a vehicle accident north of Seoul.

December 24: X Corps completed the sea evacuation of Hungnam. More than 105,000 troops and 91,000 civilians had departed since the exodus began on December 11. USAF B-26s and U.S. Navy gunfire held the enemy at bay during the night as the last ships departed. The 3d ARS flew thirty-five liberated prisoners of war from enemy territory.

December 25: Chinese forces crossed the 38th parallel into South Korea.

December 26: Lt. Gen. Matthew B. Ridgway, USA, took command of the U.S. Eighth Army in Korea, as it absorbed X Corps.

December 29: From Taegu, RF-51 aircraft began flying tactical reconnaissance missions in Korea for the first time. They had longer ranges than their RF-80 predecessors.

December 31: Chinese Communist forces in Korea launched an offensive against UN troops south of the 38th parallel. General Ridgway ordered Eighth Army troops to a new defensive line seventy miles farther south.

1951

January 1951

Early in January, the powerful new offensive by Chinese Communist and North Korean forces drove UN forces out of Seoul and nearby Kimpo and Suwon Airfields. The UN and communist ground forces fought a see-saw battle for the crossroads city of Wonju in north central South Korea. By mid-January, the enemy offensive had stalled on a line between Pyontaek on the west coast and Samchok on the east coast, partly because the UN Command retained air superiority over the front. By the end of the month, UN forces had launched a counter-offensive, forcing the enemy northward toward Seoul.

With the loss of Kimpo and Suwon Airfields, the U.S. Air Force moved most jet fighters to bases in Japan. From there, USAF F-86s did not have the range to reach the front easily, much less the MiG-infested skies of northwestern Korea. After almost two weeks out of combat, the Fifth Air Force returned some Sabres to Korea to test their capabilities in new missions of armed reconnaissance and close air support. These flew air to ground missions from Taegu, where F-80s and F-84s also continued to operate. Communist jet fighters remained at their Yalu River bases and for the first nineteen days of January only occasionally challenged U.S. aircraft over North Korea. Lacking the range and air-to-ground weapons, enemy jets did not provide any air support for communist ground troops. Despite severe winter weather that sometimes curtailed sorties during January, Fifth Air Force conducted extremely destructive close air support missions for UN forces, killing or wounding an estimated 18,750 enemy troops. C-47s embarked on new roles-dropping flares in support of B-26 and F-82 night raids and serving as communications platforms to connect the Tactical Air Control Center, TACPs, and T-6 Mosquito airplanes.

FEAF Bomber Command raided enemy marshalling yards, airfields, and supply centers, dropping more than 6700 tons of bombs on over 720 sorties. Superfortress crews occasionally struck bridges with radio-guided bombs but largely avoided northwestern Korea, where they might have encountered scores of MiG-15s. In an air campaign intended to burn and destroy key North Korean cities, Bomber Command B-29s raided Pyongyang, the North Korean capital, with huge formations dropping incendiary bombs on the city. Targets of other major incendiary raids in North Korea included Hamhung, Kaesong, and Komusan. By the end of the month, FEAF Bomber Command, with a total force of about one hundred B-29s, was launching about twenty-four Superfortresses daily, rotating missions among the 19th, 98th, and 307th Bombardment Groups. The command also initiated B-29 night harassment attacks against North Korean cities during January.

Deprived of bases in the Seoul area, FEAF Combat Cargo Command could not easily respond to increased UN demands for airlift caused by rapid unit withdrawals and blocking of surface supply lines by heavy snow. Near the front lines, Eighth Army engineers bulldozed airstrips at Wonju and Chungju for the cargo landings, but Wonju fell into enemy hands, and frozen mud caused C-46 accidents at Chungju. The C-119s, which were too large to land at these airstrips, dropped supplies to UN forces in north central South Korea. Depending primarily on C-47 and C-119 airplanes, Combat Cargo Command delivered more than 14,000 tons of equipment and supplies; it also evacuated 10,000 combat casualties in South Korea during the first three weeks of January. Search and rescue units flew 452 missions, evacuating 112 critically wounded patients and rescuing sixteen soldiers from behind enemy lines. The Fifth Air Force's Boat Section conducted forty-two missions.

January 1: As almost half a million Chinese Communist and North Korean troops launched a new ground offensive, Fifth Air Force embarked on a campaign of air raids on enemy troop columns.

January 2: For the first time, a C-47 dropped flares to illuminate B-26 and F-82 night attacks on enemy forces. The flares also deterred enemy night attacks on U.S. troops. Fifth Air Force withdrew forward-based F-86s assigned to the 4th FIW from enemy-threatened Kimpo Airfield near Seoul to the wing's home station at Johnson AB, Japan.

January 3: As massive numbers of Chinese troops crossed the frozen Han River east and west of Seoul, Eighth Army began evacuating the South Korean capital. The ROK government began moving to Pusan. In one of the largest FEAF Bomber Command air raids, more than sixty B-29s dropped 650 tons of incendiary bombs on Pyongyang. UN forces burned nearly 500,000 gallons of fuel and 23,000 gallons of napalm at Kimpo in preparation for abandoning the base to the advancing enemy. Far East Air Forces flew 958 combat sorties, a one-day record.

January 4: For the third time in six months, Seoul changed hands as CCF troops moved in. The last USAF aircraft left Kimpo Airfield.

January 5: Fifty-nine B-29s dropped 672 tons of incendiary bombs on Pyongyang. The 18 FBG staged its final missions from Suwon. U.S. ground troops burned the buildings at Suwon's airfield before withdrawing.

January 6: FEAF Combat Cargo Command concluded a multi-day airlift of supplies to the U.S. 2nd Infantry Division, which was fighting to prevent a break in the UN defensive line across South Korea. 21 TCS C-47s landed 115 tons of cargo at Wonju, and C-119s of the 314th TCG dropped 460 tons of supplies to the division.

January 8: When blizzards forced USN Task Force 77 carriers to suspend close air support missions for X Corps, Fifth Air Force took up the slack. Superfortresses cratered Kimpo Airfield to prevent its use by enemy aircraft. U.S. forces in central Korea withdrew to new positions three miles south of Wonju.

January 10: Continued severe winter weather forced Fifth Air Force to cancel close air support missions, and Far East Air Forces flew the lowest daily total of sorties since July 1950. Brig. Gen. James E. Briggs, USAF, replaced General O'Donnell as commander of FEAF Bomber Command. From now on, Strategic Air Command changed commanders of the Bomber Command every four months to provide wartime experience to as many officers as possible.

January 11: With improved weather, Fifth Air Force and FEAF Bomber Command resumed close air support missions for X Corps in north central South Korea.

January 12: After Wonju fell to communist forces, 98th BG sent ten B-29s to attack the occupied city. For the first time, B-29s dropped 500-pound general purpose bombs fused to burst in the air and shower enemy troops with thousands of steel fragments. The innovation slowed the enemy advance. To improve bombing precision, Far East Air Forces installed shoran (a short-range navigation system) on a B-26 for the first time.

January 13: Far East Air Forces flew the first effective tarzon mission against an enemy-held bridge at Kanggye, dropping a six-ton radio-guided bomb on the center span, destroying fifty-eight feet of the structure.

January 14: Chinese Communist forces reached their furthest extent of advance into South Korea with the capture of Wonju.

January 15: The enemy began a limited withdrawal in some areas of South Korea.

January 17: A 4th FIG detachment began operating from Taegu, restoring F-86 operations in Korea. For the first time, the Sabres flew in the air-to-ground role as fighter-bombers, conducting armed reconnaissance and close air support missions. Far East Air Forces temporarily suspended Tarzon bombing missions because of a shortage of the radio-guided bombs. Only three, earmarked for emergencies, remained in the theater.

January 17-18: FEAF Combat Cargo Command flew an extraordinary 109 C-119 sorties to drop more than 550 tons of supplies to front-line troops in Korea.

January 19: Far East Air Forces launched a thirteen-day intensive air campaign, by fighters, light bombers, and medium bombers, to restrict to a trickle the supplies and reinforcements reaching enemy forces in the field.

January 20: After weeks of almost unbroken absence, MiGs appeared again over Korea, resulting on this date in the first encounter between USAF F-84s and CCF MiG-15s.

January 21: Large numbers of MiG-15s attacked USAF jets, shooting down one F-80 and one F-84. Lt. Col. William E. Bertram of the 27th FEG shot down a MiG-15 to score the first USAF aerial victory by an F-84 ThunderJet.

January 23: No other day in January saw as much air action. Thirty-three F-84s staging from Taegu attacked Sinuiju, provoking a furious half-hour air battle with MiG-15s from across the Yalu. The ThunderJets shot down three MiGs, the highest daily USAF aerial victory credit total for the month. While forty-six F-80s suppressed Pyongyang's antiaircraft artillery, twenty-one B-29s cratered the enemy capital's airfields.

January 25: Far East Air Forces replaced its provisional Combat Cargo Command with the 315 Air Division (Combat Cargo), which reported directly to Far East Air Forces and did not depend on Fifth Air Force for administrative and logistical support.

January 25-February 9: The Eighth Army executed Operation THUNDERBOLT, the first UN offensive of the year. The objectives were to clear the area south of the Han River and recapture the port of Inchon and the airfield at Suwon. To sustain this offensive, sixty-eight C-119s in five days dropped at Chunju 1,162 tons of supplies, including fuel, oil, sleeping bags, C-rations, and signal wire.

January 26: Far East Air Forces flew its first C-47 "control aircraft", loaded with enough communications equipment to connect by radio all T-6 Mosquitoes, tactical air control parties, and the Tactical Air Control Center. This was the harbinger of today's warning and control aircraft.

January 30: The first USAF aircraft to land at the recaptured Suwon Airfield were C-54s of the 61st TCG, delivering 270 tons of supplies for the advancing UN forces.

January 31: In the first such mission recorded during the Korean War, a special operations unit of the 21st TCS dropped an UN agent behind enemy lines near Yonan, on the west coast just south of the 38th parallel.

February 1951

UN ground forces advanced slowly and steadily northward from a Suwon-Wonju-Samchok line. They gained an average of twelve to fifteen miles, making the most progress along the eastern and western coasts. By the end of the month, U.S. troops had reached the Han River near Seoul.

Communist forces refurbished airfields across North Korea, repairing runways and building revetments, but FEAF raids kept them largely free of enemy aircraft. A combination of bad winter weather and mountainous terrain in central Korea hindered USAF close air support operations. FEAF fighters on armed reconnaissance missions discouraged the enemy from moving in daylight by road or rail. To puncture tires on enemy-held roads, night-flying C-47s dropped tons of roofing nails. By assigning the same areas to the same units, Fifth Air Force encouraged fighter pilots to become familiar enough with the landscape to detect camouflaged enemy vehicles. Flights of B-26s flew around the clock, depending on C-47 flare drops for night raids and flying an increasing number of close air support missions by day.

Enemy aircraft activity declined sharply. RF-80s on reconnaissance missions near the Yalu River occasionally attracted MiGs, and Fifth Air Force began calling northwestern Korea "MiG Alley". Because of the MiG threat to B-29s, Far East Air Forces assigned interdiction missions in the Yalu River region to Fifth Air Force.

Superfortresses concentrated on interdiction targets outside MiG Alley, especially railroad bridges. They also bombed rail lines, airfields, and barracks in the area between Kanggye, Sinanju, and Pyongyang in western North Korea. FEAF Bomber Command continued harassment raids against cities in North Korea, including Anju, Sinanju, Sariwon, and Pyongyang, sending out two to six bombers per night after February 10. During the month, the Bomber Command flew 687 sorties in Korea and dropped 6,213 tons of bombs.

By contrast, the 315th Air Division (AD) flew more than 6,000 sorties and carried over 15,000 tons of equipment and supplies during the same month. That was more tonnage than Combat Cargo Command had flown during all of 1950. When poor field conditions at Wonju and Chungju prevented C-47 landings during the last nine days of February, C-119s and C-46s air-dropped 185 tons of supplies per day directly to frontline troops. Replacing FEAF Bomber Command B-29s on psychological warfare missions, 315th AD C-47s dropped 25 million leaflets during the month and broadcast messages to enemy troops. Using newly designed equipment, C-54s began airlifting FEAF aircraft engines among bases, replacing the C-97s and C-119s that formerly performed that mission in the theater. During the month, search and rescue detachments flew more than 300 missions, using helicopters to evacuate almost 160 critically wounded patients from battlefields and rescue seventy-two people who had been trapped behind enemy lines. The Boat Section, 6160th ABG, conducted fifty-eight search and rescue missions, including the rescue of sixteen from a downed USN flying boat.

February 4: Fifth Air Force modified some B-26s to drop flares because the flare-dropping C-47s that had accompanied B-26 night raiders had trouble keeping up with the fast bombers.

February 5: As part of Operation ROUNDUP, designed to disrupt enemy preparations for a new offensive, the U.S. X Corps advanced with strong air support near Hoengsong, northeast of Wonju in central Korea. Maj. Arnold Mullins, 67th FBS, in an F-51 Mustang, shot down a YAK-9 seven miles north of Pyongyang to score the only USAF aerial victory of the month. Captain Donald Nichols was transferred from Office of Special Investigations to the intelligence section of Fifth Air Force to work directly on special and clandestine operations.

February 6: B-26 crews proved that the new MPQ-2 radar equipment, which provided the aircrew better definition of targets, increased the accuracy of night bombing raids. To clear up a backlog of medical patients at Chungju, 315th AD C-47s airlifted 343 patients to Pusan. Eight C-54s airlifted a forty-ton, 310-foot treadway bridge, in 279 pieces, from Tachikawa AB, Japan, to Taegu. In a one-time effort to demoralize CCF troops, six C-119s dropped thirty-two booby-trapped boxes, designed to blow up when opened, on an enemy troop

concentration at Kwangdong-ni. The 91st Strategic Reconnaissance Squadron performed its first night photographic mission.

February 8: Far East Air Forces using B-29s, B-26s, and fighters launched an all-out attack on rail lines in northeastern Korea between Hoeryong and Wonsan. Brig. Gen. John P. Henebry replaced General Tunner as commander of the 315th AD and airlift operations in the Korean War.

February 9: U.S. troops reached the Han River seven miles east-southeast of Seoul.

February 10: UN forces captured the port of Inchon and the important nearby airfield at Kimpo. Air raids had cratered the field so badly that it required extensive renovation before USAF aircraft could use it. On the east coast, ROK troops crossed the 38th parallel and entered Yangyang.

February 11/12: In central Korea some fifty miles east of Seoul, Chinese and North Korean forces attacked the ROK 3rd and 8th Divisions north and northwest of Hoengsong and in two days captured the town, forcing the UN forces toward Wonju, a few miles to the south.

February 12: FEAF cargo aircraft air-dropped supplies to the X Corps command post airstrip at Wonju. A leaflet-dropping C-47 aircraft, hit by enemy anti-aircraft fire, crash landed at Suwon. Far East Air Forces decided to launch subsequent C-47 leaflet drops at night. While B-26s attacked enemy positions at night behind the battle line by the light of air-dropped flares, two enemy aircraft used the same flare light to attack UN positions.

February 13: The 315th AD airlifted more than 800 sick and wounded U.S. troops from forward airstrips such as that at Wonju to Taegu and Pusan. This airlift used so many C-47s that they were not available for other airlift demands.

February 13-16: Three CCF divisions surrounded UN troops, including members of the U.S. 23rd Regimental Combat Team and the French Battalion, at a crucial road junction at Chipyeong-ni in central Korea. Despite heavy enemy ground fire, ninety-three transports dropped some 420 tons of food and ammunition to the encircled troops. Twenty C-119s dropped supplies at night over a zone marked by burning gasoline-soaked rags. Also, H-5 helicopters delivered medical supplies to the troops and evacuated more than forty wounded. Fifth Air Force flew close air support missions for the surrounded troops, who held out until relieved by a friendly armored column.

February 16: For the first time, the U.S. Army began using its own aircraft, the L-19 Bird Dog, for forward air control, artillery spotting, and other front-line duties, relieving Fifth Air Force of demands for these types of missions.

February 17/18: B-26s flew the first night bombing mission using shoran, a short range navigation system employing an airborne radar device and two ground beacon stations for precision bombing.

February 20: Far East Air Forces activated a "Special Air Mission" detachment under 315th AD to provide air transportation for important officials and for psychological warfare missions, for example, aerial broadcasting and leaflet drops.

February 21: The Eighth Army launched Operation KILLER to destroy large numbers of enemy troops while moving the UN line northward to the Han River.

February 23: FEAF Bomber Command flew the first B-29 mission with the more accurate MPQ-2 radar, bombing a highway bridge seven miles northeast of Seoul.

February 24: The 315th AD dropped a record 333 tons of cargo to front-line troops, using sixty-seven C-119s and two C-46s.

February 28: UN ground forces eliminated the last communist presence south of the Han River.

March 1951

UN ground forces continued to advance slowly and methodically, pushing the front line an average of thirty miles northward. After friendly troops crossed the Han River east and west of Seoul, communist forces abandoned the city.

Aerial reconnaissance revealed new revetment and runway construction at North Korean airfields, but communist aircraft rarely appeared over the front lines. The enemy emplaced extensive anti-aircraft batteries around such important North Korean cities as Pyongyang and Sinuiju, which UN aircraft frequently raided. Introducing a new tactic, the Fifth Air Force equipped some B-26 aircraft to detect and destroy hostile radar sites. B-29s returned to northwest Korea on interdiction missions that provoked MiG-15 attacks. To protect the Superfortresses, Fifth Air Force flew F-86 fighters out of Taegu and Suwon. Air-to-air combat consequently increased, especially in the Sinuiju and Sinanju areas in northwest Korea. B-29 enlisted gunners scored three of five aerial victories during March. Continuing to rotate B-29 bombing missions among three groups, FEAF Bomber Command in almost 800 sorties dropped 6,372 tons of bombs, mostly on interdiction targets in North Korea. Many sorties lasted nine hours and more.

The 315th AD flew 6,878 transport sorties, carrying an increasing number of passengers but less cargo during the month. Far East Air Forces began airlifting military cargo into a newly constructed airfield at Hoengsong, while U.S. Army engineers rehabilitated airfields at Seoul and Kimpo for transports. Air transports dropped some 2,300 tons of equipment, supplies, and psychological warfare leaflets. They also dropped thousands of U.S. troops behind enemy lines in a major airborne operation. Search and rescue helicopters evacuated 115 critically wounded patients and rescued 170 personnel caught behind enemy lines. The Boat Section, 6160th ABG, rescued six people and recovered one body. It received two new sixty-three foot boats.

For the first time, General MacArthur proposed a cease-fire. UN aircraft dropped 7,000 copies of his proposal over Korea during the last week of the month.

March 1: FEAF Bomber Command B-29s launched the first mission of a new interdiction campaign. Twenty-two F-80s sent to escort eighteen B-29s over Kogunyon, North Korea, arrived ahead of the Superfortresses and returned to base because they were running low on fuel. MiGs attacked the unescorted B-29s, damaging ten, three of which had to land in South Korea. One B-29 gunner brought down a MiG.

March 3: A new shipment of tarzon bombs arrived in the Far East, allowing Far East Air Forces to resume raids, suspended since January 17, with the large guided weapons.

March 4: Fifty-one C-119s dropped 260 tons of supplies to the 1st Marine Division in the largest air-drop of the month.

March 6: 334th FIS used Suwon as a staging base from which F-86 Sabres began raiding the Yalu River area, where they had been absent for months.

March 7: UN forces launched a new offensive called Operation RIPPER to cross the Han River in central Korea east of Seoul, destroy large numbers of enemy troops, and break up preparations for an enemy counteroffensive. Fifth Air Force flew more close air support missions to support the operation.

March 14: Communist forces abandoned Seoul without a fight after General Ridgway's troops seized high ground on either side of the city north of the Han River. At night B-26s began dropping specially-designed tetrahedral tacks on highways to puncture the tires of enemy vehicles. They were more effective than the roofing nails dropped earlier.

March 15: UN forces entered Seoul, the fourth time the city had changed hands since the war began.

March 16: Far East Air Forces flew 1,123 effective sorties, a new daily record.

March 17: An F-80, flown by Lt. Howard J. Landry of the 36th FBS, collided with a MiG-15. Both went down with their pilots. Fifth Air Force lost no other aircraft in aerial encounters during the month.

March 20: Fifteen F-94B all-weather jet fighters arrived in the Far East for eventual service as night escorts for B-29s.

March 23: Operation TOMAHAWK, the second airborne operation of the war and the largest in one day, involved 120 C-119s and C-46s, escorted by sixteen F-51s. The 314th TCG and the 437th TCW air transports flew from Taegu to Munsan-ni, an area behind enemy lines some twenty miles northwest of Seoul, and dropped the 187th Airborne Regimental Combat Team and two Ranger companies-more than 3,400 men and 220 tons of equipment and supplies. Fifth Air Force fighters and light bombers had largely eliminated enemy opposition. UN forces advanced quickly to the Imjin River, capturing 127 communist prisoners. Some of the prisoners waved safe-conduct leaflets that FEAF aircraft had dropped during the airborne operation. Helicopters evacuated only sixty-eight injured personnel from the drop zone. One C-119, possibly hit by enemy bullets, caught fire and crashed on the way back. On the same day, twenty-two B-29s of the 19th and 307th BGs, protected from MiGs by forty-five F-86s, destroyed two bridges in northwestern Korea.

March 24: For the first time, Far East Air Forces used an H-19, a service test helicopter, in Korea for the air evacuation of wounded troops. The H-19 was considerably larger and more powerful, with greater range, than the H-5s.

March 24, 26-27: Fifty-two C-119s and C-46s dropped an additional 264 tons of supplies to troops at Munsan-ni, because they could not depend on surface lines of communication for supplies.

March 29: With fighter escorts, B-29s returned to the Yalu River to bomb bridges, which had become important targets again as the river ice thawed. Fifth Air Force light bombers and fighters, which had handled interdiction in the area during the winter, could not destroy the larger Yalu River bridges.

March 31: Flight Lt. J. A. O. Levesque, Royal Canadian Air Force, flying with the 334 FIS, scored the first aerial victory since 1950 of an F-86 over a MiG-15. Elements of the U.S. Eighth Army moved northward across the 38th parallel. 3d ARS used the H-19 to retrieve some eighteen UN personnel from behind enemy lines, the first use of this type helicopter in a special operations mission. The 315th AD grounded its C-119s for modification and reconditioning.

April 1951

For the first three weeks, UN ground forces advanced everywhere along the front except in a small area near the Hwachon Reservoir in the central sector. Then the communists launched an all-out spring offensive with over 330,000 troops using "human wave" tactics. By the end of the month the enemy had advanced to the vicinity of Seoul, but both men and supplies had reached their limits in the face of UN ground and aerial assaults.

In counter air operations, Fifth Air Force Sabre pilots destroyed fifteen MiGs without the loss of a friendly fighter. MiG pilots generally showed little aggressiveness but on several occasions demonstrated considerable

flight discipline and improved tactics. In North Korea, the enemy constructed new airfields and rehabilitated previously damaged ones, pointing toward the possibility of a major enemy air-ground offensive. General Stratemeyer, Commander, Far East Air Forces, consequently directed most B-29s against North Korean airfields.

B-26 light bombers attacked rails, bridges, airfields, and supply storage areas during daylight. Following the start of the spring offensive, Fifth Air Force increased the number of B-26 close air support sorties from approximately five to twenty-five per day. B-26 night operations emphasized armed reconnaissance and interdiction of communications routes and facilities.

Before the Communist offensive began, Fifth Air Force fighter-bombers flew an average of 250 armed reconnaissance and interdiction, and eighty close air support sorties per day. Following the start of the attack, however, Fifth Air Force increased its close air support sorties to an average of 140 daily.

315th AD airdrop operations through most of April suffered from the grounding of seventy-five C-119s, which left C-46s as the primary airdrop-capable aircraft. By the end of the month, sixty C-119s were once again in commission. A clandestine C-47 outfit under the control of 315th AD and known as "Unit 4/Special Air Mission (SAM)" flew leaflet and personnel/resupply drops and made aerial broadcasts and radio intercepts over enemy-held territory. The 6160th ABG's Boat Section saved one individual, assisted with three other saves, recovered one body, and retrieved the wreckage of an aircraft.

April 3: The service test YH-19 helicopter with the 3d ARS picked up a downed F-51 pilot southeast of Pyongyang, receiving small arms fire during the sortie.

April 12: As of this date in the war, the heaviest concentration of B-29s against a single bridge encountered the largest and most determined enemy counter air effort, resulting in the largest jet air battle so far in the war. Forty-six B-29s attacking the Yalu River Bridge at Sinuiju and one hundred escorting fighters encountered between 100 and 125 MiGs, which shot down three bombers and damaged seven others. However, B-29 gunners destroyed seven MiGs, and F-86 pilots downed four more, by far the highest daily MiG tally thus far. The bridge, despite numerous direct hits, remained standing. At President Truman's direction, Lt. Gen. Matthew B. Ridgway, USA, replaced General MacArthur, who had several times publicly criticized the administration's Korean War and foreign policies.

April 14: Lt. Gen. James A. Van Fleet, USA, assumed command of the U.S. Eighth Army in place of General Ridgway.

April 16-20: FEAF Bomber Command flew a daily average of ten B-29 sorties against Pyongyang, Kangdong, Yonpo, and other North Korean airfields.

April 17: President Truman signed an executive order extending U.S. military enlistments involuntarily by nine months, an indication of the manpower shortage facing the military services during the war. An intelligence operation behind enemy lines resulted in the recovery of vital components of a crashed MiG-15. In Operation MiG, a YH-19 helicopter transported a U.S. and South Korean team to the crash area south of Sinanju, North Korea. Under friendly fighter cover, the party extracted MiG components and samples and obtained photographs. On the return flight southward the helicopter came under enemy ground fire and received one hit. The successful mission led to greater technical knowledge of the MiG.

April 18: H-5 helicopters from the 3d ARS evacuated twenty critically wounded U.S. soldiers from front line aid stations to the nearest field hospital. Five of the ten sorties encountered enemy fire.

April 19: The first modified and reconditioned C-119 returned to service.

April 21: An SA-16, 3d ARS, attempted to pick up a downed enemy YAK pilot near Chinnampo for intelligence purposes. The aircrew landed and put out a raft but had to take off because of intense enemy fire, leaving the YAK pilot behind.

April 22/23: Enemy ground forces launched a massive spring offensive.

April 23: Far East Air Forces flew some 340 close air support sorties, one of the highest daily totals prior to 1953. The 336th FIS began operating from Suwon AB, South Korea, so that its F-86 aircraft could operate for longer periods in MiG Alley near the Yalu River.

April 23-26: Far East Air Forces daily flew over 1,000 combat sorties, inflicting enemy casualties and destroying supplies needed to sustain the offensive.

April 24: On separate pickups, an H-5 helicopter from the 3d ARS rescued first the pilot, then the navigator of a downed B-26 near Chorwon, about fifteen miles north of the 38th parallel, in the central sector. The navigator, suffering a broken leg, had been captured by two enemy soldiers. But he managed to seize a gun belonging to one of the enemy, causing them to run for cover. Friendly fighters kept them pinned down, while the helicopter made the pickup.

April 26/27: At night, over the western sector, a B-29 close air support strike against enemy troops forming for an attack on the U.S. Army IX Corps broke up the assault.

April 30: Fifth Air Force set a new record of 960 effective sorties. On separate sorties, two H-5 helicopters each picked up a downed UN pilot behind enemy lines. Small-arms fire damaged one helicopter. The first indication of enemy radar-controlled anti-aircraft guns came with the loss of three out of four F-51s making an air-to-ground attack against a target at Sinmak.

May 1951

During the first half of the month, UN ground activity consisted mainly of patrols and preparation for another enemy offensive. By the end of the month UN ground forces had regained the initiative, advancing the front lines northward between fifteen and thirty miles across the peninsula. Far East Air Forces conducted heavy, continuous interdiction of enemy supply lines, which contributed largely to the complete failure of the communist offensive. But, the enemy increased anti-aircraft heavy guns and automatic weapons to approximately one thousand, at eighteen different locations in North Korea.

In a slow month, Fifth Air Force Sabre pilots downed five MiGs. FEAF Bomber Command B-29s initially bombed rail and highway bridges, airfields, and supply and troop centers in North Korea. When the communists initiated their offensive, however, Bomber Command shifted nearly its entire effort to close air support.

Until mid-May, Fifth Air Force flew a daily average of 171 armed reconnaissance and interdiction, and fifty-seven close air support sorties; later in the month, its aircraft averaged more than 140 close air support sorties daily. Prior to the enemy offensive, the light bomber, assisted by flare-dropping C-47s, flew night intruder sorties against enemy vehicles,. With the enemy assault, Fifth Air Force shifted its B-26 effort to daytime close air support. Led by the 45th Tactical Reconnaissance Squadron, between May 19 and 25, Far East Air Forces flew 388 reconnaissance sorties, a new record. At the end of the month, Fifth Air Force and the USN Task Force 77 initiated an interdiction campaign called Operation STRANGLE to paralyze enemy transportation between the railheads and the front. Fighter-bombers hit bridges, tunnels, rail lines, and roadbeds, trying to stop rail and highway traffic carrying supplies for enemy troops along the front.

In psychological operations, B-29 and C-47 aircraft dropped millions of leaflets. Most consisted of "strategic" leaflets dropped deep behind enemy lines, while the remainder were "tactical," directed at troops near the front.

The 3d ARS established an element on the island of Paengnyang-do, located off the west coast of Korea, where H-5 helicopters stood alert for rescue sorties. The squadron began rotating the SA-16 amphibious aircraft between Japan and Korea, with three flying from Korean bases for ten to fifteen days before being replaced with new crews and aircraft from Japan. The crash rescue Boat Section of the 6160st ABG saved three lives and evacuated two hundred guerrillas from behind enemy lines to safety.

Although ammunition and petroleum products made up the bulk of airlifted items, the 315th AD began daily delivery of approximately fifteen tons of fresh vegetables from Japan to Eighth U.S. Army supply points in Korea.

May 5: An H-5 helicopter from the 3d ARS rescued north of Seoul a downed F-51 pilot, encountering small arms fire in the area.

May 8: Another H-5 helicopter picked up two U.S. soldiers north of Seoul, encountering small arms fire in the area.

May 9: In one of the largest counter air efforts so far, Fifth Air Force and 1st Marine Air Wing fighter-bombers flew over 300 sorties against Sinuiju Airfield in extreme northwestern Korea.

May 15/16: As anticipated, the communists launched the second phase of their spring offensive against ROK corps in the east, a last vain attempt to drive UN forces from the Korean peninsula. The enemy limited its tactical assaults to night because of FEAF day-time aerial attacks.

May 16-26: In a maximum effort, 315th AD cargo aircraft flew an average of over 1,000 tons of supplies daily from Japan to Korea in support of the UN ground forces seeking to halt the communist offensive.

May 17-22: Bomber Command B-29s flew ninety-four (mostly night-time) sorties against enemy ground forces, far more close air support missions in a similar period than previously in the war. The B-29s flew few other type missions during this time.

May 19: An H-5 helicopter rescued a downed F-51 pilot southwest of Chorwon in the central sector, sustaining damage from small arms fire during the pickup.

May 20: Capt. James Jabara, USAF, 334th FIS, destroyed his fifth and sixth MiGs in aerial combat, thereby becoming the world's first jet-to-jet ace. The Eighth Army successfully blunted the communist offensive, leaving the enemy over-extended and under constant aerial attack. General Stratemeyer, FEAF Commander, suffered a severe heart attack.

May 21: General Partridge assumed command of Far East Air Forces. Maj. Gen. Edward J. Timberlake, Jr., USAF, took his place as Fifth Air Force Commander.

May 22: In close air support sorties, Fifth Air Force fighter-bombers inflicted some 1,700 casualties on enemy forces, one of the highest daily totals thus far.

May 23: Brig. Gen. Robert H. Terrill, USAF, assumed command of FEAF Bomber Command, replacing General Briggs.

May 24: The 136th FBW, one of two Air National Guard organizations sent to Korea, flew its first combat sorties of the war.

May 27-28: Unit 4/SAM C-47s flew leaflet drop/voice broadcast sorties encouraging the enemy to surrender to elements of the U.S. Army's IX Corps. Some 4,000 enemy soldiers surrendered, many carrying leaflets. The captives reported morale problems among the enemy because of UN aerial attacks.

May 31: Fifth Air Force began Operation STRANGLE, an interdiction campaign against enemy supply lines in North Korea.

June 1951

Despite enemy resistance and spring mud, UN forces regained their losses from the communist spring offensive and broke into the Pyonggang-Chorwon-Kumhwa "Iron Triangle" fortified sanctuaries, enabling them to deny the enemy access to roads that traversed the Korean Peninsula just above the 38th parallel.

FEAF bombardment operations concentrated on radar bombing attacks against the Iron Triangle sanctuaries. FEAF Bomber Command began experimenting with B-29s using the shoran bombing technique. This technique used radio navigation beacons and extremely accurate maps to aim bombs, thereby avoiding the limitations of visual and radar bombardment. The problem of defending B-29s against MiG-15s and the development of shoran tactics would ultimately lead to the bombers operating almost exclusively at night. Far East Air Forces concentrated interdiction attacks on enemy airfields in North Korea, since the enemy were trying to reconstruct them to accommodate more aircraft. In mid-June General Weyland directed FEAF Bomber Command to keep the thirteen most important fields out of service.

Fifth Air Force combat units completed their movement from Japan to air bases in Korea. But much of the maintenance support remained in Japan, creating some problems with aircraft readiness. On the other hand, concentration of maintenance in Japan permitted the sharing of scarce skilled personnel and other resources.

The psychological warfare unit made sixty-six leaflet drops and twenty-five voice broadcasts, dropped eighteen people behind enemy lines and flying one resupply drop. The Boat Section, 6160th ABG, completed sixty-three missions, saving two lives, and used one boat in the Yellow Sea to insert South Korean guerrillas behind enemy lines and transport Chinese POWs to South Korea.

June 1: One flight of F-86s from the 336th FIS escorting B-29s engaged eighteen MiG-15s, destroying two. A flight of B-29s, 343th BS, defended itself against twenty-two MiG-15s in the vicinity of Sonchon. The MiGs destroyed one B-29 and damaged another, while the defenders destroyed two enemy jets. FEAF Special Air Mission C-47s dropped fifteen Koreans into enemy held territory to retrieve parts from a crashed MiG-15. Unfortunately, communist forces captured all fifteen Koreans. Maj. Gen. Frank F. Everest, USAF, assumed command of Fifth Air Force, replacing General Timberlake.

June 3: UN anti-aircraft artillery destroyed two 315th AD C-119s while the aircraft were attempting a resupply airdrop. This fratricide incident led to the adoption of new Identification-Friend-or-Foe procedures for airdrop operations.

June 7-10: B-26 and B-29 aircraft undertook radar-directed area attacks against the Iron Triangle at night, raining 500-pound bombs set to explode over the heads of the enemy troops. These operations were in preparation for UN ground forces' assaults.

June 10: The airfield at Chunchon, some fifty miles northeast of Seoul and ten miles south of the 38th parallel opened to cargo traffic, adding to 315th AD's ability to meet the growing demand for airdrop capability. Lt. Gen. Otto P. Weyland assumed command in Tokyo of Far East Air Forces, replacing General Partridge.

June 11: An SA-16 of the 3th ARS made a pickup at dusk of a downed F-51 pilot from the Taedong River near Kyomipo, North Korea. The SA-16, although receiving fire from both sides of the river, made a landing

approach without lights, avoiding low electrical transmission lines and rocks and debris on the river's surface. The pilot earned the Distinguished Service Cross for the rescue.

June 15: Fifth Air Force moved its headquarters from Taegu back to Seoul.

June 23: Jacob Malik, Soviet Ambassador to the United Nations, called for negotiations between representatives of UN forces and the communist forces for an armistice in Korea based upon the separation of the armies along the 38th parallel.

June 25: The 8th FBG moved to Kimpo Air Base in Seoul after completion of repairs to Kimpo's short runway. This marked the resumption of combat operations at Kimpo, although aviation engineers continued their work to restore the main runway.

July 1951

July 1951 marked the beginning of a new phase in the Korean War. Strategic military considerations of UN and communist commanders centered on armistice negotiations that began this month. Both sides began to bend their military efforts to effect favorable outcomes in these negotiations. Accordingly, Far East Air Forces increased the tempo of fighter and light-bomber activities in Operation STRANGLE, particularly against vehicular movements and targets of known troops, supplies, or installations. As the shortcomings of Operation STRANGLE became evident, FEAF planners looked for other ways to stem the flow of enemy resources toward the front.

The enormous buildup in the numbers of MiG-15 air supremacy fighters and growing experience and competence of pilots led the enemy to seek air superiority as far south as Pyongyang. Avoiding formidable jet fighter formations escorting FEAF Bomber Command B-29s, the MiGs attacked vulnerable fighter-bomber and reconnaissance aircraft operating north of Pyongyang. Greatly outnumbered, the USAF F-86s now had to defend UN aircraft engaged in reconnaissance and interdiction operations as well as the bombers operating in the north while fighting the MiG-15s head-to-head for air supremacy.

An absence of major ground activity and decline in airlift requirements coincided with frequent periods of unfavorable weather. Far East Air Forces also faced growing shortages of aircraft because of attrition and increased numbers of aircraft out of commission. Gen. Hoyt Vandenberg, Chief of Staff, U.S. Air Force, notified General Weyland that Far East Air Forces could not expect further augmentation in jet fighters, since a general build-up in Europe required more aircraft. Also, other aircraft types, particularly B-26s and F-51s, which were experiencing high attrition rates, could not be replaced because they were no longer in production.

July 1: Kim Il Sung, Premier, Democratic Peoples' Republic of Korea and General Paeng Te-huai, CCF Commander, responded to UN overtures and agreed to participate in truce negotiations. Pioneer in aerial reconnaissance, Col. Karl L. Polifka, USAF, Commander, 67th Tactical Reconnaissance Wing, while flying an RF-51 near the front lines, was shot down and killed.

July 6: An Air Materiel Command KB-29M tanker, operated by a Strategic Air Command crew assigned to the 43d Air Refueling Squadron, conducted the first in-flight refueling over enemy territory under combat conditions. The tanker refueled four RF-80 Shooting Stars flying reconnaissance missions over North Korea.

July 10: Vice-Admiral C. Turner Joy, USN, led the UN delegation that met the communists at Kaesong, some thirty miles northwest of Seoul and just south of the 38th parallel, in the first conference of the armistice negotiations. A flight of F-80s reported a long convoy of NKA trucks and tanks halted by a demolished bridge. Fifth Air Force diverted every available aircraft to attack with bombs, rockets, and gunfire, resulting in the destruction of over 150 vehicles, a third of them tanks.

July 14: In one of the more spectacular night strikes of the war, a single B-26 of the 452d BG attacked two enemy convoys north of Sinanju in the early morning hours, claiming sixty-eight destroyed or damaged vehicles.

July 21: A detachment of the 6004th Air Intelligence Service Squadron completed a week-long effort near Chodo Island to recover the most components ever salvaged from a MiG-15 aircraft. A combined operation, this effort involved Fifth Air Force aircraft providing high cover, British carrier aircraft flying low cover, and the U.S. Army contributing a vessel outfitted with a crane.

July 24: The 116th FBW, the second Air National Guard wing deployed to the Far East, arrived with its F-84 ThunderJets at Misawa and Chitose Air Bases in Japan.

July 25: Fifth Air Force directed the formal establishment of an air defense system for South Korea, utilizing the resources of the 502d Tactical Control Group and its subordinate squadrons.

July 29: UN jet fighter-bombers and reconnaissance aircraft operating near Pyongyang encountered MiGs much further south than usual. Evading the attacking MiGs, the UN aircraft returned safely to base.

July 30: In the largest single mass attack for the month on targets in the Pyongyang area, ninety-one F-80s suppressed enemy air defenses while 354 USMC and USAF fighter bombers attacked specified military targets. In avoid adverse world public opinion during on-going peace negotiations, the Joint Chiefs of Staff withheld information on the strike from the news media.

August 1951

Armistice negotiations resulted in less ground combat. In turn, the comparatively static ground situation reduced the demand for FEAF close air support. But, negotiations at Kaesong went badly and then broke down.

Fifth Air Force F-86s maintained air superiority over Korea by destroying four MiG-15s and holding enemy aircraft to the vicinity of the Yalu River, thus allowing UN aircraft further south to operate without interference.

Planners reasoned that the CCF logistical system would quickly break down if the railroads could be made unusable. Far East Air Command therefore initiated a rail interdiction campaign, carrying the same code name, Operation STRANGLE, as the short-lived campaign in June and July 1951. The intent of this new campaign was to prevent an enemy buildup of supplies necessary for a sustained offensive or effective counteroffensive. Although intemperate weather adversely affected the tempo of air operations, Far East Air Forces stepped up the fighter-bomber campaign against North Korean railroads and began sending B-29s out for nightly shoran bombing attacks on enemy marshaling yards. Far East Command established a division of labor among the Fifth Air Force, FEAF Bomber Command, and the U.S. Navy to keep North Korean railway bridges down and rail lines cut. Bomber Command knocked down key railroad bridges. Fifth Air Force and the Navy fighter-bombers cut the rail lines. The B-26's shifted from daytime interdiction operations to nighttime truck-hunting.

The Boat Section, 6160th ABG, saved at least eight lives in ninety-four missions. 3 ARS rescued at least 168 people in Korea from floods.

August 4: Communist ground forces violated the Kaesong neutral zone, resulting in suspension of truce talks.

August 10: Armistice negotiations resume at Kaesong with North Korean promise to respect the neutral zone.

August 17: Typhoon at Okinawa halts B-29 operations.

August 18: Far East Air Forces began Operation STRANGLE against North Korean railroads.

August 22: The communist delegation trumped up evidence that a UN aircraft bombed Kaesong, resulting in suspension of the armistice negotiations once again.

August 24/25: B-26's claimed over 800 trucks destroyed in the new campaign of night anti-truck operations.

August 25: In FEAF Bomber Command's largest operation of the month, thirty-five B-29s, escorted by USN fighters, dropped 300 tons of bombs on marshaling yards at Rashin in far northeastern Korea. Previously excluded from target lists because of its proximity of less than twenty miles to the Soviet border, Rashin was a major supply depot.

September 1951

In the Punchbowl area of eastern Korea, U.S. Army X Corps captured Bloody Ridge and Heartbreak Ridge. UN ground forces successfully defended these new positions against enemy battalion-size attacks. The X Corps received fully two-thirds of Fifth Air Force's 2,400 close air support sorties for the month.

FEAF Bomber Command directed daily B-29 interdiction sorties against North Korean targets, especially airfields, rail bridges, and marshaling yards. Each night the medium bombers conducted a few close air support, leaflet drop, and reconnaissance sorties.

In air-to-ground activity, Fifth Air Force continued Operation STRANGLE against enemy railroads, although planners did not expect to stop all rail traffic. Basic repairs-involving earth, shovels, and thousands of unskilled laborers-were inexpensive for the enemy and often required only a few hours. While Fifth Air Force fighter-bombers made rail cuts by day, B-26 light bombers searched for trains and vehicles by night. The light bombers accounted for most damaged or destroyed enemy vehicles. Of the two B-26 wings in Korea, the 3d flew interdiction in the western half and the 452d in the eastern half. The enemy made effective use of searchlights in conjunction with flak batteries to track and shoot down UN aircraft. Fifth Air Force lost nearly forty aircraft to enemy ground fire, reflecting the high cost of heavy interdiction efforts.

In air-to-air activity, in comparison with previous months MiG pilots flew more sorties and demonstrated increased aggressiveness and better tactics, downing five USAF aircraft in aerial combat. Although usually outnumbered by greater than two-to-one during combat encounters, Fifth Air Force pilots destroyed thirteen MiGs.

The 315th AD flew daily airlift sorties, transporting cargo, medical evacuees, and troops. During September, C-54s airlifted more passengers and cargo tonnage than those carried by all other 315th aircraft combined. The 6160th ABG rescue boat unit completed 152 missions and saved at least seven lives in operations off the west coast and north of the 38th parallel.

September 9: Seventy MiGs attacked twenty-eight Sabres between Sinanju and Pyongyang. Despite such odds, F-86 pilots, Capt. Richard S. Becker, USAF, 334th FIS, and Capt. Ralph D. Gibson, USAF, 335th FIS, each destroyed a MiG, increasing the number of jet aces from one to three.

September 10: South of Pyongyang an H-5 helicopter from the 3d ARS, with fighter escort, rescued F-80 pilot Capt. Ward M. Millar, USAF, 7th FBS. He had suffered two broken ankles during his ejection from the jet but escaped after two months as a prisoner of the enemy and then evaded recapture for three weeks. The helicopter also brought out a NKA sergeant who had assisted Millar, delivering both to Seoul.

September 14: Capt. John S. Walmsley, USAF, 8th BS, on a night B-26 interdiction sortie attacked an enemy train, expending his ordnance. He then used a USN searchlight experimentally mounted on his aircraft's wing to

illuminate the target for another B-26. Shot down and killed by ground fire, Captain Walmsley earned the Medal of Honor for his valorous act.

September 23: In an excellent example of shoran bombing technique, eight B-29s from the 19th BG knocked out the center span of the Suncheon rail bridge despite 9/10th cloud cover.

September 24: Attempts to reopen peace talks at Kaesong failed.

September 25: In the largest air battle in recent weeks, an estimated one hundred MiG-15s attacked thirty-six F-86s flying a fighter sweep over the Sinanju area. Sabre pilots destroyed five MiGs in aerial combat, the daily high for the month.

September 27: In Operation PELICAN, a service-test C-124A Globemaster flew its first payload from Japan to Korea, delivering 30,000 pounds of aircraft parts to Kimpo Airfield.

September 28: On the longest flight to date for a jet aircraft using in-flight refueling, a Yokota-based RF-80 flew for fourteen hours and fifteen minutes on a Korean combat sortie, refueling multiple times from two KB-29M tankers.

September 30: Replacing General Terrill, Brig. Gen. Joe W. Kelly, USAF, assumed command of FEAF Bomber Command.

October 1951

In late October, following a two-month suspension, armistice talks resumed at Kaesong. UN ground forces in the western and central sectors had gained up to six miles in some places along the front. In support of this advance, Fifth Air Force increased the number of close air support sorties. Still, the rail interdiction program, Operation STRANGLE, took most of Fifth Air Force's 20,000 air-to-ground sorties. The enemy responded to rail lines destruction by increased use of motor vehicles for transporting supplies. Assisted by flares dropped from transport aircraft, night-flying light bombers of the 3 BW and 452 BW claimed damage or destruction of thousands of such vehicles. Fifth Air Force suffered the loss of thirty-one aircraft to enemy ground fire.

FEAF Bomber Command continued daylight B-29 strikes against airfields, rail bridges, and marshaling yards, dedicating a few night sorties to close air support, leaflet drops, and reconnaissance. The enemy refined its searchlight techniques, using more and higher quality lights to track UN aircraft almost instantaneously for flak or MiG attacks. Furthermore, radar-controlled anti-aircraft guns in northwestern Korea endangered B-29s even at altitudes above 20,000 feet. Then, in the last ten days of October MiG-15s downed five medium bombers and damaged eight others, forcing Far East Air Forces to end daylight B-29 raids.

In aerial combat, Sabre pilots downed twenty-five MiG-15s, an F-84 pilot destroyed one, and B-29 gunners shot down nine others. These thirty-five aerial victories represented the highest monthly total thus far in the war. Fifth Air Force lost five fighter aircraft in air-to-air battles.

The C-124A Globemaster transported cargo to and flew medical evacuees from Korea. 315th AD transported 3,200 passengers, including over 1,500 troops on "rest and recuperation" leave. Intelligence representatives from the Fifth Air Force, U.S. Eighth Army, and U.S. Navy decided to expand intelligence activities on the island of Cho-do, a prime location for infiltration/exfiltration of UN agents and interrogation of refugees. The Boat Section, 6160th ABG, in seventy-two missions saved one life and recovered a body and the wreckage of a B-26 from the Yellow Sea.

October 1-3: In Operation SNOWBALL, 315th AD C-119s dropped experimentally fifty-five-gallon drums filled with napalm behind enemy lines.

October 10: Far East Air Forces marked a significant date for the Chinese, the anniversary of the overthrow of the Manchu Dynasty, by dropping special leaflets and making radio broadcasts aimed at Chinese Communist Forces in Korea.

October 16: Fifth Air Force Sabre pilots destroyed nine MiG-15s in aerial combat, a record daily high.

October 16/17: B-29s flew thirty-one day and night sorties, the high for the month, including attacks against rail bridges, marshaling yards, and the Samchang airfield, and leaflet drop and reconnaissance sorties.

October 19: The U.S. Army opened a 1000-bed hospital at Camp Drew, north of Tachikawa AB, Japan. Henceforth, C-54s flew medical evacuees from Korea to Tachikawa, then C-47s shuttled them to Camp Drew, thereby reducing transit time.

October 21-30: The enemy flew sorties over North Korea daily for the first time in the war. MiGs appeared in numbers over one hundred, consistently outnumbering their F-86 counterparts and downing three at a cost of five enemy fighters lost to Sabres.

October 22: Two SA-16s, 3d ARS, rescued the twelve-man crew of a downed B-29, the highest number rescued by SA-16s on any day in the war.

October 23: In one of the bloodiest air battles of the war, during a 307th BW raid on Namsi Airfield, MiG-15s destroyed three B-29s and one F-84, and damaged five other bombers. Fighter pilots and B-29 gunners shot down five MiGs.

October 25: In an unusually effective close air support strike, F-51 Mustangs inflicted approximately two hundred casualties on enemy troops in the I Corps sector. Enemy small arms fire hit a rescue helicopter picking up a downed UN pilot. The H-5 made a forced landing in enemy territory. The next day, two other H-5s hoisted all four men to safety from the mountainside where they had hidden from communist troops during the night. At the request of the communists, peace negotiations resumed.

October 27: MiGs flew approximately two hundred sorties, the high for the month. On a last medium bomber daylight raid, B-29 gunners shot down six MiG-15s, their highest number of enemy aircraft downed on any day of the war. A 3d ARS H-5, with fighter escort, rescued a downed UN fighter pilot despite intense fire from enemy ground troops.

October 31: The service-test C-124A departed for the United States, having successfully completed its test in the Far East and convinced the 315th AD of the need for a Globemaster squadron.

November 1951

During November the UN Command generally limited offensive forays to brief but vigorous probing attacks and patrolling, activities intended to keep the enemy off balance, deny him favorable terrain, retard his build-up of forces for a possible general offensive, and cause him maximum losses in personnel and equipment. The communist forces, however, made increasingly aggressive local attacks, which included strong armor support, particularly on the western front.

Far East Air Forces again flew a high rate of sorties. Air-to-air duels between FEAF jet fighters and MiG-15 interceptors continued to highlight the Korean air war. Although hampered frequently by poor flying weather, FEAF warplanes made around-the-clock attacks on enemy installations throughout North Korea, placing the greatest emphasis on interdiction, airfield neutralization, and close support of Eighth Army front-line units. Fifth Air Force fighters and fighter-bombers provided napalming, strafing, bombing, and rocketing attacks on

enemy troop concentrations and artillery positions. Later, Allied airmen increased nighttime close support of Eighth Army ground troops.

Fifth Air Force fighters, fighter-bombers, and light bombers, together with attached SAAF, ROK, and USMC aviation units, interdicted enemy supply and communication routes incessantly to prevent or hinder the resupply of front-line Communist troops. Fighter-bombers worked systematically to destroy the enemy's rail network. During daylight hours, fighter and fighter-bombers attacked railroad rolling stock, while night intruder aircraft struck at vehicular traffic along highway supply routes. Fifth Air Force light bombers and FEAF Bomber Command B-29s nightly attacked key rail bridges and marshalling yards.

Medium bombers also made nighttime attacks on jet airfields at Saamcham, Taechon, and Namsi in northwest Korea to keep them unserviceable. Enemy jet fighters operated from an airbase at Uiju on the south bank of the Yalu River for a short time, but heavy B-29 attacks soon rendered it inoperable. Enemy night interceptors in northwest Korea increased their activity but failed to bring down a single B-29.

The 315th AD airlifted troops, supplies, and ammunition between Japan and Korea, flying 4,818 sorties that carried 70,664 passengers, 6,328 medical patients, and 8,406 tons of cargo. Airdrops to UN troops fighting in the mountains parachuted 120 tons of fuel, rations, and other supplies. Search and rescue units flew 324 sorties and helicopters evacuated 242 critically wounded patients and rescued six people trapped behind enemy lines. The Boat Section, 6160th ABG, saved twenty lives. UN reconnaissance aircraft flew more than 1,000 sorties to secure intelligence information on enemy ground dispositions, air targets, vehicle movements, airfield status, and weather. FEAF medium bombers dropped approximately 28,025,000 leaflets over rear area troops and civilians in North Korea, while C-47 cargo aircraft dropped approximately 58,814,000 over front-line areas.

November 3: Enemy ground fire damaged a 3d ARS SA-16 engaged in a failed rescue attempt; however, the aircrew, in spite of 6 to 8 foot seas, successfully landed in Korea Bay, off the west coast of North Korea, and rescued another downed pilot.

November 4: Thirty-four F-86s encountered an estimated sixty MiG-15s in the Sinamju area. The F-86 pilots destroyed two and damaged three others.

November 6: Eleven enemy piston-type, twin-engine, light bombers, probably TU-2s, bombed Taehwa-do, a UN-controlled island. This raid was the first confirmed report of air-to-ground action by an enemy light bomber formation since the Korean War started.

November 8: F-86s and F-80s encountered over one hundred MiG-15s, but only a small number chose to fight. USAF pilots destroyed one MiG and damaged another, while losing one F-86.

November 9: A C-47 landed on the beach of Paengnyong-do Island off the southwest coast of North Korea and rescued eleven crewmen of a downed B-29. The 19th BG attacked marshalling yards at Hwang-ju, Kowon, and Yangdok; the Saamcham Airfield; and a barracks area. In other night attacks, 98th BW B-29s bombed Taechon Airfield, flew five close support sorties and a leaflet sortie, and struck Hungnam.

November 12: Peace negotiations moved to Panmunjom, a village less than five miles east of Kaesong, in a newly established demilitarized zone on the 38th parallel. The UN Command ceased offensive ground operations.

November 16: Fifth Air Force fighter-bombers made over one-hundred rail cuts between Sinanju and Sukchon and between Kunu-ri and Sunchon. They also damaged bridges, knocked out gun positions, destroyed supply buildings, fired fuel dumps, and took a toll of enemy rail cars.

November 18: F-86 aircraft strafed eight MiG fighters on the ground at Uiju, destroyed four, and damaged the rest. MiG-15s forced three flights of F-84 fighter-bombers to jettison their bombs and abort prebriefed rail-cutting missions near Sinanju.

November 24: In night operations, 98th BW bombed Taechon airfield, the marshalling yard at Tongchon and flew five close support sorties; 307th BW bombed marshalling yard at Hambusong-ji; and 19th BG bombed Namsi airfield, the Hoeyang highway bridge, and the marshalling yards at Munchon and Hambusong-ji.

November 28: Representatives of all intelligence gathering organizations in Korea met at Far East Command, Liaison Division, to discuss how to coordinate their activities. Captain Donald Nichols, USAF, represented Detachment 2, 6004th Air Intelligence Service Squadron. The conference resulted in the establishment of the Combined Command for Reconnaissance Activities in Korea.

November 30: In one of the largest aerial battles of the war, F-86 pilots of the 4th FIG engaged over the island of Taehwa-do forty-four enemy aircraft flying south to bomb a UN target. The Sabre pilots destroyed twelve and damaged three others. Maj. George A. Davis Jr., USAF, 334th FIS, achieved Korean War ace status by downing a TU-2 and a MiG-15. He was the first to be an ace in two wars, since he had been an ace in World War II as well. Maj. Winton W. Marshal, USAF, 335 FIS, also became an ace, destroying an LA-9 and a TU-2. Enemy forces attacked Taehwa-do, north of Cho-do, forcing friendly forces to retreat to Cho-do. Fifth Air Force aircraft dislodged the enemy, enabling friendly forces to retake the island.

December 1951

As the year ended, negotiators at Panmunjom argued over concrete arrangements for an armistice and provisions pertaining to prisoners of war. Meanwhile, ground forces of both sides conducted small-scale patrol actions and sometimes engaged in vicious fire-fights. Overall, the Eighth Army maintained a vigilant readiness in case of a general enemy attack.

The lack of ground activity did not extend to UN naval and air forces. UN warships and naval aircraft interdicted the enemy's supply network, bombarded strategic coastal targets, and maintained the blockade of the Korean peninsula.

Far East Air Forces reduced close support for ground troops along the static front lines, although Fifth Air Force fighters, fighter-bombers, and light bombers destroyed numerous troublesome enemy artillery sites. At night B-29s dropped air fragmentation bombs on enemy front-line positions and troop concentrations beyond friendly artillery range.

Although hampered by poor flying weather later in December, Far East Air Forces maintained a high sortie rate of interdiction against enemy resupply activity. Fifth Air Force attacked enemy rail and highway transportation routes, frequently bombing, rocketing, and strafing bridges, marshalling yards, and rail and vehicular rolling stock. During darkness, B-26 light bombers and Marine fighter-bombers, aided by flare-dropping aircraft, made interdiction assaults on enemy road traffic.

FEAF Bomber Command repeatedly attacked key railroad by-pass bridges, marshalling yards, and highway bridges along the enemy supply routes, principally in west and northwest Korea. B-29s also kept enemy airfields at Namsi, Taechon, and Saamcham below the Manchurian border inoperable by almost nightly attacks. Despite increased enemy air resistance and more intense anti-aircraft fire, no medium bombers went down during the month. After the communists released locations of Allied POW camps, Far East Air Forces stopped air strikes in those areas until the camps could be pinpointed.

The 315th AD airlifted 85,713 troops, 10,379 tons of cargo, and 6,249 evacuees in 6,032 sorties during the month. Search and rescue units flew 410 sorties on search, orbit, evacuation, and rescue missions. Helicopters

evacuated 175 critically wounded patients and rescued five people from behind enemy lines. The 3d ARS helicopters also flew from enemy territory thirty-seven POWs who had escaped. UN reconnaissance aircraft secured intelligence information on enemy ground dispositions, air targets, vehicle movements, airfield status, and weather.

During December the enemy increased the challenge to UN air supremacy. Communists pilots flew more MiG-15 sorties from Manchuria, moved more aircraft near the Yalu River border, bombed and strafed UN ground installations and front-line positions, and increased night interceptor attacks against UN aircraft.

December 3: Enemy jets made their first air-ground attack of the war, bombing and strafing UN ground positions near Chorwon, almost sixty miles northeast of Seoul.

December 13: Twenty-nine F-86s encountered seventy-five MiG-15s over Sinanju, and in a wild melee the F-86 pilots shot down nine MiGs, giving USAF pilots a total of fourteen aerial victories for the day.

December 14: In the night, 19th BG B-29s inflicted severe damage on marshalling yards at Maengjung-Dong.

December 19: 307th BW sent ten B-29s to bomb marshalling yards at Chongju.

December 21: Fifth Air Force units flew 530 sorties, making thirty cuts in the main rail line between Sinanju and Sukchon and attacking a supply complex near Kunu-ri.

December 24: In a typical nighttime mission, B-29s from the 98th BW cratered the runway at Taechon Airfield and bombed the railroad bridge at Sinanju.

December 27: FEAF aircraft flew 900 sorties, the largest number of the month, damaging or destroying locomotives, railcars, buildings, vehicles, and gun positions.

1952

January 1952

The static, defensive-type ground warfare continued into January 1952. Meanwhile, UN warships and naval aircraft cooperated with Far East Air Forces in the interdiction of the enemy's supply network. The enemy countered UN air attacks with active air opposition and increasingly heavy antiaircraft fire. At Panmunjom, UN negotiators attempted to achieve an armistice; however communist intransigence, evasiveness, and procrastination thwarted their efforts.

Fifth Air Force tactical units directed most flights against railheads, communication lines, and highways over which the communists moved supplies and equipment to front-line positions. The fighter-bombers concentrated on rail-cutting missions but, when required, flew bombing, napalm, and rocket strikes in close support of Eighth Army ground forces. B-26 night intruders, aided by flare-dropping aircraft, directed attacks against enemy trucks, complimenting the daylight interdiction efforts of FEAF fighter-bombers. Other light bombers struck at enemy airfields, storage areas, rail junctions, and railroad rolling stock.

FEAF Bomber Command B-29s placed highest priority on North Korean airfields, which remained for the most part unusable. They also bombed marshalling yards, railroad by-pass bridges, and supply storage areas. The medium bomber aircrews used extreme caution to avoid bombing in the vicinity of reported POW camps. In

addition, they flew nightly close air support missions, dropping 500-pound air fragmentation bombs over enemy troop concentrations.

Far East Air Forces flew numerous cargo, search and rescue, reconnaissance, and leaflet operations. The 315th AD airlifted 84,234 troops, 6,805 tons of cargo, and 2,041 medical evacuees. Search and rescue units flew 516 sorties. Helicopters evacuated 293 critically wounded patients from forward areas and rescued one pilot from behind enemy lines. C-47 and B-29 aircraft dropped psychological warfare leaflets to civilians and communist soldiers in enemy territory.

UN fighter sweeps provided protective aerial cover for fighter-bombers and inflicted costly losses on hostile MiG-15s, which made only sporadic attempts to interfere. During the month, UN pilots shot down thirty-two MiGs and damaged twenty-eight others. Although Far East Air Forces lost only five jets in aerial combat, it saw enemy ground fire destroy forty-four other aircraft. These had been engaged in low-level bombing runs and strafing sweeps.

January 12: F-84s caught three supply trains at Sunchon, racing for the shelter of a tunnel. They blasted the tunnel mouth shut, trapping the trains in the open, then destroyed the boxcars and at least two locomotives.

January 12/13: Ten Okinawa-based Superfortresses dropped 396 high explosive 500-pound bombs on the railroad bridge east of Sinanju across the Chongchong River, rendering the bridge unserviceable.

January 25: A helicopter rescued a downed airman, near the coastline of the Yellow Sea, while F-84s strafed enemy troops in the area. Escorting F-86s destroyed three MiG-15s during the pick-up. In other air-to-air combat, UN jets destroyed six and damaged four communist aircraft.

January 26: A rescue helicopter, behind enemy lines near the coastline of the Yellow Sea, received small arms fire while rescuing an F-84 pilot, Capt. A.T.Thawley.

February 1952

UN and communist forces maintained defensive positions, and front lines remained unchanged, running generally from Hungwang-ni northeast to Chungdong-ni, eastward to Schui-ri, and northeast to the vicinity of Kosong on the east coast. UN forces initiated small-unit reconnaissance patrols and raids into hostile positions, particularly along the western sector of the front. These operations generally encountered determined enemy defenses and prompt counteraction.

Daytime counter-air sweeps, day and night interdiction of the main communist supply routes, and airlift of high priority supplies accounted for most FEAF sorties. FEAF reconnaissance aircraft secured intelligence information on enemy ground dispositions, air targets, vehicle movements, airfield status, and weather. Cargo planes and medium bombers also dropped psychological warfare leaflets over North Korea. Inclement weather reduced the number of sorties flown during the month.

MiG-15s made only sporadic attempts to engage UN fighters, although communist air power based north of the Yalu River still threatened UNC air, ground, and naval operations in Korea. USAF pilots destroyed thirteen MiGs, damaged thirty-eight, and probably destroyed five more. The MiGs shot down two friendly jet fighters, while seventeen other UN warplanes of various types fell to enemy ground fire.

Fifth Air Force fighter-bombers, under the protective cover of jet fighters, penetrated daily deep into enemy territory. The fighter-bombers also supplied limited support for Eighth Army front-line troops, permitting them freedom of movement not enjoyed by the enemy and destroying lucrative enemy targets near the battle area. At night, B-26 intruders and Marine fighters attacked rail transport systems and highways, hindering the movement of supplies and equipment. An intensified rail interdiction campaign, Operation SATURATE,

became a race between U.S. airmen trying to destroy rail lines and North Korean laborers repairing them. During a given night as many as forty B-29s might hit a bridge and fighter bombers would drop some 500 bombs on a single length of track, only to see the bridge and track repaired within a day or two.

FEAF Bomber Command B-29s placed their primary efforts on railroad crossings, key railroad bridges, and marshalling yards, since most North Korean airfields remained unserviceable. To force the enemy to spread his anti-aircraft defenses, they shifted from attacks on heavily defended bridges to less dangerous targets. In addition, they dropped air fragmentation bombs nightly over enemy troop concentrations near the front line.

The 315th AD airlifted 81,555 troops, 2,068 medical evacuees, and 1,431 tons of supplies. Search and rescue aircraft flew 586 sorties, and helicopters evacuated 126 medical patients and rescued nine airmen from enemy territory.

February 9: In a typical mission ten medium bombers used radar aiming methods to drop one hundred tons of 500-pound bombs, rendering the north by-pass Chongju rail bridge unserviceable.

February 10: Leading a flight of three F-86s on a patrol near the Manchurian border, Maj. George A. Davis, Jr., USAF, engaged twelve MiG-15s in aerial combat. Major Davis shot down two enemy aircraft and completely disrupted the enemy formation, but the MiGs destroyed his aircraft as well. Because he executed his attack against superior numbers and successfully protected the fighter-bombers his flight had been escorting, Major Davis posthumously received the Medal of Honor for his valor.

February 16-22: MiG-15 pilots flew close to 1,400 sorties this week.

February 17: Fifth Air Force flew an impressive 695 sorties, cratering rail tracks in over fifty locations, damaging a locomotive and fifteen rail cars north of Huichon, strafing a convoy of trucks near Sinanju, and destroying supply buildings and dumps between Kumsong and Sibyon-ni.

February 19: The communists flew approximately 389 MiG-15 sorties, the largest aerial effort to date. In aerial combat, USAF pilots destroyed three enemy aircraft.

February 23: By shooting down a MiG-15, Maj. William T. Whisner, Jr., 25th FIS, achieved ace status.

February 26: Ten Superfortresses, using radar aiming methods, dropped one-hundred tons of bombs on the Sinhung-dong rail road bridge near Huichon in north central Korea, knocking out two spans. Col. Cecil H. Childre replaced General Henebry as Commander, 315th Air Division (Combat Cargo).

March 1952

The UN Command conducted patrols and raids against determined enemy opposition and fended off widely scattered, small-scale enemy exploratory attacks. The front lines remained essentially the same, with U.S. Eighth Army units - U.S. I Corps, U.S. IX Corps, U.S. X Corps, and ROK I Corps - deployed from west to east across the peninsula.

FEAF aircraft, in one of the busiest months of the Korean air war, mounted more than 1,000 sorties almost every day. FEAF maintained air superiority over the battlefield, enabling UN ground forces to operate with complete freedom from Communist air attacks. Meanwhile, FEAF tactical air activities, other than those primary missions of interdiction, close support, and counter-air, included routine aerial reconnaissance, airlift, search and rescue, and flare and leaflet drop missions.

Fifth Air Force fighter-bombers, B-26 light bombers, and other tactical warplanes concentrated mainly on interdiction missions against enemy rail and highway facilities to choke the movement of enemy supplies and equipment to front-line areas. Other targets included marshalling yards, bridges, and traffic choke points.

FEAF Bomber Command B-29s, using radar to aim the bombs, struck nightly at key Communist targets, including enemy troop and supply concentrations along the battlefield.

The 315th AD maintained a steady stream of troops, supplies and ammunition between Japan and Korea, airlifting 17,603 tons of cargo, which included 90,021 troops, and 7,840 medical evacuees. Search and rescue units flew 442 sorties, and helicopters evacuated 140 critically wounded patients from forward areas and rescued two airmen from behind enemy lines.

March 5: While jet fighters stilled enemy anti-aircraft fire, a USAF helicopter lowered a hoist sling and rescued a downed USN pilot in the vicinity of Yongyon.

March 11: Fighter-bombers dropped 150 tons of bombs and approximately 33,000 gallons of napalm on a four square mile supply storage and troop training area near Sinmak. Fifth Air Force operations officers reported this to be the most intensive napalm attack on a single area in the war.

March 11/12: Ten B-29s struck the Sinchang-ni choke point, ten miles east of Sunchon, with ninety-one tons of high explosives, rendering the point unpassable.

March 15: Brig. Gen. Wiley D. Ganey, USAF, replaced General Kelly as Commander, FEAF Bomber Command (Provisional).

March 20: In the Sui-ho Reservoir area, MiG-15s attacked a USAF patrol. The F-86 pilots destroyed five MiGs and damaged approximately thirteen others.

March 25: Fifth Air Force flew 959 sorties, concentrating on interdiction of the rail line from Sinanju to Chongju and making approximately 142 cuts in the track. Some aircraft struck the Sunchon-Pyongyang highway, scoring twenty-seven hits.

March 27: A helicopter crew, learning that Chinese troops had captured a downed U.S. pilot near Pyoksong, made several low passes, enabling him to escape. While one helicopter crewmember fired at the Chinese soldiers with a rifle, others lowered a hoist and rescued the pilot.

April 1952

In two major ground engagements communist forces attacked positions held by the 1st Marine Division south of Panmunjom and later assaulted the 1st Commonwealth Division north of Korangpo-ri. Friendly units held during both night attacks, and ground activity was light through the remainder of April.

In the rail interdiction campaign, FEAF units concentrated on two main railroads from Manchuria, the Namsi-dong-Sinanju and the Huichon-Kunu-ri lines. Far East Air Forces rendered the Sinuiju-Sinanju line unserviceable for most of April. In response to rail interdiction efforts, the enemy erected formidable anti-aircraft defenses, especially along the Sinanju-Pyongyang line.

Bomber Command B-29s flew mostly against North Korean road and railroad bridges and marshaling yards, with a few sorties dedicated to close air support and leaflet drops. RB-29s from the 91st SRS flew reconnaissance of selected North Korean targets and WB-29s from the 2143d Air Weather Wing flew weather reconnaissance sorties. Fifth Air Force F-51, F-80, F-84, and B-26 aircraft generally flew daylight armed

reconnaissance and interdiction sorties against enemy railroads, vehicles, bunkers, and troop concentrations, and a smaller number of close support sorties. At night, B-26s of the 3 BW and 452 BW hit enemy railroads and vehicles. Other fighters under Fifth Air Force's operational control included ROK Air Force and SAAF F-51, RAAF MK-8, and USMC F4U, F7F, F9F, and AD-2 aircraft. These concentrated on armed reconnaissance and interdiction but also flew search and rescue and close air support, assisted by T-6 spotter aircraft. Fifth Air Force lost seventeen aircraft to enemy ground fire.

Sabres flew daytime counter-air and escort missions, while F-94s flew a few night counter-air sorties. Sabre pilots, five of whom attained ace status during the month, destroyed thirty-seven MiGs in aerial combat. Fifth Air Force lost four F-86s and one F-80 in air-to-air engagements. The 6167th Operations Squadron flew its unarmed C-46, C-47, and B-26 aircraft on 188 leaflet, ten broadcast, and sixty-six clandestine sorties, receiving on occasion enemy ground fire, which damaged three C-47s and killed one enlisted man. The 6160th ABG rescue boat detachment performed 128 missions; one 85-foot boat operating in waters north of the 38th parallel sustained battle damage when a North Korean junk fired on it.

March 31/April 1: FEAF Bomber Command B-29s flew twenty-nine sorties, approximately twice the normal rate, mostly against the Sinhung-dong rail bridge and Kwaksan railroad track.

April 1: Fifth Air Force Sabre pilots destroyed ten MiGs while losing one F-86. Col. Francis S. Gabreski, USAF, Commander, 51st FIW, destroyed a MiG to become the eighth jet ace of the war.

April 3: In aerial combat, Capt. Robert H. Moore, USAF, 336th FIS, destroyed his fifth MiG to become an ace.

April 6: In air-to-air operations, Capt. Iven C. Kincheloe, Jr., USAF, 25th FIS, destroyed a MiG, becoming the war's tenth ace.

April 10: Brig. Gen. (later, Maj. Gen.) Chester E. McCarty, USAF, assumed command of the 315th Air Division (Combat Cargo) for the remainder of the war.

April 14: The first Air Force Reserve wing ordered to active duty service, the 403d Troop Carrier Wing (Medium), arrived at Ashiya AB, Japan. An SA-16 of the 3d ARS, while under enemy small arms fire from the shoreline, rescued a U.S. naval aviator from the water.

April 21: In aerial combat, Capt. Robert J. Love, USAF, 335th FIS, destroyed two MiGs to become an ace.

April 22: Because of shortages of fighter-bombers, Fifth Air Force assigned Sabres of the 4th FIW and 51st FIW a new commitment - the armed reconnaissance of enemy lines of communication.

April 26: In air-to-air operations, Maj. William H. Wescott, USAF, 51st FIG, destroyed his fifth MiG in four weeks to become the war's twelfth ace.

April 28: An H-19 helicopter of the 3d ARS picked up a downed Hawker Sea Fury exchange pilot for the second time. Exactly three weeks earlier the same pilot had been rescued by a 3d ARS helicopter.

April 29-30: Unrelated crashes of a C-47, a C-119, and a C-46 claimed the lives of sixteen people, the greatest loss for the 315th Air Division in the first half of 1952.

May 1952

The UN Commander accepted FEAF Commander's recommendation to attack North Korea's hydroelectric power facilities as the least costly means of impressing on enemy leadership the increasingly high costs of

communist recalcitrance in armistice negotiations. FEAF aircraft flew 30,000 sorties, the highest monthly total thus far. Fifth Air Force and attached units lost twenty-two aircraft to enemy ground fire. Fifth Air Force resumed use of the F-86 in air-to-ground missions for the first time since January and February 1951. The F-86 aircraft in the fighter-bomber role showed decided advantages in comparison with the F-80 and F-84. The F-86 could maintain a higher dive angle without exceeding its critical mach number and was more accurate in bombing and rocketry. Moreover, the Sabre could penetrate and withdraw from defended areas better than the other jets and required no separate air cover. In aerial combat Sabre pilots, four of whom attained ace status during the month, destroyed thirty-two MiGs and two other enemy aircraft. Well-trained MiG pilots, operating with ground-controlled radar, increased friendly aircraft losses. Fifth Air Force lost five F-86s and five other fighters. Reconnaissance units in Korea maintained a higher sortie rate than ever before, with the 67th Tactical Reconnaissance Group flying 2,400 reconnaissance sorties.

May 3: Sabre pilots destroyed five MiG-15s, with Maj. Donald E. Adams, USAF, 16th FIS, destroying two and Capt. Robert T. Latshaw, Jr., USAF, 335th FIS, downing another to increase the number of aces to fourteen.

May 4: Twenty-five F-86s strafed and destroyed five of twenty-four YAK-9s parked in revetments at Sinuiju Airfield in extreme northwestern Korea.

May 8: In the first of four major interdiction strikes, Fifth Air Force fighter-bombers flew approximately 465 sorties against the enemy supply depot at Suan, located about forty miles southeast of Pyongyang, in the largest one-day attack since the war began. Over a thirteen-hour period, the UN pilots damaged or destroyed over two hundred supply buildings, personnel shelters, revetments, vehicles, and gun positions. Enemy anti-aircraft fire downed an F-86 on a dive-bombing strike against the Kunu-ri marshaling yards, the first loss of a Sabre on a fighter-bomber sortie.

May 12: Gen. Mark W. Clark, USA, replaced General Ridgway as Commander, UN Command.

May 13: Fifth Air Force Sabres destroyed five MiG-15s in aerial combat. In the morning twelve F-86s attacked targets in Sinuiju, Sinuiju Airfield, and Uiju Airfield in extreme northwestern Korea. In early afternoon, Sabres struck the marshaling yards at Kunu-ri, and, in late afternoon, bombed Sinuiju with 1000-lb. bombs. Unfortunately, Col. Walker M. Mahurin, USAF, Commander, 4th FIG, who had led all three missions, was shot down and captured.

May 15: Fifth Air Force fighter-bombers flew 265 sorties against a vehicle repair factory at Tang-dong, north of Pyongyang, destroying at least thirty-nine buildings and a power plant. 1Lt. James H. Kasler, USAF, 335th FIS, destroyed two MiGs to become an ace.

May 16-17: In an outstanding example of emergency unit movement by air, 315th AD C-119, C-54, and C-46 aircraft transported 2,361 members of the 187th Regimental Combat Team and combat equipment, vehicles, and supplies from Japan to Pusan, Korea. The team quelled rioting POWs at Koje-do, where the UN Command had established a large POW compound.

May 18: An SA-16 amphibian from the 3d ARS, while under fire from the enemy shoreline, rescued a downed F-84 pilot.

May 20: Col. Harrison R. Thyng, USAF, Commander, 4th FIW, destroyed his fifth MiG to become the sixteenth jet ace of the war.

May 22: Fifth Air Force flew 472 fighter-bomber sorties against the Kijang-ni industrial area southwest of Pyongyang to destroy more than ninety percent of the complex, which produced hand grenades, small arms, and ammunition.

May 23: In the last of four major interdiction strikes, Fifth Air Force flew 275 fighter-bomber sorties against a steel factory complex in the Kijang-ni area, destroying eighty percent of the target. Because of poor weather, an H-19 helicopter from the 3d ARS flew most of a sortie "on instruments" and picked up a downed Marine Corps AD-2 pilot—one of the first instances of a "primarily-instruments" helicopter rescue.

May 23/24: B-26s seeded the Kijang-ni area with delayed-action bombs to hamper repair efforts.

May 26: The 315th AD received its first Globemaster as two squadrons began the conversion from C-54 to C-124 aircraft.

May 26/27: Ten B-29s from the 19th BG attacked the Sinhung-dong rail bridge, destroying one locomotive, sixteen boxcars, 350 linear feet of the bridge, and nearly 400 feet of track on the approaches.

May 30: Lt. Gen. Glenn O. Barcus, USAF, replaced General Everest as Commander, Fifth Air Force.

June 1952

Ground action remained light although elements of the USA 45th Infantry Division in the central sector near Chorwon launched two successful attacks to gain high ground and repulsed determined enemy counterattacks.

Fifth Air Force, FEAF Bomber Command, and Naval Forces Far East aircraft flew over 1,200 sorties against North Korean hydroelectric power facilities, rendering eleven of thirteen power plants unserviceable and destroying over ninety percent of North Korea's and twenty-five percent of Manchuria's electric power potential. Previously, the Joint Chiefs of Staff had forbidden attacks on the Sui-ho, Changjin, Pujon, and Kyosen complexes. Despite the destructiveness of the raids, the communists failed to move toward an armistice. Moreover, British Labor Party opposition and U.S. congressional inquiries diminished the political effectiveness of the strikes, signaling that the United States was conducting a limited war.

The hydroelectric power plant strikes represented the major exception to the daily FEAF sortie pattern of the previous two months' operations. Also, Fifth Air Force and attached units flew 2,859 close air support sorties to thwart enemy preparations for another offensive and to maintain pilot proficiency in such operations. Fifth Air Force lost fourteen aircraft to enemy ground fire.

In air-to-air combat, F-86s destroyed twenty-one enemy aircraft, eighteen of them MiGs, while losing two Sabres. The enemy flew under three hundred daytime sorties, but MiG pilots were more aggressive than previously.

The 315th AD had only twenty-eight of seventy-one C-119 transport aircraft operational during June. To remedy the problem, Air Materiel Command prodded C-119 manufacturers for speedy delivery of spare parts to Japan, Tactical Air Command sent newer-model Flying Boxcars to the Far East, and the 403d TCW transferred maintenance-plagued C-119s to the United States. Far East Air Forces flew 170 leaflet, nineteen voice broadcasts, and 129 flare-dropping sorties, in addition to search and rescue missions. The boat detachment sent a sixty-three-foot boat into tricky shoal waters near Kunsan off the west coast of South Korea to rescue five people and recover one body.

June 4: An H-19 helicopter of the 3d ARS picked up a downed British pilot, encountering automatic weapons fire during the rescue.

June 6: Fifth Air Force Sabres destroyed eight MiGs in aerial combat, the highest daily tally for the month.

June 7: In initiation of an air refueling test, codenamed Operation HIGHTIDE, thirty-five F-84 ThunderJets took off from Japan, refueled from KB-29M aircraft over Korea, and attacked targets in the north.

June 9: An H-19 helicopter of the 3d ARS picked up a downed UN pilot, encountering moderate small arms fire enroute.

June 10/11: Eight B-29s from the 19 BG attacked the rail bridge at Kwaksan, North Korea. Enemy MiGs, operating in conjunction with radar-controlled searchlights and flak, destroyed two B-29s and badly damaged a third. This new development in the enemy's air defense system prompted Far East Air Forces to improve electronic countermeasures (ECM) to jam and confuse enemy radar.

June 14: Following reconnaissance flights that indicated repairs at the Pyongyang Airfield, Fifth Air Force fighter-bombers cratered the runways, rendering them unserviceable in approximately one hundred fifty sorties without a loss.

June 15: In aerial combat, 2nd Lt. James F. Low, USAF, 335th FIS, destroyed his fifth MiG, becoming an ace just six months after completing flight training.

June 19/20: B-29s flew thirty-five sorties against North Korean targets, nearly three times the nightly average for the month. Twenty-seven medium bombers attacked the Huichon rail bridge.

June 23: Fifth Air Force fighter-bombers, with F-86 cover, flew approximately 250 sorties against North Korean hydroelectric power plants. The Sui-ho complex sustained seventy percent structural damage, rendering it non-operational.

June 24: Far East Air Forces flew 1,043 sorties, the highest daily total for the month. Fifth Air Force fighter-bombers flew over 250 sorties against North Korean hydroelectric power plants, four of them having been targets the previous day.

June 24/25: Twenty-six B-29s flew close air support sorties, one of the largest such medium bomber missions since the early days of the war. Fifth Air Force fighter-bombers rendered temporarily unserviceable the Samdong-ni rail complex, the choke point of the east-west and north-south rail lines in North Korea,. Night-flying B-26s seeded the area with delayed-action bombs to hamper repair efforts.

June 30: The first two aircrews of the 374th TCW completed their proficiency checks in the C-124 Globemaster.

July 1952

On the ground, the heaviest fighting took place in the eastern sector near the coast and near Hill 266 (Old Baldy) in the USA 2d Infantry Division sector as an enemy battalion attempted to seize it. It changed hands several times but remained under friendly control at the end of the month with U.S. troops inflicting heavy casualties upon the enemy.

Far East Air Forces experienced eleven days of "standdown" (no flying) weather, with marginal conditions existing on nine days. These conditions severely limited FEAF photographic reconnaissance capability, which affected target selection.

Bomber Command directed its B-29s against such targets as communications centers, manufacturing facilities, and supply depots. The B-29s were to attack sixty to eighty diversified targets per month, but lacking other

suitable air targets, planners directed many B-29s against North Korean rail marshaling yards, producing little in return.

To free sorties for other targets, Fifth Air Force B-26s and fighter-bombers abandoned most daily attacks on railroads, instead, hitting them just often enough to keep them unserviceable. The 502d Tactical Control Group set a new monthly record for the war when it controlled the dropping of 2,388 tons of bombs on front-line targets.

In a month of relatively low air-to-air combat, Fifth Air Force pilots destroyed sixteen MiGs at a cost of four Sabres. Fifth Air Force lost nine aircraft to ground fire, the lowest figure so far in 1952, in part because of the decrease in rail interdiction and a greater than usual number of "standdown" weather days.

B Flight, 6167th Operations Squadron, flew 142 leaflet and thirteen broadcast sorties, as well as seventy-nine flare-dropping and 69 clandestine sorties. The 3d ARS transported over 700 flood victims to safety. The newly activated 22d Crash Rescue Boat Squadron performed nine rescue missions, saving two lives.

July 3: General McCarty, 315th AD commander, flew the 374th TCW's first operational C-124 Globemaster from Japan to Korea. In thirteen sorties over enemy territory, C-47s dropped more than twenty-two million leaflets, over one-sixth of all dropped during the month.

July 4: Approximately fifty-three MiGs, some piloted by Soviets, attacked some fifty F-86s and seventy F-84s during a raid on the North Korean Military Academy at Sakchu near the Yalu. Fifth Air Force pilots downed thirteen MiG-15s at a cost of two Sabres. Although four MiGs succeeded in passing through the protective fighter screen, they failed to destroy any fighter-bombers. Bombing results were poor, however.

July 10: Beginning this date, over the next three weeks the 315th AD airlifted the 474 FBW from Misawa AB, Japan, to Kunsan AB, South Korea, the largest unit movement by air to date.

July 11: Far East Air Forces flew 1,329 sorties, the highest daily total for the month. In the first raid of Operation PRESSURE PUMP, nearly every operational air unit in the Far East attacked thirty targets in Pyongyang, in the largest single strike so far of the war. Attacking aircraft destroyed three targets, including the North Korean Ministry of Industry. Most others sustained heavy damage.

July 11/12: As part of Operation PRESSURE PUMP, B-29s flew seventy-one effective sorties, over fifty against the Pyongyang supply area.

July 13: Far East Air Forces initiated a new general warning leaflet drop program over enemy territory. The new leaflet identified specific towns and targets to be destroyed by air attacks.

July 15: Fifth Air Force fighter-bombers flew approximately 175 sorties against the Sungho-ri cement plant and a nearby locomotive repair facility.

July 20: Fifty-eight F-84Gs of the 31st FEW arrived in Japan, the first large-scale Pacific crossing of jet fighters using in-flight refueling.

July 30: Following extended heavy rains, helicopters of the 3d ARS carried approximately 650 flood-stranded U.S. military members and Koreans to safety. Flying over one hundred sorties, five large H-19s transported some 600 evacuees, while two H-5s carried the rest. In the I Corps sector, two H-5s flew over thirty sorties to rescue sixty flood-stranded Koreans and U.S. soldiers.

July 30/31: In one of the largest medium bomber raids against a single target, sixty B-29s destroyed a noteworthy ninety percent of the Oriental Light Metals Company facility, only four miles from the Yalu River. The B-29s achieved the unusually extensive destruction of the target in spite of encountering the largest nighttime counter-air effort to date by the enemy. The attacking bombers suffered no losses.

August 1952

Toward mid-month the enemy in reinforced-battalion strength attacked UN positions in several sectors. Hills in the 1 Marine Division and in the II ROK Corps sectors changed hands several times, but UN forces retained control while inflicting heavy losses on the enemy.

Far East Air Forces continued B-29 and fighter-bomber attacks against communist supply and production areas, although FEAF intelligence concluded that North Korea had no remaining strategic or economic targets suitable for strategic attack. The medium bombers struck Pyongyang on five nights in some of the most massive attacks of the war. B-26s flew more daytime interdiction than in previous months, mainly against enemy supply areas and airfields.

Fifth Air Force increased voice broadcast sorties, flying a total of thirty-seven, to encourage defections among enemy troops and civilians. It also flew 182 leaflet sorties with emphasis on warning civilians of impending attacks and impressing the North Koreans of their government's inability to prevent the bombings.

Following the loss of three B-26s in four nights, General Barcus ordered an operational standdown for the 3 BW. He concluded that light-bomber crews were not adept enough at low altitude night operations and directed that B-26s generally should not operate below 4,000 feet. Ten days later, following a change of command, introduction of new tactics, and intense training, the 3d BW returned to operational status and did not lose another aircraft to enemy action until December. The new tactics had fighter-bombers at last light to bomb highway intersections, then at first darkness B-26s dropped butterfly and delayed-action bombs on adjacent roads, and through the night individual light bombers searched the roads for stranded vehicles to attack. As a result the B-26s destroyed greater numbers of enemy vehicles.

The tempo of the air-to-air war increased as MiGs entered North Korean skies more frequently during daylight hours. Sabre pilots destroyed thirty-two MiG-15s while losing one F-86 in aerial combat. However, other causes resulted in the loss of five more F-86s and one F-84. Fifth Air Force lost fourteen additional aircraft to enemy ground fire.

August 6: Fifth Air Force pilots observed an estimated 250 MiGs, the largest daily total since April 1. In the major air-to-air battle of the month, thirty-four F-86s destroyed six of fifty-two MiG-15s. Far East Air Forces organized Detachment 3, 6004th Air Intelligence Service Squadron, to increase effectiveness of evasion and escape techniques by downed airmen. The detachment continued on-going experiments, such as "snatching" downed personnel by especially equipped C-47s. It also emphasized aircrew training in emergency procedures, the use of radios and survival equipment, and helicopter rescue procedures.

August 7-8: Capt. Clifford D. Jolley, USAF, 335th FIS, destroyed three additional MiGs in two days to become the eighteenth ace of the war.

August 8: Fifth Air Force fighters flew 285 close air support sorties, the highest daily total for the month. Indicative of FEAF's increased use of propaganda, at night B-26s flew three voice broadcast sorties totaling almost four hours over enemy-held positions near the east coast.

August 15: The 315th AD transported 300 medical evacuees, the highest daily total for the month.

August 19/20: FEAF aircraft dropped general warning leaflets over Pyongyang concerning the next night's attacks.

August 20/21: Thirty-eight B-29s bombed supply areas of the enemy's capital, the highest number of medium bomber sorties against a single target this month.

August 22-23: On successive nights, three C-47s flew sixty-minute voice broadcast sorties near the front lines, indicating a greater emphasis by UN Command on psychological war.

August 29: At the request of the U.S. Department of State, Far East Air Forces conducted against Pyongyang the largest air attack to date as a dramatic military action during a visit by China's premier, Chou En-lai, to the Soviet Union. The State Department hoped that the attack might lead the Soviets to urge the Chinese to accept an armistice rather than expend further communist resources in the war. FEAF aircraft, protected by USAF Sabres and RAAF Meteors, flew approximately 1,400 air-to-ground sorties. The thirty-one targets sustained moderate to severe damage, but Fifth Air Force lost three aircraft to ground fire.

August 31: The 31st FEW, stationed at Misawa AB, Japan, completed the last phase of the USAF air refueling test program, Operation HIGHTIDE, begun in June.

September 1952

The heaviest ground activity centered in the II ROK Corps sector with intense see-saw fighting but little change in the front lines. The enemy suffered high casualties, for example, losing in one four-day period an estimated eleven hundred soldiers.

Far East Air Forces directed most air attacks against enemy industrial remnants and troop concentration areas throughout North Korea. Many targets were in North Korea's border areas, which had been virtually untouched by FEAF attacks. For the first time, FEAF Bomber Command employed a few B-29s solely in an ECM role. The command flew its usual small number of close air support sorties at night. Light bombers continued day and night attacks primarily against enemy supply targets and vehicles. Fifth Air Force flew ninety-six flare-drop missions in the interdiction campaign.

In air-to-air combat, F-86s destroyed fifty-eight MiGs, the highest monthly total so far. Two Sabre pilots attained ace status, but Fifth Air Force lost nine Sabres and at least five F-84s. The 22d Crash Rescue Boat Squadron performed eight rescue missions, saving one life and recovering three bodies.

September 3/4: B-29s flew fifty-two effective sorties, the monthly high and all but two against the Chosin hydroelectric power plant complex.

September 4: Seventy-five fighter-bombers flew well north of the Chongchon River to attack targets, flushing out an estimated eighty-nine MiGs from their Manchurian bases. The thirty-nine Sabres screening the F-84s engaged the MiGs, destroying thirteen, to equal the one-day record set on July 4. Four F-86s fell to the MiG pilots. Maj. Frederick C. Blesse, USAF, 334th FIS, destroyed his fifth enemy aircraft to become an ace. An H-19 from the 3d ARS rescued a downed fighter pilot and two crewmen of a USN helicopter, which had lost power and crashed in the water while attempting to pick up the pilot.

September 5: In two daylight strikes, Far East Air Forces flew over two hundred sorties against an ore and processing plant located northeast of Sinanju, damaging or destroying approximately seventy buildings and repair shops.

September 9: Protected by F-86s, forty-five F-84s attacked the North Korean Military Academy at Sakchu. Of approximately sixty-four MiGs in the area, some penetrated the Sabre screen, shot down three ThunderJets, and

forced several flights to jettison their bombs. The F-86s suffered no losses during the aerial combat and destroyed five MiGs.

September 12/13: Twenty-five B-29s attacked the generator building at the giant Sui-ho power plant. Prior to and during the attack, USAF B-26s and USN aircraft dropped low-level fragmentation bombs to suppress enemy searchlights, rendering eight of approximately thirty unserviceable. At the same time, four B-29s orbiting to the east jammed enemy radar. Enemy fighters shot down one medium bomber and flak damaged several others, but the B-29s dropped their bombs on target, again rendering the plant unserviceable. Far East Air Forces concluded that searchlight suppression and ECM probably had saved the B-29s from greater losses.

September 15: To improve air-ground coordination and mutual understanding between the U.S. Air Force and the U.S. Army, General Barcus began sending groups of fifteen pilots at a time on three-day tours to the front lines.

September 16: Fifth Air Force flew 110 B-26 sorties, the high figure for the month, mostly night armed reconnaissance and interdiction. Using the recently-developed roadblock tactics, the light bombers damaged or destroyed over one hundred enemy vehicles.

September 19: In the first daylight medium bomber raid in eleven months, thirty-two B-29s with F-86 escorts attacked an enemy barracks and two supply areas southwest of Hamhung. An RB-45 preceded the B-29 formation, and an RB-29 orbited in the assembly area, providing weather information.

September 21: Sabre pilot Capt. Robinson Risner, USAF, 336th FIS, destroyed two MiG-15s to become an ace when the enemy responded to an attack on the Pukchong munitions plant by forty-one F-84s.

September 27: At night, three B-26s flew in the central sector loudspeaker sorties totaling three and one-half hours, an unusually high amount of broadcast time.

September 29: Fifth Air Force fighter-bombers flew against enemy bunkers and gun positions 207 close air support sorties, the highest figure this month and well above the daily average.

October 1952

Between October 6 and 15, Chinese ground forces attacked mainly in the western IX Corps area northwest of Chorwon in a vain attempt to improve their position before the onset of winter. In mid-month, Eighth Army launched Operation SHOWDOWN to seize critical high ground in eastern IX Corps northeast of Kumhwa, but it became a seesaw contest to retain dominating terrain. In conjunction with Operation SHOWDOWN, Naval Forces Far East conducted in the Kojo area of northeast Korea a live amphibious demonstration intended to lure enemy forces onto roads where they could be attacked. Also, Fifth Air Force and Bomber Command intensified air-attacks against troop concentrations, key communication centers, vehicles, and rail lines south and east of Pyongyang, while 315th and 403d Troop Carrier Wings concentrated C-46 and C-119 aircraft at Taegu AB for a paradrop exercise. Disappointingly, intelligence noted little enemy response; either the hoax did not deceive the enemy, or he could not respond to the threat.

Fighter-interceptors flew combat patrols over northwest Korea daily as weather permitted. Fighter-bombers struck enemy supply points and other lucrative targets, including bridges, gun positions, vehicles, repair shops and troop concentrations. Fifth Air Force concentrated on targets south of a line from Pyongyang to Wonsan and on close support to assist UN ground forces, especially in the IX Corps area. F-84 Fighter-bombers, usually escorted by F-86s, initiated first-light reconnaissance of the rail line between Huichon and Kanggye to catch locomotives before they could be hidden in tunnels. The fighter-bombers also attacked enemy rail bridges and rolling stock. Enemy fighter opposition during October was meager and non-aggressive.

FEAF Bomber Command B-29 medium bombers hit targets in North Korea, frequently returning to the same supply complexes. They bombed storage areas near Sopo-ri, Naewonson-ni, Haechong, Ponchongol, Yonpo and Chinnampo and a headquarters and training area on the Haeju Peninsula. The B-29s also flew close support missions under ground radar control.

Fifth Air Force B-26 light bombers gave particular attention to the enemy supply routes on Korea's east coast, where reconnaissance missions and reports from intelligence agents showed an increase of traffic. Working under ground radar control when weather prevented visual bombing, they also provided close support for UN ground forces.

Photo interpreters detected the utilization of prefabricated spans on two bridges. The enemy used them at night and removed and concealed them during the day. Reconnaissance could not determine if the Sui-ho hydroelectric plant was still operational but did find more anti-aircraft guns in the vicinity. Reconnaissance units gave particular attention to locating prisoner of war camps. The 67th TRW received the first of four B-26 aircraft modified with ECM equipment.

The 502d Tactical Control Group opened an air-direction center on Cho-do off North Korea's western coast. This facility gave UN fighter-interceptors ground-control intercept vectors of the same kind that the enemy had enjoyed for several months.

September 30/October 1: Including five ECM flak suppression aircraft, forty-eight B-29s from all three units-19th BG, 98th BW, and 307th BW-destroyed the last strategic-type target in Korea, the Namsan-ni Chemical Plant located 1,300 feet from the Yalu River and near the Sui-ho Dam. During the bombing, seven B-26s swept in at low altitudes to suppress eight of some forty searchlights.

October 4: Brig. Gen. William P. Fisher, USAF, succeeded Brig. Gen. Wiley D. Ganey, USAF, as Commander, FEAF Bomber Command (Provisional).

October 5: Fifth Air Force combined attacks with USN aircraft against barracks and supplies of the Chinese 67th Army at Loeyang.

October 7: Fifth Air Force fighter pilots and USN airmen attacked the CCF 26th Army at Yongpyongni.

October 8: In support of the amphibious hoax, ten B-29s of the 98th BW conducted a rare daylight visual bombing mission on the supply area at Kowon in eastern Korea in coordination with USN fighter-bomber attacks. Truce talks at Panmunjom recessed over the issue of forced repatriation of prisoners of war. The UN delegates proposed to allow enemy POWs to choose repatriation or not; the communist delegates insisted on the repatriation of all POWs at the end of the war.

October 9: Fighter-bombers attacked widely scattered communist communications centers from Huichon in North Korea south to the bomb line. Fifth Air Force aircraft inflicted heavy casualties on a communist regiment, delaying its commitment to the enemy attack underway.

October 12: An SA-16 pilot, 3d ARS, participated in two rescues within thirty minutes and over one hundred miles apart. After directing a helicopter pickup of a downed Sabrejet pilot, the SA-16 pilot landed in the Haeju harbor and, while overhead fighters suppressed ground fire from the shore, picked up from a dinghy a 69th FBS pilot who had parachuted from his burning F-84.

October 12-14: The 315th AD conducted paratroop-drop exercises with the USA187th Regimental Combat Team as part of the Kojo deception.

October 12/13: Twenty-six B-29s from all three medium bombardment units struck nine separate troop concentrations on Haeju Peninsula.

October 13: In preparation for the Kojo amphibious demonstration, FEAF and USN aircraft hit enemy positions around Kojo, and USN surface craft shelled the beach area. After a respite of almost a year, the enemy, using small fabric-covered biplanes, hassled Cho-do and the Seoul area with "Bedcheck Charlie" raids.

October 15: For the amphibious Kojo hoax, assault troops climbed down to assault landing craft, which made a pass at the shore then returned to the ship. In addition, thirty-two C-119s, 403d TCW, flew to Chorwon, let down to paradrop altitude of 800 feet, then returned to Taegu AB.

October 16: North Korea sent a strongly worded protest to Far East Command concerning the recess in armistice negotiations but continued to insist on total repatriation of Chinese and North Korean prisoners of war.

October 24: Fifth Air Force and Eighth Army completed a successful thirty-day test in IX Corps area of a new flak-suppression technique that allowed friendly artillery to continue firing while close support strikes were in progress.

October 25: Fifth Air Force B-26s and fighter-bombers attacked the Kungang Political School, starting fires and almost completely destroying the installation.

October 27: Fifth Air Force aviation engineers completed a heavy-duty runway for combat cargo operations at the Seoul Municipal Airport.

October 31: North Korea presented a new POW camp list.

November 1952

After mid-November the scale of ground actions declined as the enemy replenished supplies and reinforced troops. Fifth Air Force increased close support in IX Corps sector where enemy ground forces pressed attacks on ROK outposts.

On one hand, reconnaissance revealed little activity on North Korean airfields. On the other hand, FEAF intelligence found that the Chinese had stationed one hundred of the latest-model Soviet-built IL-28 light jet bombers in Manchuria, thus increasing the possibility of aerial attacks upon UN front lines, air bases in Korea, and installations in Japan.

Fifth Air Force units continued operational pressure on enemy rail systems, troop concentrations, supply areas, and headquarter areas. Destruction of two small hydroelectric facilities at Kongosan left virtually no hydroelectric facilities functioning in North Korea. Fifth Air Force rail interdiction sorties dropped some two hundred tons of bombs on the Sinuiju-Sinanju line with two heavy attacks on the Yongmi-dong bridge. Yet, the line remained serviceable to through traffic through November, except for three days. B-26 night intruder missions covered all main routes south from Pyongyang to Wonsan. The light bombers also made periodic patrols on the northern lines to catch nighttime enemy traffic. Occasionally, escorted by RAAF Meteors, they conducted daylight raids on supply targets and bridges. To counter the buildup of radar-guided enemy anti-aircraft guns, the 3d and 17th BWs relied on the tactical air direction post to direct daytime as well as nighttime and bad weather attacks.

Although hampered by bad weather, Fifth Air Force obtained good results against enemy supply routes, following an interdiction plan called "Choke." At last light, fighter-bombers attacked selected road bridges and

shortly after dark B-26s hit similar objectives. During the night other B-26s reconnoitered and bombed vehicles stalled behind the blown-out bridges.

Late in the month, Fifth Air Force began scheduling F-80 and F-84 fighter-bombers on night, armed reconnaissance missions, patrolling the highway and rail line from Sinanju through Pyongyang to Sariwan. Fifth Air Force also placed F-86 flights south of MiG Alley for ground-controlled interceptions of MiG-15s whose pilots had evaded the main Sabre screen and attempted to attack Sabre patrols returning south and low on fuel.

Bomber Command B-29 attacks focused on troop concentrations, communications and supply centers. Bomber Command normally hit two targets nightly, sending six B-29s to each. Bomb damage assessment photos indicated a one hundred percent increase in B-29 bombing effectiveness over October, resulting from improvements in shoran target location by the 1st Shoran Beacon Squadron, a Tactical Air Command unit attached to Far East Air Forces. But, increased numbers of enemy radar directed antiaircraft guns cost FEAF Bomber Command one B-29 in November and led the command to compress bomber streams, reducing the time each B-29 was exposed to enemy air defenses, and to increase effectiveness of electronic countermeasures. In addition, to counter growing numbers of enemy night interceptors, the 319th FIS began to use the F-94B Starfighters to escort B-29s on bombing missions as well as to maintain screens between the Yalu and Chongchon rivers. U.S. Navy and later U.S. Marine F3D Skynights supplemented the Starfighters in protecting the medium bombers.

315th Air Division replaced its C-54s with C-124s for scheduled flights between Japan and Korea flights, limiting cargo and personnel transport to airfields suitable for C-124 traffic.

November 1: Fifth Air Force fighter-bombers attacked three railroad bridges at Yongmi-dong. The 61st TCG began to phase its C-54s out of the airlift in preparation for its return to the United States.

November 4: Dwight D. Eisenhower, having campaigned on a promise to seek an end to the Korean War, was elected President of the United States. FEAF photographic surveillance showed the three railroad bridges at Yongmi-dong again in serviceable condition and two by-pass bridges nearing completion.

November 5: Typhoon conditions on Okinawa forced cancellation of all scheduled B-29 missions.

November 6: On a return attack against the Yongmi-dong railroad bridges, one-hundred fighter-bombers found that the enemy had moved in antiaircraft artillery and begun to build a fifth bypass bridge.

November 10: The 315th AD air evacuated the 250,000th patient from Korea to Japan.

November 12/13: Six B-29s of the 98 BW knocked four spans out of Pyongyang's restored railway bridges.

November 13/14: Five B-29s from the 307th BW in an experimental attack used incendiary clusters against the Sopo supply area but obtained poor results.

November 15: In the first fatal accident of 315th AD's airlift of rest and recreation passengers, a 403d TCW C-119, returning forty travelers to Korea, crashed in Japan, killing all on board.

November 16: USMC aircraft attached to Fifth Air Force attacked hydroelectric facilities at Kongosan.

November 17: USAF fighter-bombers attacked hydroelectric facilities at Kongosan. Col. Royal N. Baker, USAF, Commander, 4th FIG, flying in MiG Alley with the 335 FIS, scored his fifth MiG kill.

November 18: When USN Task Force 77 attacked the North Korean border town of Hoeryong in the far northeast, unmarked but obviously Russian MiG-15s flying from Vladivostok attempted to attack the fleet. Carrier-based F9F aircraft engaged several MiGs and downed one of them. In MiG Alley, 334th FIS pilot Capt. Leonard W. Lilley scored his fifth MiG kill.

November 18/19: Six B-29s from the 98th BW attacked the Sonchon supply center, thirty-five miles from the Manchurian border. On this night, weather in the target area was clear, and enemy interceptors used new tactics to shot down one B-29. The enemy dropped flares so that searchlights could lock on the bomber, and four fighter passes riddled it, forcing its crew to abandon ship over Cho-do.

November 19: The 49th and 58th Fighter-Bomber Wings, in two separate strikes totaling 179 aircraft, attacked a troop and supply concentration at Kanggye. An Eighth Army-Fifth Air Force indoctrination team completed a tour begun in late October to brief key Eighth Army officers on the nature and functioning of the air-ground system.

November 22: The 8th FBW lost two F-80s to ground fire during close support missions in IX Corps. One of the pilots, Maj. Charles J. Loring, Jr., USAF, leading a flight of four F-80s, was hit near Sniper Ridge by enemy ground fire. He deliberately crashed his aircraft into the midst of enemy gun emplacements, destroying them completely. Major Loring was posthumously awarded the Medal of Honor. In MiG Alley, 16th FIS pilot 1st Lt. Cecil G. Foster, USAF, scored his fifth MiG kill to add his name to the list of aces.

November 28/29: All three medium bomber units at forty-five-minute intervals hit at Sinuiju and Uiju targets defended by approximately 116 heavy guns, ninety-four of which were radar-controlled, and forty searchlights as well as enemy interceptors. Preceding the attacks, five B-26s flew flak suppression missions. Fourteen B-29s bombed Sinuiju Airfield, six struck the Sinuiju locomotive repair facilities, ten hit the Uiju Airfield, and four attacked the Uiju communications center. In spite of clear weather, using ECM equipment and chaff, the B-29s escaped losses in a generally successful mission.

December 1952

Ground fighting slowed to a near halt during December. UN Command implemented across the entire Eighth Army front the new flak-suppression technique tested in October. It allowed friendly artillery to continue flak suppression while fighter-bombers prosecuted their frontline attacks, thus reducing Fifth Air Force losses to enemy antiaircraft fire. In Geneva, the League of Red Cross Societies recommended that the combatants exchange sick and wounded prisoners of war in Korea before a ceasefire.

Although finding lucrative targets was a major problem, Bomber Command attacked forty-eight. Some were repeat attacks on bridges and marshalling yards, but most were against supply areas and communications centers. To counter increasingly effective searchlight illumination, Bomber Command camouflaged all B-29s with black gloss lacquer on their undersides; however, aircraft contrails tended to nullify any advantage of the black paint.

Since the Chinese were augmenting their ground forces and increasing supply traffic in North Korea, communist troop concentrations, supplies, and equipment became main objectives of UN air attack. Fifth Air Force fighter-bombers focused on known military headquarters, troop concentrations, and supply areas. B-26 light bombers, usually escorted by RAAF Meteors, attacked many of the same targets. The fighter-bombers struck rail lines in northwest North Korea leading from Manchuria and the Pyongyang-Sariwon line. They made roadblocks at Inchon, Chaeryong, and below Pyongyang. In combined attacks, fighter-bombers made road cuts at dusk, light bombers attacked vehicle concentrations during the night, and fighter-bomber sweeps at dawn sought out vehicles not under cover. Fifth Air Force claimed destruction of 2,321 vehicles during December, although it devoted about half of its effort to close support of the UN ground forces. In early December, Eighth

Army shortened the distance between UN outposts and the bomblines to allow expeditious aerial attacks without a tactical air-control party and with no endangerment of UN ground forces.

RB-26s of the 12th Tactical Reconnaissance Squadron and B-26s from the two light bomber wings began to cooperate against enemy rail traffic in a project called SPOTLIGHT. The RB-26 located trains, called in the light bomber, and then illuminated the target with flares while the B-26 aircraft attacked. The RB-26s also provided successful bomb-damage assessment film, which led the 3d BW to modify several B-26s to carry cameras to assess nighttime low-level attacks. During the month, the wing lost three B-26s to hostile flak; thereafter the tactical air direction post vectored the B-26s onto their bomb runs at the minimum distance possible from the bomb release point.

The 315th AD airlifted the 18th FBW headquarters from Chinhae to Osan-ni AB and its attached 2d SAAF Squadron from Hoengsong Airfield to Osan-ni, the largest airlift of an USAF unit up to this time. Early in the month the newer C-124 Globemasters assigned to the 22d TCS developed leaks in their gasoline tanks, and by the end of the month all were grounded.

The 67th TRW received its fourth scheduled ECM-modified B-26. The only one yet operational flew ECM missions along with six aircraft of the wing's attached U.S. Marine squadron, revealing an improved enemy electronic capability.

Eighteen months following activation in the United States and six months after its movement to the Philippines, the 581st Air Resupply and Communications Wing (ARCW), the first USAF organization at this echelon with a special operations mission, began operations in Korea. The wing's mission included waging propaganda warfare by leaflet drops, radio broadcasts, conveying personnel and equipment behind enemy lines, supplying resistance movements, and evacuating special operations personnel. Its responsibilities included complete support (equipping, training, transporting, and housing) of guerrilla personnel. Its first recorded operations involved a flight of four H-19 helicopters that belonged to the 581st ARCW and deployed to South Korea. This helicopter detachment flew covert and clandestine intelligence missions from Seoul, including the insertion of South Korean agents behind enemy lines.

December 2-5: President-elect Eisenhower toured the front in Korea and met with South Korean President Syngman Rhee.

December 2-7: Bomber Command increased from one to three the number of B-29s allocated for radar-directed bombing in front of IX Corps during the battle for Sniper Ridge north of Kumhwa.

December 3: F-86 pilots engaged enemy swept-wing jets in strength in the Pyongyang area for the first time since August 9.

December 5: Shortly after 2100, enemy aircraft dropped three bombs on Cho-do, causing no damage in the fifth reported attack on this installation.

December 6: New flak suppression technique across the Eighth Army front became effective for close support sorties.

December 11: A fully loaded B-26 of the 3d BW caught fire at Kunsan Airfield and exploded. The accident soon destroyed three other B-26s and caused major damage to six F-84s of the co-located 474th FBW.

December 17: Two F-86 Sabre pilots claimed the first sighting of the enemy's IL-28 twin-jet bombers, one having crossed the Yalu River a few miles south of the Sui-ho Reservoir, escorted by two MiG-15s, while the other remained over Manchuria.

December 19: Photo reconnaissance of the Pyongyang main airfield revealed the presence of three aircraft, the first observed there since October 1951.

December 21: The 366th Engineering Aviation Battalion completed a new landing strip at Pusan-East.

December 22: A SA-16 crew landed in an inlet near Haeju, a North Korean port just north of the 38th parallel on the Yellow Sea, and rescued a downed HMS Glory Seafury pilot in his dinghy. The only fatal aeromedical evacuation accident of the war occurred when a Royal Hellenic Air Force C-47 transporting patients collided with an F-80 jet fighter-bomber at Suwon AB, South Korea.

December 27-31: The 581st ARCW flight of four H-19 helicopters at Seoul flew several experimental agent insertion sorties into enemy territory for covert and clandestine intelligence activities.

December 28: A SA-16 crew of the 3d ARS picked up a downed pilot in the Yellow Sea north of Cho-do. He was in the water less than three minutes.

December 29/30: Eleven B-29s of the 307th BW attacked the Teagam-ni headquarters area destroying 146 buildings.

December 30: As a part of Project SPOTLIGHT, an RB-26 located five locomotives in one marshaling yard, and two B-26 light bombers destroyed four and damaged the fifth.

December 30/31: 19 BG bombed the Choak-tong ore processing plant near the Yalu. Aided by a full moon and a signaling aircraft, enemy interceptors downed one B-29 and damaged two others so badly that they were forced to land at Suwon AB.

1953

January 1953

Other than a few patrol clashes, little ground fighting occurred during the month. Eighth Army and Fifth Air Force experimented with joint air-ground support tactics, and 8 FBW got good results using a pathfinder to lead its twenty-four aircraft close support strikes. The wing recommended the use of pathfinder aircraft in all large close-air support strikes.

Fifth Air Force interdiction continued the second week of the month with six days of intense activity against the Sinanju area. Fighter-bombers flew 1,166 sorties, 453 against bridge targets and 713 in flak suppression. Fifth Air Force aircraft also struck bridges, rail lines, highways, repair installations, and gun positions in the Sinanju-Yongmi-dong vicinity to deny the enemy the use of this important transportation hub. Light bombers and fighters flew nightly to prevent repair of facilities knocked out by the daylight raids. Fighter-bombers also attacked supply dumps in the Sariwon and Sinmak areas and struck troop concentrations in the central sector of Korea. Fifth Air Force gave special attention to the railroad line between Pyongyang and Sariwon and the branch lines from Sariwon to Chongyon and Haeju. B-26 light bombers made some daylight attacks on supply targets and troop billeting areas but mostly focused on night strikes against rail and highway bridges, particularly in the Haeju-Sariwon area and on the lines north of Wonsan. They also hit vehicles between Pyongyang and Wonsan and on routes south to the bomblines. Locomotive hunters claimed thirty-three locomotives destroyed by Project SPOTLIGHT tactics. C-46s and C-47s flare aircraft assigned to the 6167th

ABG frequently found and "lit" targets for the light bombers. Thus, Fifth Air Force took advantage of an increase in vehicular traffic, claiming 2,582 enemy vehicles destroyed in January. In spite of the magnitude of the flak suppression effort, enemy ground defenses shot down seven fighter-bombers and inflicted major damage on twelve others. Fighter-interceptor pilots sighted over North Korea a record for the last year of the war of 2,621 MiG-15s, engaged 333 of those sighted, and destroyed thirty-two.

Darkness no longer afforded B-29s protection to attack targets in North Korea; enemy night interceptors shot down four B-29s in January. The enemy used ground radar to guide interceptors to the medium bombers; moonlight, contrails, searchlights, and flares for visual identification; and controller aircraft for coordination of fighter passes. In response, the B-29s flew a compressed bomber stream and used chaff and electronic jamming to break off radar-controlled searchlights. Also, Bomber Command asked the escorting fighter-interceptors to fly overhead cover for the B-29s in the target area. The 581st ARCW detached four B-29s and aircrews to the 91st SRS to drop leaflets over North Korea.

January 4: Fifth Air Force mounted a 124-plane strike against the Huichon supply center.

January 4/5: Twelve B-29s of the 307th BW bombed the Huichon supply areas and railroad bridge.

January 9/10: Seventeen B-29s kicked off an air campaign against the Sinanju communications complex by bombing rail bridges at Yongmi-dong, antiaircraft gun positions near Sinanju, and two marshalling yards at Yongmi-dong and Maejung-dong.

January 10: Fighter-bombers followed up the B-29 night attacks with a daylight 158-aircraft raid against bridges, rail lines, and gun positions.

January 10/11: 307th BW B-29s bombed Sonchon and Anju marshalling yards. Enemy searchlights illuminated a B-29 apparently betrayed by its contrails, and fighters shot it down.

January 11: Battle damage assessment indicated that all rail lines in the Yongmi-dong area were unserviceable.

January 12-15: After missing a day because of weather, fighter-bombers continued around-the-clock attacks in the Sinanju area.

January 13: Some twelve enemy fighters shot down a B-29 on a psychological warfare, leaflet-drop mission over North Korea. The crew included Col. John K. Arnold, Jr., USAF, Commander, 581st ARCW.

January 13/14: 307th BW and 19th BG attacked Sinanju and Kunu-ri marshaling yards.

January 14: Following up on the B-29 attacks the night before, fighter-bombers struck gun positions, railroads and bridges in the Sinanju area.

January 15: Aerial photographs revealed a new camouflaged yard at the Sui-ho hydroelectric dam and two of the four generators working.

January 17/18: The 98th BW attacked the Pyongyang radio installation, which was forty-two feet underground and only a thousand feet from a possible POW camp. The eleven B-29s scored eight to ten hits with 2,000-pound general-purpose bombs, but these did not penetrate deeply enough to destroy the radio station.

January 22: The 18th FBW withdrew its remaining F-51 Mustangs from combat and prepared to transition to Sabres, thus ending the use of USAF single engine, propeller-driven aircraft in offensive combat in the Korean

War. Peking radio announced the capture of Colonel Arnold and his surviving crewmembers, three having perished when the B-29 went down on January 13. The communists did not release Colonel Arnold until 1956.

January 24: Two pilots of the 51st FIW, Captains Dolphin D. Overton III, USAF, 16th FIS, and Harold E. Fischer, Jr., USAF, 39th FIS, achieved ace status. In addition, Captain Overton set a record for becoming a jet ace in the shortest time of four days.

January 25: Beginning this day, UN Command limited immunity for only one communist convey each way per week between Pyongyang and the Panmunjom area. The enemy could no longer use the armistice negotiations as a pretense for sending supplies and reinforcements unthreatened by UN air power to the front lines.

January 28: In a break from interdiction of enemy transportation targets, fighter-bombers attacked a troop concentration near Pyongyang.

January 28/29: A 19th BG B-29 exploded over the target southwest of Sariwon. Enemy fighters apparently silhouetted the B-29 against a full moon and shot it down. This was the fourth B-29 loss since December but the last of the war. USMC Skynight aircraft escorting B-29s used new tactics to down an enemy night interceptor, the first enemy jet destroyed at night by a radar-equipped jet fighter.

January 29: Fighter-bombers followed up the previous day's attack near Pyongyang.

January 29/30: Enemy fighters badly damaged another B-29 in the same circumstances as the previous night. Skynights once again shot down an enemy night fighter. A 319th FIS F-94 tracked by radar and destroyed a LA-9 aircraft late on the night of the 30th. This marked the first Starfire kill in Korea.

January 30: A 4th FIW F-86 pilot intercepted and shot down a Russian-built TU-2 twin-engine bomber over the Yellow Sea, northeast of Pyongyang, the first reported destruction of this type aircraft since November 30, 1951.

January 30/31: Approximately ten enemy fighters so badly damaged a 307th BW B-29 that it barely made an emergency landing in South Korea.

February 1953

Ground activity along the front continued at a slow pace, characterized by patrol engagements and minor enemy probes. Intelligence revealed the enemy had built twelve new by-pass rail bridges. Fifth Air Force reconnaissance in the area immediately behind the enemy's front lines to some twenty miles to the rear gave very little evidence that the enemy was preparing to attack but did spot an influx of vehicles to replace those destroyed during weeks of FEAF attacks. Enemy antiaircraft weapons decreased to the lowest total since the end of 1951, but radar-controlled guns made up a greater proportion than ever.

MiGs frequently penetrated south of Chongchon then immediately withdrew when interceptors rose to meet them. They were possibly probing UN radar defenses and testing the scramble time of the Sabres. At a cost of two F-86s lost in air combat, the Sabre wings destroyed twenty-five MiG-15s.

Fifth Air Force and FEAF Bomber Command kept most North Korean airfields out of service. Most fighter-bomber interdiction strikes went against the enemy's transportation network, and Fifth Air Force claimed 2,850 vehicles destroyed in February. When transportation interdiction work was light, Fifth Air Force aircraft attacked hostile concentrations of troops and supplies.

Light bomber attacks against locomotives traveling at night continued in Operation SPOTLIGHT, which maintained locomotive kills at the same high level as in January. Likewise, similar roadblock tactics continued with flare support provided by the 6167th ABG during the dark phases of the moon.

Bomber Command scheduled B-29 attacks as irregularly as possible and planned missions against heavily defended targets during the dark of the moon. The B-29 aircrews varied altitudes, avoided contrail-forming altitudes, and employed electronic countermeasures with great success against hostile gun-laying and searchlight-director radar. The compressed bomber stream provided mutual protection for the bombers by much greater concentration of chaff and electronic jamming power in the critical target area.

Far East Air Forces gave top priority to C-124 fuel cell modifications, and the 22d TCS Globemasters, which had been grounded since the end of December, returned to duty. The 19th and 307th Bomb Wings provided personnel for a detachment at Itazuke AB, Japan, to provide an emergency facility for B-29s unable to return to their home base at Yokota, Japan, or Kadena, Okinawa, after a combat mission.

February 2: Ninety-six Fifth Air Force fighter-bombers struck a troop billeting area located six miles south of Kyomipo, destroying 107 buildings.

February 9: At Kyomipo, Fifth Air Force fighter- and light bombers left in smoldering ruins the former steel mill being used as a munitions factory and locomotive repair shop.

February 15: In the strike of the month, twenty-two F-84 ThunderJets of the 474th FBW struck the Sui-ho hydroelectric power plant. With no losses, eighty-two escorting F-86 Sabres drew off thirty MiGs while the ThunderJets dropped their one thousand-pound bombs. The attack halted power production at Sui-ho for several months.

February 15/16: Radio Pyongyang went off the air when B-29s attacked the nearby Pingjang-ni communications center, damaging power lines.

February 16: 1st Lt. Joseph M. McConnell, Jr., USAF, 39th FIS, achieved ace status. The 1st Marine Air Wing led a 178-aircraft formation including Fifth Air Force fighter-bombers in an attack against troop billeting and supply storage in the Haeju to Sariwon region of western North Korea. The 45th TRS transferred all its remaining RF-51s to Japan, leaving it an all-jet RF-80 unit.

February 18: In one of the highlights of the air-to-air war, four F-86s attacked a formation of forty-eight MiG-15s just south of the Sui-ho Reservoir, shooting down two enemy aircraft. Two other MiGs, attempting to follow an F-86 through evasive maneuvers, went into uncontrollable spins and crashed. In this battle, Capt. Manuel J. Fernandez, Jr., USAF, 334th FIS, achieved ace status, downing his fifth and sixth MiGs.

February 18-19: In one of the largest all-jet fighter-bomber strikes of the war, 511 aircraft placed high explosive bombs on a tank and infantry school at Kangso, southwest of Pyongyang, destroying 243 buildings.

February 22: In a letter to Kim Il Sung, Premier, Democratic Peoples' Republic of Korea, and General Paeng Te-huai, CCF commander in Korea, the UN Command stated its readiness to repatriate immediately seriously ill and wounded POWs who were fit to travel and asked whether the North Korean and Chinese leaders were prepared to do the same.

February 26: Fifth Air Force instituted routine armed daylight reconnaissance over northwestern Korea in response to the enemy's vehicle movements.

February 28: 3d ARG received two new and larger H-19 helicopters. MATS C-124s had flown the dismantled helicopters directly from the factory in the United States to Japan, where they were assembled and test-flown before being ferried to Korea.

March 1953

Korea's frozen diplomatic front began to thaw in late March when communist negotiators expressed a willingness to exchange sick and wounded prisoners of war and to discuss placing prisoners of war who did not wish repatriation in the temporary custody of a neutral nation.

The stalemated ground situation continued through March, although during the first half of the month the enemy attacked in company strength in several areas, particularly along the central front in the Kumhwa and Kumsong regions. Later, the communists sometimes attacked in regimental strength in the central and western sectors. Intelligence found growing enemy military strength with from one to three Chinese divisions en route or entering the peninsula. The buildup indicated a possible enemy offensive to seize as much territory as possible before an armistice.

Accordingly, UN air strategy aimed at destroying targets to curtail the flow of enemy supplies to front-line units and to apply pressure to end hostilities. Far East Air Forces devised Operation SPRING THAW, a brief, intense interdiction campaign to cut off front line infantry from distant depots, forcing enemy consumption of stockpiled supplies. For maximum effectiveness, Far East Air Forces targeted medium bombers against bridges to create choke points and fighter-bombers against roads leading to the bridges to destroy backed up traffic. Bad weather reduced the effectiveness of SPRING THAW, but the campaign did slow arrival of supplies by forcing enemy vehicular traffic onto boggy secondary roads and makeshift bridges.

While supporting SPRING THAW, B-29s also penetrated deep into North Korea. Bomber Command meant to conduct raids in MiG Alley for the duration of the war in spite of improved enemy air capabilities, including more jet light bombers, more early warning and ground control intercept units, and a new ground control approach system.

By March Fifth Air Force had equipped four squadrons with new F-86F interceptors. With higher thrust engines and solid leading edge wings the F-86F differed from earlier versions and matched the MiG-15 in performance. Confident in F-86F capabilities and highly trained pilots, Fifth Air Force aggressively sought to engage and destroy enemy fighters, reasoning that heavy losses of the expensive MiG would encourage the enemy to end the war.

The communist pilots, for their part, cooperated by spending more time in Korean airspace. During March, UN pilots sighted 2,032 MiGs in the air—an increase of twenty-nine percent over February. Late in March, the MiG pilots aggressively sought aerial combat, but being far less proficient than their opponents they suffered heavy losses. UN pilots downed thirty-four MiGs while losing two in aerial melees, maintaining the very high kill ratio of 16.6:1 that had prevailed since January.

March 5: Good weather permitted Fifth Air Force to complete 700 sorties. Sixteen F-84 ThunderJets attacked in northeastern Korea an industrial area at Chongjin, just sixty-three miles from the Siberian border, destroying buildings and two rail and two road bridges, damaging seven rail cars, and inflicting several rail and road cuts. Fighter-bombers flying ground support missions reported damage or destruction to fifty-six bunkers and gun positions, fourteen personnel shelters, and ten supply stacks.

March 5/6: Seventeen 98th BG B-29s attacked a supply area deep in North Korea at Onjong. Two 19th BG medium bombers flew close support missions opposite the IX and X U.S. Corps. Two other B-29s employed shoran to attack on the east coast the Naewan-ni marshaling yard.

March 9: Responding to press reports that U.S. pilots routinely pursued communist jets across the Manchurian border, Commander in Chief Far East asserted that UN pilots broke off engagements at the Yalu River boundary, enabling many damaged MiGs to escape, although some border violations might have occurred in the heat of combat. Informing the U.S. Joint Chiefs of Staff that air operations in Korea were conducted strictly within limitations established by appropriate authority, he also directed Far East Air Forces to comply with directives concerning violation of the Manchurian border.

March 13/14: On a deep penetration raid, twelve 307th BW B-29s struck a cantonment area near the Choak-tong ore processing plant near the Yalu River.

March 14: To provoke aerial engagements with communist fighters, Fifth Air Force combat crews dropped leaflets asking " Where is the Communist Air Force?" over each ground concentration they attacked.

March 17/18: Serving notice that medium bombers would continue striking in MiG Alley, the 307th BW and 19th BG raided the Punghwa-dong troop concentration area just three miles south of the communist fighter base at Sinuiju. The bombers sustained very minor flak damage.

March 21: North Korean truce negotiators expressed their willingness to observe the provisions of the Geneva Convention and exchange sick and wounded prisoners of war. At the same time they hinted that the exchange might lead to a resolution of other issues hindering an armistice.

March 21/22: Operation SPRING THAW began when eighteen 19th BG medium bombers knocked spans out of two principal bridges at Yongmi-dong and rendered the third unserviceable.

March 22/23: Eight 19th BG B-29s continued the attack on Yongmi-dong bridges. The raiders observed that the enemy had repaired one of the bridges damaged the night before. Despite reports of backed up traffic on the approaches to the bridges, FEAF Bomber Command suspended further raids, suspecting that bombers returning for a third time might sustain heavy losses.

26

March: UN pilots sighted 289 MiGs, the highest number observed since April 1, 1952.

March 27: MiG-15s equipped with external fuel tanks jumped two RF-80s and two RAAF Meteors between Sariwon and Sinmak, only thirty-eight miles north of the front lines. This was one of several MiG forays close to front line positions, seemingly in response to UN leaflet drops goading the enemy air forces to come out and fight. Assigned to the 18th Fighter-Bomber Wing (FBW), Maj. James P. Hagerstrom destroyed his fifth MiG to become the twenty-eighth Korean War jet air ace.

March 28: Col. James K. Johnson, 4th FIW, downed his fifth MiG to achieve ace status.

March 29: Lt. Col. George L. Jones, 4th FIW, became the thirtieth jet ace.

March 30: Chou En-Lai, Foreign Minister, Peoples' Republic of China, suggested that POWs not desiring repatriation might be placed in the temporary custody of a neutral nation until negotiations determined their final status. Prior to this proposal the communists had insisted on the repatriation of all POWs. Their new flexibility on this issue provided an opportunity to resume truce negotiations.

April 1953

In Panmunjon, communist and UN representatives negotiated details of POW repatriation. In Operation LITTLE SWITCH the adversaries exchanged seriously wounded and ill prisoners-6,670 Chinese and North Koreans for 471 South Koreans, 149 Americans, and sixty-four other UN personnel.

With the spring thaw, ground activity tapered off to small-scale probes and raids. Bomber Command B-29s and Fifth Air Force fighter-bombers coordinated attacks on railroad complexes to disrupt the flow of supplies from Manchuria to enemy forward areas. Later in April troop concentrations and supply areas became primary targets. MiG-15 activity remained sporadic, and UN pilots sighted only 1,622 MiGs. On the other hand, the enemy deployed between four and five hundred fighters, an abnormally large number, to two Chinese airfields near the Yalu River, within easy sight of UN counter-air patrols. FEAF intelligence officers interpreted their presence as an intentional display of defensive strength. Far East Air Forces initiated Project MOOLA in an attempt to acquire the latest communist jet aircraft. Anyone who delivered a MiG or other jet aircraft to UN forces in Korea would receive political asylum, resettlement in a non-communist country, anonymity, and \$50,000. An additional \$50,000 would go to the first person to take advantage of the offer. In September 1953, after the cease-fire, a North Korean MiG-15 pilot defected, flying his aircraft safely to Kimpo AB, South Korea.

April 1: One 307th BW B-29, unable to attack its primary target, visually bombed a truck convoy, reporting excellent results in an attack believed to be the first of its type since Bomber Command began operations in North Korea.

April 6/7, 7/8, 11/12: At night Bomber Command B-29s raided the three serviceable railroad bridges spanning the Chongchon River at Sinanju. The following mornings, fighter-bombers struck traffic backed up on the approaches to the damaged bridges.

April 12: An H-19 helicopter assigned to the 581st ARCW hoisted Capt. Joseph C. McConnell, Jr., F-86 pilot with eight victory credits to date, from the Yellow Sea, after he had ejected from his battle-damaged aircraft.

April 13: An 8th FBW pilot flew an F-86F model Sabre on its first air-to-ground combat mission.

April 15: The communists completed approximately seventy-five miles of railroad linking Kusong with Kunuri and Sinpyong-ni. Built in less than seventy days, the new line bypassed numerous bottlenecks created by USAF bombing of the Chongju, Sinanju, and Sunchon railroad complexes.

April 20-3 May: During Operation LITTLE SWITCH, communist and UN forces exchanged sick and injured prisoners.

April 26: Suspended for six months, armistice negotiations between communist and UN forces reconvened.

April 26/27: A B-29 medium bomber dropped leaflets over North Korea to kick off Project MOOLA, the FEAF effort to obtain an operational MiG-15.

May 1953

The front lines were relatively quiet until the last week in May. Then the enemy launched a major ground offensive against UN positions on ridges dominating the U.S. I Corps sector approximately ten miles northeast of Panmunjom.

On the diplomatic front, armistice negotiations faltered over disagreements regarding the repatriation of prisoners of war. The communists wanted North and South Korean prisoners unwilling to return to their homelands detained indefinitely, in effect, punishing them for their decision. The UN Command wanted to release all prisoners to civilian status on the day the armistice became effective.

The stalled truce negotiations had a direct effect on the air war. Faced with the prospects of a protracted war, General Clark decided to attack previously untouched sensitive targets, including dams critical to North Korea's rice production. From the diplomatic perspective, the raids would demonstrate that continuance of the war would incur greater political and economic costs. The attacks on the irrigation dams, previously spared from destruction for political and humanitarian reasons, also had a psychological impact, since Asian populations associated the "empty rice bowl" with starvation. Militarily, destruction of the irrigation dams would disrupt communist preparations for a ground offensive by flooding out rail and road networks.

FEAF Bomber Command struck mostly supply storage and troop concentrations. The most important target was the Kuwonga Dam, which B-29s hit twice. Fifth Air Force light bombers switched from night armed reconnaissance to close support missions as enemy ground activity increased. Fighter-bombers launched heavy attacks on supply and troop concentration areas. The single engine jets also made deep penetrations to keep North Korean airfields unserviceable and to strike reservoirs and hydroelectric dams.

In the most intense air-to-air combat since September 1952, UN pilots sighted 1,507 MiGs, engaged 537, destroyed fifty-five, and damaged twenty-four. Enemy pilots seemed even less experienced than previously, sometimes bailing out when engaged by UN aircraft even before their aircraft sustained hits. On other occasions their inept maneuvers destroyed their own aircraft. Also during May, H-19 helicopter pilots flying search and rescue missions rescued ten airmen, six of them between May 16 and 18.

May 1: To help the North Koreans celebrate May Day, Fifth Air Force fighter-bombers struck Radio Pyongyang. Screened by the 4th and 51st FIWs, the 8th and 18th FBWs briefly headed toward the Yalu River then abruptly swooped down on North Korea's capital to bomb the broadcasting facility and its power supply. Monitoring the battle from the air, General Barcus promised that his aircraft would return every time the communists broadcast "filthy lies" about Fifth Air Force.

May 10: Flying through intense flak Col. Victor E. Warford, USAF, Commander, 58th FBW, led eight ThunderJets to attack the hydroelectric generating facilities at Sui-ho near the Yalu River.

May 10/11: Thirty-nine Superfortresses raided the 375-acre Yangsi troop concentration area twelve miles southeast of Sinuiju City, achieving sixty-three percent destruction of one of the last large lucrative targets remaining in North Korea.

May 13: ThunderJets of the 58th FBW in the first attack against previously excluded irrigation dams, bombed the Toksan Dam holding the Potong River's water twenty miles north of Pyongyang. Floodwaters swirling from the breached dam washed out six miles of embankment and five bridges, destroyed two miles of the major north-south highway, rendered Sunan Airfield inoperable, and ruined five square miles of prime rice crop.

May 14: Communist and UN truce negotiators recessed indefinitely over differences concerning POWs who refused repatriation.

May 16: Ninety 58th FBW sorties breached the Chasan irrigation dam. Surging waters washed away three railroad bridges and destroyed rice ripening in surrounding fields.

May 18: An H-19 helicopter rescued two members of a B-26 crew twenty miles inside enemy territory by using tactics presaging those of later conflicts. The helicopter scrambled from its base and flew to a small island off the Haeju Peninsula to await fighters to clear the path to the downed airmen. Penetrating enemy territory at 5,000 feet, the helicopter followed the fighter pilots' directions until it located the survivors who were signaling with a mirror. After the survivors set off a flare to indicate wind direction, the helicopter landed and rescued them, staying on the ground for approximately thirty seconds.

Lt. Col. George I. Ruddell, Commander, 39th Fighter Squadron, became the thirty-first jet ace. Another squadron member, Captain McConnell, downed three more MiG-15s to become the first triple jet ace and, with sixteen victories, the highest scoring ace of the Korean War.

May 18/19: Eighteen Superfortresses returned to complete the destruction of the Yangsi troop concentration area.

May 19/20: A formation of 19th BG B-29s attacked a large supply complex at Unsan-dong, destroying 140 buildings. Located eight miles west of Sinanju, the complex probably sheltered coast defense forces and was a bivouac area for troops moving south.

May 21/22: Using shoran to aim the bombs, B-29s scored seven direct hits on the Kuwonga dam but failed to burst it, because the North Koreans had lowered the water level by twelve feet, significantly reducing the pressure on the dam.

May 25: The UN Armistice delegation vainly attempted a compromise with the communists, proposing that non-repatriate prisoners of war remain in neutral custody for up to 120 days after the armistice until their governments could confirm their attitude toward repatriation.

May 27: Aerial reconnaissance discovered communist preparations for a major ground offensive.

May 28/29: The B-29s returned to the Kuwonga Dam, scoring five direct hits with 2,000-pound bombs. Although the dam did not burst, the North Koreans had to finish draining the reservoir to accomplish repairs, thus exhausting the supply of water available for irrigation.

May 28: The communists launched a series of company to regimental sized attacks that lasted into early June. Gen. Duk Shin Choi, the senior ROK Army delegate to the UN Armistice delegation, informed negotiators that his government considered the May 25 proposals by the UN Command unacceptable and announced that he was boycotting future negotiations on the instructions of his government.

May 29: General Clark warned the Joint Chiefs of Staff that the South Korean government might release POWs unilaterally.

May 31: Lt. Gen. Samuel E. Anderson, USAF, assumed command of Fifth Air Force, replacing General Barcus.

June 1953

Although UN forces fiercely contested the enemy's continued assaults, they eventually yielded the Nevada outpost complex, possession of which would facilitate the communist offensive and provide leverage in the final stages of the armistice negotiations. The communist onslaught fell upon ROK and U.S. forces in the eastern and central sectors of the front rather than weaker positions in western Korea. To minimize its own losses, the UN Command elected not to counter attack, and the communists soon captured high ground despite heavy losses. The UN Command employed heavy artillery barrages and close air strikes that prevented the enemy from exploiting his gains, while the communists shifted their offensive to the ROK II Corps and USA X Corps forces holding the central sector. By mid-month the enemy had gained an average of 3,000 meters along a 13,000 meters front. After a six-day pause, the communist offensive resumed, targeting ROK forces almost exclusively, perhaps hoping to convince the South Korean government that continued fighting would be extremely costly. The final communist offensive coincided with the final stages of the armistice negotiations.

By mid-June both sides had agreed to the establishment of a Neutral Nations Repatriation Committee. The South Korean government, which was boycotting the truce conference over the repatriation issue, released

27,000 prisoners of war, disingenuously describing the event as a "mass escape." This action severely undermined the UN Command's negotiating ability. With communist delegates doubtful that South Korea would respect any armistice, truce negotiations stalled once again.

During most of June the UN Command directed its air power against communist forces attempting to penetrate the UN main line of resistance and against North Korean airfields near the Manchurian border. To quell the communist ground offensives, the UN employed medium bombers, light bombers, and fighter-bombers in close air support missions. Raids on enemy airfields sought to close them to reinforcements of modern jet aircraft that the Chinese Communists might fly into North Korea in days, or even hours, preceding the signing of an armistice. Far East Air Forces employed both B-29s and fighter-bombers to bomb the airfields, even striking nearby dams in an effort to flood the runways or otherwise render them unserviceable. USAF fighters continued their winning streak in MiG Alley. For unknown reasons the MiGs sought combat at altitudes below 40,000 feet, the Sabrejets most effective combat environment. As a consequence, the USAF pilots broke all previous records, sighting 1,268 MiGs, engaging 501, and destroying seventy-seven without suffering a single loss in air-to-air combat.

June 2-3: Bomber Command B-29 bombers began night close support missions, mostly against targets where the communists were training and building up troops and supplies in the western sector of the U.S. IX Corps area.

June 5: Maj. Vermont Garrison, 335th FIS, became the Korean War's thirty-second jet ace.

June 10: Fifth Air Force and Bomber Command made coordinated strikes against North Korean serviceable and near-serviceable airfields. Sixteen B-29s from the 98th Bomb Wing struck Sinuiju and Uiju, encountering flak and fighters without losses. In the heaviest Fifth Air Force raid of the airfield campaign, thirty-one F-84s struck Kanggye airfield.

June 11: Fighter-bombers made their deepest penetration of the war when thirteen F-84s attacked Chunggang-jin Airfield located mid-way on the North Korean-Manchurian border. Pilots reported that the raid had rendered the runway unserviceable.

June 13-18: In order to flood airfields at Namsi and Taechon, F-84s, B-29s and Marine F4U Corsair fighter-bombers struck irrigation dams at Toksan and Kusong. The raids failed to breach the dams, because the communists had lowered water levels to decrease water pressure on the dams.

June 15: Brig. Gen. Richard H. Carmichael, USAF, replaced General Fisher as Commander, FEAF Bomber Command (Provisional).

June 16: Setting a single day record, Fifth Air Force flew 1,834 sorties. More than half were close support missions against enemy troops in the Pukhan Valley area.

June 17/18: The South Korean government unilaterally released 27,000 anticommunist POWs.

June 18: Flying for the 335th Fighter-Interceptor Squadron, Capt. Lonnie R. Moore and Capt. Ralph S. Parr, Jr., became the Korean War's thirty-third and thirty-fourth jet aces respectively.

June 22: Assigned to the 25th FIS, Col. Robert P. Baldwin became a jet ace.

June 22-23: The 315th AD employed twenty-seven C-46s and sixty-one C-119s in 284 sorties to transport the 187th Airborne Regimental Combat Team-3,252 paratroopers and 1,771 tons of cargo to Korea to reinforce Eighth Army reserves.

June 23: With all North Korean airfields but one inoperable, General Weyland, advised his air forces to limit attacks to follow-on raids to damage the airfields sufficiently that another series of air raids could knock them out in four or five days.

June 28-July 2: C-46, C-54, and C-119 transports of the 315 AD airlifted the 19 and 34 Regimental Combat Teams-3937 soldiers and 1227 tons of cargo-from Japan to Korea.

June 30: Sabres set a record by destroying sixteen MiGs in a single day. The previous record, fourteen kills, had been set on December 13, 1951. Flying with the 25th FIS, 1 Lt. Henry Buttelman became the Korean War's thirty-sixth jet ace.

July 1953

After pounding ROK positions at Arrowhead and driving Americans from positions on Porkchop Hill in early July, communist forces in mid-month struck hard at ROK units along the central sector of the front, making significant penetrations. To halt the advance, U.S. units, including the recently airlifted 187th Airborne Regimental Combat team, relieved ROK units or took up blocking positions behind them. An ROK counterattack regained some territory, but in late July the communists were left with considerable gains. Their final effort had driven UN forces back six miles along the central front, eliminating the Kumsong salient and straightening out defensive lines.

During July, truce negotiations reopened but initially accomplished little. Apparently, the communists were marking time, awaiting the completion of their final offensive. They began to negotiate seriously later in the month, as their forces assimilated recently conquered gains. At that point technical specialists determined the line of demarcation and the demilitarized zone, the place of delivery for POWs, the inception of activities for the armistice implementing committees, and the physical arrangements for the actual signing of the cease-fire.

During this month, poor weather hampered air operations, reducing sorties. Most went to support UN ground forces, interdict communist supply lines, and neutralize North Korean airfields. Forty-three percent of FEAF sorties directly supported UN ground forces. FEAF Bomber Command raided enemy airfields in North Korea, rendering them incapable of receiving aircraft prior to an armistice. As the communist offensive drew to a halt, Fifth Air Force aircraft shifted from ground support to airfield neutralization. During the month, FEAF Sabres flying air superiority missions destroyed thirty-two of 200 MiGs encountered. The median altitude at which the engagements took place was 20,000 feet, where Sabres were most effective. The Korean War ended with the signing of the armistice on July 27, 1953.

July 4/5: Twenty-four B-29s attacked airfields at Taechon, Namsi, and Pyongyang Main.

July 7/8: Sixteen medium bombers raided a supply area and marshaling yard at Namsi.

July 10: Fifth Air Force fighter-bombers began raiding rail bridges at Sinanju and Yongmi-dong to hinder the build-up for the final communist assault.

July 10/11: 98th BW B-29s attacked the Sinanju bridges. 307th BW B-29s bombed rail bridges at Yongmi-dong.

July 11: South Korean President Syngman Rhee agreed to accept a cease-fire agreement in return for promises of a mutual security pact with the United States. Maj. John Bolt, USMC, flying with the 39th FIS of the 51st FIW, shot down his fifth and sixth MiGs to become the Marine's only Korean War ace.

July 12: RF-80 reconnaissance aircraft photographed heavy concentrations of anti-aircraft artillery opposite sectors of the front held by the U.S. IX Corps and the ROK II Corps, providing warning of an enemy offensive.

July 12-20: Close air support sorties by FEAF aircraft contributed significantly to staunching the communist onslaught against ROK II Corps.

July 13-19: B-29 medium bombers flew nearly one hundred ground support missions dropping 4,000 pound air-burst and delayed action anti-personnel bombs to blunt the communist offensive.

July 15: Maj. James Jabara, 334 FIS, scored his fifteenth aerial victory to become the world's second triple jet ace.

July 16-20: Fighter-bombers completed a series of attacks on the Chongchon bridges rendering them unusable.

July 19: Capt. Clyde A. Curtin, USAF, 335th FIS, shot down two MiGs to become the Korean War's thirty-ninth ace. The final session of armistice negotiations at Panmunjom convened. After meeting one day the top negotiators agreed to adjourn while technical experts worked out the cease-fire details.

July 20: Maj. Stephen L. Bettinger, USAF, 336th FIS, became the fortieth ace of the Korean War with his fifth MiG-15 kill.

July 21/22: Eighteen B-29s close out the war for FEAF Bomber Command, striking Uiju Airfield.

July 22: Combat between USAF Sabres and communist MiGs ended with an air battle between three 51st FIW and four communist jets. During this engagement, Lt. Sam P. Young, 25th FIS, scored the last MiG kill of the Korean War.

July 27: At 1000 hours Lt. Gen. William K. Harrison, Jr., USA, the senior delegate for the UN Command, and Gen. Nam Il, the senior delegate for the Korean Peoples Army and the Chinese Peoples Volunteers, signed the armistice agreement to produce a ceasefire in the Korean War. Capt. Ralph S. Parr, Jr. became a double ace with the last air-to-air victory of the war by shooting down an IL-12 transport. In the final hours before the cease-fire, Fifth Air Force fighter bombers hammered North Korean airfields. Post-strike photography from 67 TRW aircraft confirmed that every airfield in North Korea was unserviceable for jet aircraft landings, indicating the successful conclusion of the airfield neutralization program. Flying a 91st SRS RB-29, Lt. Denver S. Cook piloted the last FEAF Bomber Command sortie, dropping leaflets over North Korea. An 8th BS B-26 dropped the last bombs of the Korean War in a night, radar-directed close support mission. Aircraft from the same squadron had flown the first combat strike into North Korea. A RB-26 of the 67th TRW made the last combat sortie of the war over North Korea. As the Korean War formally ended, by 10:01 p.m. all FEAF's aircraft were located either south of the front line or more than three miles from North Korea's coast. In accordance with the Armistice Agreement, in August, prisoners of war were exchanged in Operation BIG SWITCH-77,000 communists for 12,700 UN men, of whom 3,597 were Americans.

Glossary

AB	Air Base
ABG	Air Base Group
AD	Air Division
AFB	Air Force Base
AFHRA	Air Force Historical Research Agency
Albatross	SA-16; amphibious rescue aircraft
ARCW	Air Resupply and Communications Wing
ARS	Air Rescue Squadron
BG	Bombardment Group
BW	Bombardment Wing
CCF	Chinese Communist Forces
ECM	electronic countermeasures
FAWS	Fighter All Weather Squadron
FBG	Fighter-Bomber Group
FBS	Fighter Bomber Squadrons
FBW	Fighter-Bomber Wing
FEAF	Far East Air Forces
FEC	Far East Command
FIG	Fighter Interceptor Group

FIS	Fighter Interceptor Squadron
FIW	Fighter Interceptor Wing
Flying Boxcar	C-119; twin engine, transport aircraft
Globemaster	C-124; four engine strategic transport aircraft introduced in USAF service during the Korean War
Meteor	British twin jet fighter aircraft used by the RAAF during the Korean War, primarily for air-to-ground interdiction and close air support missions
MiG	MiG-15; an enemy jet propelled, single engine fighter interceptor aircraft
Mosquitoes	T-6; single engine aircraft used for forward air control missions
Mustang	F-51; a single engine, propeller driven aircraft, used mostly for fighter-bomber missions
NKA	North Korean Army
POW	prisoner of war
RAAF	Royal Australian Air Force
Razon	a 1,000-pound, radio-guided bomb
ROK	Republic of Korea
SAAF	South African Air Force
Sabre or Sabrejet	F-86; jet powered fighter interceptor aircraft
Shoran	a short range navigation system employing an airborne transmission device and two ground beacon stations for precision positioning and bombing
Skynight	F3D; an USN and USMC jet fighter designed with powerful radar systems to search, find, and target enemy aircraft in darkness
Sortie	a single flight by an aircraft
Superfortress	B-29; medium (four engines) bomber

TACP	tactical air control party
Tarzon	a six-ton version of the radio-guided rason bomb
TCG	Troop Carrier Group
TCS	Troop Carrier Squadron
TCW	Troop Carrier Wing
Thunderjet	F-84; jet powered fighter and fighter bomber aircraft
Tornado	RB-45, the first jet reconnaissance aircraft in the USAF
TRS	Tactical Reconnaissance Squadron
UN	United Nations
USA	U.S. Army
USAF	U.S. Air Force
USMC	U.S. Marine Corps
USN	U.S. Navy

Appendices

Appendix I: Tabular Summaries

A. Statistical Summary of USAF Operations by Month

1. June 1950 - June 1951
2. July 1951 - June 1952
3. July 1952 - July 1953

B. FEAF Combat Claims

C. Korean Air Base Facilities as of July 1, 1953

D. USAF Military Personnel in Theater

Appendix II: Organization Charts

A. United Nations Command/Far East Command, November 1950

B. Far East Air Forces, June 1950

C. Far East Air Forces, July 1953

Appendix III: List of USAF Aces in the Korean War

Appendix IV: Designated Campaigns of Korean Service

Appendix I - Tabular Summaries
Statistical Summary of USAF Operations by Month
June 1950-June 1951

TYPE OPERATION	OPERATION DURING JUNE 1950 THROUGH JUNE 1951											
	Jun & Jul 1950	Aug	Sep	Oct	Nov	Dec	Jan-51	Feb	Mar	Apr	May	Jun
<i>Aircraft Losses</i>												
Total Theater	65	59	68	66	63	83	53	63	62	88	63	75
Committed Forces	56	44	54	59	52	69	44	54	55	84	63	68
Operational	36	38	50	48	46	51	34	45	51	73	54	59
Enemy Action	25	23	25	18	17	10	7	12	21	42	24	31
Air-to-Air	4	1	-	1	1	2	2	-	2	4	-	7
Ground Fire	20	21	24	16	15	7	5	11	17	36	23	22
Cause Unknown	1	1	1	1	1	1	-	1	2	2	1	2
Not Enemy Action	5	11	17	19	24	28	24	24	16	14	20	18
Unknown or Missing	6	4	8	11	5	13	3	9	14	17	10	10
Non-Operational	20	6	4	11	6	18	10	9	4	11	9	9
Flying Accidents	12	5	4	11	6	8	8	8	4	9	6	6
Other	8	1	-	-	-	10	2	1	-	2	3	3
<i>Pilot Claims - Enemy Acft</i>												
Destroyed - Total	45	29	4	-	9	10	7	1	9	14	9	18
Air-to-Ground	16	27	3	-	-	2	-	-	-	-	1	-
Air-to-Air	29	2	1	-	9	8	7	1	9	14	8	18
MiG-15	-	-	-	-	-	8	4	-	9	14	6	14
Other	29	2	1	-	9	-	3	1	-	-	2	4
Probable - Total	20	9	2	-	5	7	3	-	4	4	1	2

Air-to-Ground	12	7	1	-	1	2	-	-	-	-	-	-
Air-to-Air	8	2	1	-	4	5	3	-	4	4	1	2
MiG-15	-	-	-	-	-	2	2	-	4	4	1	1
Other	8	2	1	-	4	3	1	-	-	-	-	1
Damaged - Total	16	10	8	-	7	7	15	3	14	41	18	36
Air-to-Ground	7	10	8	-	-	1	3	-	-	-	2	-
Air-to-Air	9	-	-	-	7	6	12	3	14	41	16	36
MiG-15	-	-	-	-	7	6	9	-	14	41	15	34
Other	9	-	-	-	-	-	3	3	-	-	1	2
TYPE OPERATION	OPERATION DURING JUNE 1950 THROUGH JUNE 1951											
	Jun & Jul 1950	Aug	Sep	Oct	Nov	Dec	Jan-51	Feb	Mar	Apr	May	Jun
Sorties By Category												
Total Korean Operations	8,499	15,586	15,839	16,634	18,116	18,184	20,374	18,710	23,786	22,611	23,489	21,395
Effective	8,039	15,328	15,504	16,128	17,669	17,631	19,892	18,164	23,222	22,063	23,181	21,127
Non-Effective	460	258	335	506	447	553	482	546	564	548	308	268
Day	8,440	15,063	15,219	16,347	17,847	17,206	19,318	17,409	21,023	19,802	21,186	18,691
Night	59	523	620	287	269	978	1,056	1,301	2,763	2,809	2,303	2,704
By Type Aircraft												
Total Korean Operations	8,499	15,586	15,839	16,634	18,116	18,184	20,374	18,710	23,786	22,611	23,489	21,395
Medium Bomber	572	1,280	1,334	719	715	727	794	717	786	565	547	447
Light Bomber	727	970	980	535	1,112	1,660	1,470	1,248	1,425	1,617	1,711	1,554
Jet Fighter	4,445	3,693	3,256	4,327	4,083	5,612	6,941	5,896	8,961	7,342	7,381	6,239
Prop Fighter	1,000	5,060	4,334	2,427	2,868	2,559	2,136	1,856	3,036	3,689	3,773	3,201
Reconnaissance	328	642	658	545	612	564	898	787	1,052	1,117	944	945

Cargo	1,256	2,618	3,155	6,079	6,685	5,282	6,529	6,574	6,832	6,357	7,528	7,328
Other	171	1,323	2,122	2,002	2,041	1,780	1,606	1,632	1,694	1,924	1,605	1,681
By Type Mission												
Total All Operations	8,499	15,586	16,499	17,598	19,146	19,641	22,176	19,568	24,949	23,441	24,457	22,360
Intra Japan Cargo	-	-	660	964	1,030	1,457	1,802	858	1,163	830	968	965
Korean Operations	8,499	15,586	15,839	16,634	18,116	18,184	20,374	18,710	23,786	22,611	23,489	21,395
Total Combat	7,080	11,662	10,580	8,573	9,442	11,306	12,663	11,048	16,194	14,676	14,398	12,324
Close Support	3,942	6,774	6,250	3,340	3,652	3,336	2,671	3,002	5,405	2,598	2,824	2,030
Interdiction/Armed Recon												
Strategic	2,199	3,299	3,281	4,474	4,210	6,462	7,794	6,178	7,371	8,655	8,224	7,037
Counter Air Offensive	57	613	247	77	-	-	-	-	-	-	-	-
Counter Air Defensive	457	242	39	107	750	672	826	466	990	1,202	1,353	1,330
Reconnaissance	89	75	87	10	166	88	50	70	169	374	395	269
Total Combat Support	336	659	676	565	664	748	1,322	1,332	2,259	1,847	1,602	1,658
Rescue	1,419	3,924	5,259	8,061	8,674	6,878	7,711	7,662	7,592	7,935	9,091	9,071
Cargo	-	136	260	217	173	102	100	171	163	173	116	296
Tactical Control	1,279	2,717	3,301	6,275	6,772	5,310	6,517	6,600	6,551	6,006	7,183	7,136
Other	3	46	235	287	256	207	232	72	509	594	330	157

Appendix I - Tabular Summaries
Statistical Summary of USAF Operations by Month
July 1951-June 1952

TYPE OPERATION	OPERATION DURING JULY 1951 THROUGH JUNE 1952											
	Jul-51	Aug	Sep	Oct	Nov	Dec	Jan-52	Feb	Mar	Apr	May	Jun
<i>Aircraft Losses</i>												
Total Theater	63	71	63	75	46	51	68	59	48	53	65	39
Committed Forces	59	59	53	68	39	46	65	51	44	43	52	36
Operational	49	50	46	58	34	40	59	48	40	36	47	28
Enemy Action	21	28	27	38	23	31	37	24	23	24	31	16
Air-to-Air	1	3	6	14	8	9	5	4	4	5	9	4
Ground Fire	16	23	21	23	11	21	28	19	16	15	17	10
Cause Unknown	4	2	-	1	4	1	4	1	3	4	5	2
Not Enemy Action	17	13	11	16	9	4	12	17	11	8	11	9
Unknown or Missing	11	9	8	4	2	5	10	7	6	4	5	3
Non-Operational	10	9	7	10	5	6	6	3	4	7	5	8
Flying Accidents	9	9	6	10	5	6	6	3	3	6	4	6
Other	1	-	1	-	-	-	-	-	1	1	1	2
<i>Pilot Claims - Enemy Acft</i>												
Destroyed - Total	12	4	14	32	31	29	31	17	39	45	32	20
Air-to-Ground	-	-	-	-	4	-	-	-	-	-	-	-
Air-to-Air	12	4	14	32	27	29	31	17	39	45	32	20
MiG-15	9	4	14	32	16	29	31	17	39	44	27	20
Other	3	-	-	-	11	-	-	-	-	1	5	-
Probable - Total	1	-	2	8	9	5	3	4	9	7	3	2

Air-to-Ground	-	-	-	-	2	-	-	-	-	-	-	-
Air-to-Air	1	-	2	8	7	5	3	4	9	7	3	2
MiG-15	1	-	2	8	7	5	3	4	9	7	3	2
Other	-	-	-	-	-	-	-	-	-	-	-	-
Damaged - Total	7	3	34	48	56	38	19	43	76	52	24	6
Air-to-Ground	-	-	-	-	5	-	-	-	-	-	-	-
Air-to-Air	7	3	34	48	51	38	19	43	76	52	24	6
MiG-15	6	3	34	48	50	35	19	43	76	52	24	4
Other	1	-	-	-	1	3	-	-	-	-	-	2
TYPE OPERATION	Jul-51	Aug	Sep	Oct	Nov	Dec	Jan-52	Feb	Mar	Apr	May	Jun
Sorties By Category												
Total Korean Operations	15,914	17,456	19,311	21,887	19,166	19,328	18,581	16,972	19,653	18,541	23,954	19,636
Effective	15,553	17,098	19,063	21,683	18,952	19,110	18,264	16,663	19,359	18,195	23,644	19,356
Non-Effective	361	358	248	204	214	218	317	309	294	346	310	280
Day	13,287	13,979	15,891	18,342	15,373	15,716	14,690	13,273	15,676	14,835	19,503	15,389
Night	2,627	3,477	3,420	3,545	3,793	3,612	3,891	3,699	3,977	3,706	4,451	4,247
Type By Aircraft												
Total Korean Operations	15,914	17,456	19,311	21,887	19,166	19,328	18,581	16,972	19,653	18,541	23,954	19,636
Medium Bomber	499	477	520	509	430	424	515	407	475	382	406	378
Light Bomber	1,499	1,710	1,962	1,956	1,868	1,698	1,653	1,520	1,552	1,472	1,825	1,791
Jet Fighter	4,351	4,836	6,704	8,082	7,030	7,481	6,563	6,344	8,240	8,582	11,337	7,430
Prop Fighter	2,445	2,358	2,946	3,320	2,157	1,593	1,434	1,271	1,172	1,082	1,421	1,216
Reconnaissance	851	965	1,152	1,356	1,383	1,730	1,549	1,589	1,604	1,706	2,443	2,102
Cargo	5,072	5,546	4,790	5,156	5,058	5,218	5,333	4,805	5,392	4,001	4,682	5,065

Other	1,197	1,564	1,237	1,508	1,240	1,184	1,534	1,036	1,218	1,316	1,840	1,654
Type By Mission												
Total All Operations	17,103	18,802	20,581	23,132	20,217	20,408	19,799	18,058	20,795	19,302	25,193	20,513
Intra Japan Cargo	1,189	1,346	1,270	1,245	1,051	1,080	1,218	1,086	1,142	761	1,239	877
Korean Operations	15,914	17,456	19,311	21,887	19,166	19,328	18,581	16,972	19,653	18,541	23,954	19,636
Total Combat	9,503	10,204	14,056	15,953	13,678	13,641	11,953	10,690	12,620	12,628	16,736	12,565
Close Support	1,084	818	862	1,000	1,136	302	394	162	1,081	711	1,031	1,910
Interdiction and Armed Reconnaissance	5,939	6,565	8,686	9,753	8,735	8,347	6,805	6,268	6,437	6,288	8,126	5,603
Strategic	-	-	-	-	-	-	-	-	-	-	-	-
Counter Air Offensive	799	855	1,263	1,814	1,019	2,126	2,288	2,441	3,270	3,624	4,728	2,391
Counter Air Defensive	212	293	298	167	99	165	163	183	157	246	423	492
Reconnaissance	1,469	1,673	2,947	3,219	2,689	2,701	2,303	1,636	1,675	1,759	2,428	2,169
Total Combat Support	6,411	7,252	5,255	5,934	5,488	5,687	6,628	6,282	7,033	5,913	7,218	7,071
Rescue	394	393	358	694	347	328	527	458	504	665	818	609
Cargo	4,904	5,255	4,445	4,813	4,655	4,846	4,920	4,451	5,002	3,595	4,210	4,645
Tactical Control	851	969	22	-	-	-	533	720	840	964	1,303	1,088
Other	262	635	430	427	486	513	648	653	687	689	887	729

Appendix I - Tabular Summaries
Statistical Summary of USAF Operations by Month
July 1952-July 1953

TYPE OPERATION	OPERATION DURING JULY 1952 THROUGH JULY 1953													
	Jul-52	Aug	Sep	Oct	Nov	Dec	Jan-53	Feb	Mar	Apr	May	Jun	Jul	Total Korean Air War
<i>Aircraft Losses</i>														
Total Theater	42	42	41	47	32	36	40	32	35	29	35	49	46	2,015
Committed Forces	34	32	37	42	30	31	34	25	27	27	29	44	38	1,747
Operational	25	27	29	34	22	22	30	16	19	24	27	38	33	1,466
Enemy Action	13	15	17	21	15	9	16	11	10	12	9	18	13	757
Air-to-Air	4	2	10	5	5	3	3	2	2	4	1	-	2	139
Ground Fire	8	10	4	13	8	6	10	5	7	6	8	18	10	550
Cause Unknown	1	3	3	3	2	-	3	4	1	2	-	-	1	68
Not Enemy Action	7	8	6	8	5	10	11	4	6	7	13	14	15	472
Unknown or Missing	5	4	6	5	2	3	3	1	3	5	5	6	5	237
Non-Operational	9	5	8	8	8	9	4	9	8	3	2	6	5	281
Flying Accidents	9	4	8	7	8	5	4	8	8	3	2	6	3	235
Other	-	1	-	1	-	4	-	1	-	-	-	-	2	46
<i>Pilot Claims - Enemy Acft</i>														
Destroyed - Total	19	34	63	27	28	28	39	25	34	27	58	78	32	953
Air-to-Ground	-	-	-	-	-	-	-	-	-	-	-	-	-	53
Air-to-Air	19	34	63	27	28	28	39	25	34	27	58	78	32	900
MiG-15	19	33	63	27	28	28	37	25	34	27	56	78	31	823
Other	-	1	-	-	-	-	2	-	-	-	2	-	1	77

Probable - Total	5	4	8	1	6	8	9	6	10	8	5	11	2	193
Air-to-Ground	-	-	-	-	-	-	-	-	-	-	-	-	-	25
Air-to-Air	5	4	8	1	6	8	9	6	10	8	5	11	2	168
MiG-15	5	4	7	1	5	8	9	5	10	8	5	11	2	145
Other	-	-	1	-	1	-	-	1	-	-	-	-	-	23
Damaged - Total	11	35	61	26	18	29	47	41	39	33	30	42	16	1,009
Air-to-Ground	-	-	-	-	-	-	-	-	-	-	-	-	-	36
Air-to-Air	11	35	61	26	18	29	47	41	39	33	30	42	16	973
MiG-15	11	35	61	26	18	29	47	40	39	33	30	42	15	946
Other	-	-	-	-	-	-	-	1	-	-	-	-	1	27
TYPE OPERATION	Jul-52	Aug	Sep	Oct	Nov	Dec	Jan-53	Feb	Mar	Apr	May	Jun	Jul	Total Korean Air War
<i>Sorties By Category</i>														
Total Korean Operations	16,634	18,337	18,931	22,971	17,746	19,195	18,890	16,583	18,041	23,094	23,264	23,908	19,670	710,886
Effective	16,352	18,027	18,590	22,707	17,509	18,893	18,625	16,433	17,880	22,909	23,067	23,684	19,466	699,030
Non-Effective	282	310	341	264	237	302	265	150	161	185	197	224	204	11,856
Day	12,730	14,761	15,488	18,440	13,392	14,882	14,089	12,166	13,597	18,273	18,336	19,453	15,974	595,086
Night	3,904	3,576	3,443	4,531	4,354	4,313	4,801	4,417	4,444	4,821	4,928	4,455	3,696	115,800
<i>By Type Aircraft</i>														
Total Korean Operations	16,634	18,337	18,931	22,971	17,746	19,195	18,890	16,583	18,041	23,094	23,264	23,908	19,670	710,886
Medium Bomber	441	387	448	494	416	465	443	359	466	453	513	501	437	20,448
Light Bomber	1,783	1,507	1,741	2,250	1,818	1,606	1,817	1,807	1,688	1,924	2,036	2,325	2,279	60,096
Jet Fighter	6,013	7,652	7,716	10,389	7,727	9,260	8,908	7,881	8,291	11,959	12,027	13,063	10,754	276,796

Prop Fighter	889	669	1,161	1,263	1,011	712	416	-	-	-	-	-	-	64,475
Reconnaissance	1,462	1,762	1,726	1,758	1,544	1,391	1,236	1,074	1,068	1,389	1,602	1,293	1,012	45,839
Cargo	4,636	4,882	4,441	4,990	3,863	4,147	4,507	4,006	4,830	4,922	5,093	4,901	3,969	185,528
Other	1,410	1,478	1,698	1,827	1,367	1,614	1,563	1,456	1,698	2,447	1,993	1,825	1,219	57,704
By Type Mission														
Total All Operations	17,485	19,296	20,036	24,273	19,239	20,044	19,833	17,387	19,666	24,754	24,936	25,339	21,561	751,672
Intra Japan Cargo	851	959	1,105	1,302	1,493	849	943	804	1,625	1,660	1,672	1,431	1,891	40,786
Korean Operations	16,634	18,337	18,931	22,971	17,746	19,195	18,890	16,583	18,041	23,094	23,264	23,908	19,670	710,886
Total Combat	10,255	11,478	12,246	15,629	11,990	12,474	12,104	10,574	10,852	14,904	15,078	16,203	13,594	461,554
Close Support	2,082	1,854	1,822	3,009	2,416	1,713	1,218	1,545	1,187	2,617	3,887	7,078	5,860	92,603
Interdiction/Armed Recon	4,104	4,978	5,120	6,357	5,330	5,650	5,714	4,858	4,264	5,310	4,706	3,450	3,591	220,168
Strategic	-	-	-	-	-	-	-	-	-	-	-	-	-	994
Counter Air Offensive	2,287	2,595	3,299	4,093	2,400	2,856	2,901	2,000	2,911	3,927	3,645	3,467	2,454	73,887
Counter Air Defensive	386	328	350	228	214	701	678	936	830	1,028	1,186	743	583	12,931
Reconnaissance	1,396	1,723	1,655	1,942	1,630	1,554	1,593	1,235	1,660	2,022	1,654	1,465	1,106	60,971
Total Combat Support	6,379	6,859	6,685	7,342	5,756	6,721	6,786	6,009	7,189	8,190	8,186	7,705	6,076	249,332
Rescue	578	475	619	599	498	413	498	446	662	793	762	568	279	15,192
Cargo	4,305	4,535	4,056	4,559	3,606	3,953	4,292	3,754	4,524	4,625	4,765	4,521	3,620	176,503
Tactical Control	869	1,101	1,255	1,437	1,070	1,180	1,103	1,000	1,009	1,498	1,208	1,145	876	34,836
Other	627	748	755	747	582	1,175	893	809	994	1,274	1,451	1,471	1,301	22,801

**Appendix I - Tabular Summaries
FEAF Combat Claims**

<i>DESTROYED</i>						<i>DAMAGED</i>				
TYPE CLAIM	JUN 50 JUN 51	JUL 51 JUN 52	JUL 52 JUN 53	Jul- 53	Total	JUN 50 JUN 51	JUL 51 JUN 52	JUL 52 JUN 53	Jul- 53	TOTAL
	FEAF - TOTAL					FEAF - TOTAL				
Aircraft	159	312	470	35	976	234	465	501	18	1,218
Tanks	1,181	91	43	12	1,327	1,225	91	35	16	1,367
Vehicles	19,393	37,786	24,249	1,492	82,920	13,729	17,746	1,434	222	33,131
Locomotives	512	293	154	4	963	589	384	197	1	1,171
Railroad Cars	3,956	4,364	1,827	260	10,407	11,615	8,445	2,401	213	22,674
Railroad Cuts	-	-	-	-	-	1,235	24,251	3,029	106	28,621
Bridges	387	393	321	52	1,153	1,132	1,214	572	131	3,049
Buildings	85,781	16,321	15,476	653	118,231	61,497	23,006	3,862	96	88,461
Tunnels	29	29	7	-	65	623	259	56	1	939
Gun Positions	2,318	3,713	2,611	21	8,663	1,311	1,101	4,799	357	7,568
Bunkers	13	4,349	4,477	-	8,839	23	953	5,699	539	7,214
Oil Storage Tanks	16	-	-	-	16	2	-	1	-	3
Barges & Boats	316	225	51	1	593	435	284	102	-	821
Troops	156,524	23,179	5,020	85	184,808	-	-	-	-	-
	DESTROYED					DAMAGED				
TYPE CLAIM	JUN 50 JUN 51	JUL 51 JUN 52	JUL 52 JUN 53	Jul- 53	Total	JUN 50 JUN 51	JUL 51 JUN 52	JUL 52 JUN 53	Jul- 53	TOTAL

USAF										
Aircraft	155	306	460	32	953	232	459	493	18	1,202
Tanks	1,087	46	13	10	1,156	1,103	67	23	15	1,208
Vehicles	14,705	34,827	23,583	1,474	74,589	11,247	17,041	1,100	209	29,597
Locomotives	444	272	149	4	869	549	346	189	1	1,085
Railroad Cars	3,578	3,899	1,642	239	9,358	11,029	7,711	2,148	202	21,090
Railroad Cuts	-	-	-	-	-	996	19,308	2,454	100	22,858
Bridges	279	249	252	47	827	851	855	439	111	2,256
Buildings	69,224	10,242	9,170	203	88,839	52,605	20,416	2,308	77	75,406
Tunnels	22	22	5	-	49	508	213	31	-	752
Gun Positions	1,906	1,906	1,342	9	5,163	1,110	709	2,239	201	4,259
Bunkers	1	1,601	2,100	-	3,702	8	197	2,774	226	3,205
Oil Storage Tanks	16	-	-	-	16	1	-	-	-	1
Barges & Boats	242	119	38	-	399	419	213	76	-	726
Troops	130,495	13,606	1,250	65	145,416	-	-	-	-	-
DESTROYED						DAMAGED				
TYPE CLAIM	JUN 50 JUN 51	JUL 51 JUN 52	JUL 52 JUN 53	Jul- 53	Total	JUN 50 JUN 51	JUL 51 JUN 52	JUL 52 JUN 53	Jul- 53	TOTAL
USMC										
Aircraft	4	3	10	3	20	2	-	6	-	8
Tanks	68	44	28	2	142	96	22	11	1	130
Vehicles	4,134	1,560	232	17	5,943	2,317	385	116	6	2,824

Locomotives	59	15	3	-	77	38	38	6	-	82
Railroad Cars	265	344	143	1	753	464	414	128	6	1,012
Railroad Cuts	-	-	-	-	-	196	4,077	488	1	4,762
Bridges	106	144	61	5	316	253	327	117	20	717
Buildings	10,722	3,747	4,486	335	19,290	5,475	1,565	1,085	-	8,125
Tunnels	6	6	1	-	13	91	40	20	-	151
Gun Positions	377	1,761	1,220	12	3,370	128	350	2,329	89	2,896
Bunkers	11	2,647	2,214	-	4,872	14	661	2,470	130	3,275
Oil Storage Tanks	-	-	-	-	-	1	-	1	-	2
Barges & Boats	50	86	12	1	149	11	33	19	-	63
Troops	22,699	9,152	3,580	20	35,451	-	-	-	-	-
DESTROYED						DAMAGED				
TYPE CLAIM	JUN 50 JUN 51	JUL 51 JUN 52	JUL 52 JUN 53	Jul- 53	Total	JUN 50 JUN 51	JUL 51 JUN 52	JUL 52 JUN 53	Jul- 53	TOTAL
FRIENDLY FOREIGN										
Aircraft	-	3	-	-	3	-	6	2	-	8
Tanks	26	1	2	-	29	26	2	1	-	29
Vehicles	554	1,399	434	1	2,388	165	320	218	7	710
Locomotives	9	6	2	-	17	2	-	2	-	4
Railroad Cars	113	121	42	20	296	122	320	125	5	572
Railroad Cuts	-	-	-	-	-	43	866	87	5	1,001
Bridges	2	-	8	-	10	28	32	16	-	76

Buildings	5,835	2,332	1,820	115	10,102	3,417	1,025	469	19	4,930
Tunnels	1	1	1	-	3	24	6	5	1	36
Gun Positions	35	46	49	-	130	73	42	231	67	413
Bunkers	1	101	163	-	265	1	95	455	183	734
Oil Storage Tanks	-	-	-	-	-	-	-	-	-	-
Barges & Boats	24	20	1	-	45	5	20	7	-	32
Troops	3,330	421	190	-	3,941	-	-	-	-	-

**Appendix I - Tabular Summaries
Korea AB Facilities**

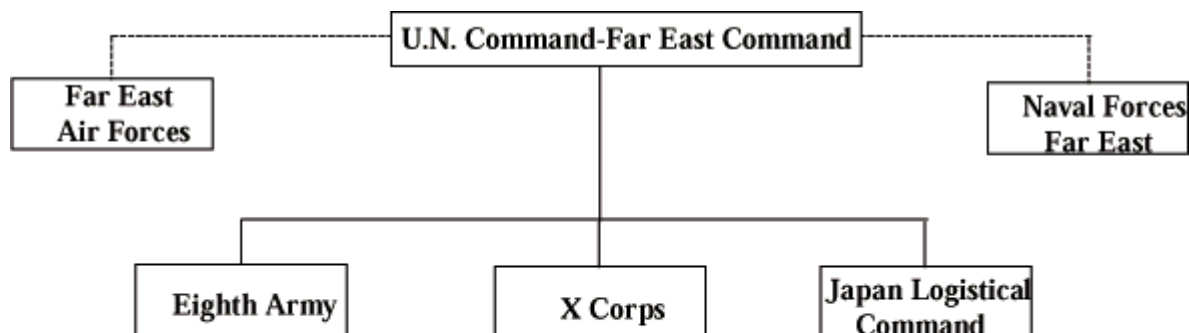
AIRFELDS			ACTIVE RUNWAYS						APRONS		REMARKS
NAME	MAXIMUM TYPE ACFT	STATUS	NO	LENGTH (FT)	WIDTH (FT)	SURFACE	GROSS LOAD (1000 lbs)	CONDITION	Service & Parking (SQ YDS)	AVN FUEL BULK STOR CAP BBLs	
Mosulpo	C-47	E	1	4,000	3,000	SOD	70	GOOD	SOD AREA	-	
Cheju	C-47	a/	2	5,000 6,075	870 570	SOD SOD	70 70	GOOD GOOD	SOD AREA	-	<u>a/ Limited Operations</u>
Chungju	C-47	E	1	3,200	100	GRAVEL	-	GOOD	SOD AREA	-	Glide Angles: SW6: 1, NE 10: 1 Limited Operations
Andong		E	1	3,250	100	GRAVEL	-	VERY POOR	SOD AREA	-	
Kyongju		E	1	3,620	100	GRAVEL	-	GOOD	SOD AREA	-	Limited Operations
Yoju	C-47	E	1	3,700	140	GRAVEL	30	FAIR	1,115	-	Limited Operations
Hoengsong	C-47	A	1	4,800	100	ASPH & PSP	37	EXC	11,111	2,000	
Chunchon	C-47, LT-6	A	1	4,190	130	ASPH	80	GOOD	16,111	2,000	54 Revetments
Iri		E	1	3,000	100	DECOMP GRANITE	-	POOR	-	-	Old Japanese R/W.
Sokcho-Ri		E	1	4,377	120	DECOMP GRANITE	80	FAIR	SOD AREA	-	
Inji		E	1	4,000	150	ASPH	30	GOOD	32,200	-	
Yanggu		E	1	6,000	150	GRAVEL	80	EXC	60,333	-	
Paengyong	C-47	E	1	4,000	100	BEACH	BEACH	FAIR	BEACH AREA	-	Usable Only at Low Tide
Cho-Do	C-47	E	1	3,500	100	BEACH	BEACH	FAIR	BEACH AREA	-	Usable Only at Low Tide
Osan-Ni	C-124, B-26, F-84	A	1	9,000	150	CCON	100	EXC	94,444	a/ 6,000 b/44,000	Airfield Under Constr. a/ AVGAS. b/ JP4.
Pusan West	B-26, C-47, F-86	A	1	7,000	150	ASPH	100	GOOD	61,111	12,000	

Taegu #1	F-84, C124, B-26	E A	2	8,100 9,000	100 150	PSP CCON	82 100	GOOD EXC	98,000	44,000 5,000	29 Revetments
Pohang-Dong	C-47, F3D	A	1	6,007	150	CCON ASPH	82	GOOD	48,666	6,000 20,000	
Sachon	C-54, F-51	A	<u>a/</u> <u>1</u>	4,923	197	CCON	30	GOOD	7,111	-	<u>a/ Limited Operations</u>
Taejon	F-51	E	1	3,850	115	GRAVEL	-	EXC	GRAVEL AREA	-	
Pyongtaek	F-86, B-17, C-54	A	2	4,900 8,000	100 150	PSP CCON	82	FAIR EXC	110,000	15,000	
Kwanju	C-47	E	1	3,825	100	ASPH	30	POOR	-	-	
Kunsan	B-26, F-86, F3D, C-47	A	1	<u>a/ 9,000</u> <u>9,000</u>	150 150	ACON CCON	100 100	GOOD	120,466	11,000 20,000	<u>a/New Strip Under Constr.</u> <u>67</u> <u>Revetments</u>
Pusan East	B-26, C-54, F-51	A	1	6,490	150	ASPH	60	GOOD	45,555	8,000	
Chinhae	C-47	A	1	4,155	150	PSP	80	GOOD	24,222	13,000	
Ulsan		E	1	2,000	50	CCON & EARTH	LIASON ONLY	GOOD	-	-	
Mangun		E	1	6,900	400	<u>a/</u>		-	-	-	<u>a/ Reverting to Farmland</u>
Suwon	B-26, F-86, C-47	A	1	9,000	150	ASPH	82	GOOD	56,333	<u>a/ 4,000</u> <u>b/</u> <u>51,000</u>	<u>a/ AVGAS. b/ JP4. 131</u> <u>Revetments</u>
Kimpo	F-86, B-26, C-54	A	1	<u>a/ 6,200</u>	150	ASPH	82	GOOD	102,777	<u>a/ 8,000</u> <u>b/</u> <u>50,000</u>	<u>a/ AVGAS. b/ JP4. c/ R/W</u> <u>Being Ext</u> <u>2000. 86</u> <u>Revetments</u>
Seoul	F-86, B-26, C-5, C-124	A	1	5,650	120	ASPH	82	GOOD	71,111	6,000	
Kangnung	F-51, C-47	A	1	5,693	100	PSP	30	POOR	19,111	2,000	ROK AF
Teagu #2	F-86, B-26, F-51, C-54, C-47	<u>a/</u>	1	4,335	140	ASPH	82	GOOD	21,622	-	<u>a/ Limited Operations</u>
Wonju		E	1	2,700	100	GRAVEL	-	GOOD	SOD AREA	-	
NOTE:	A-Active I-Inactive E-Emergency		ACON-Asphalt & Concrete ASPH-Asphalt CCON-Cement Concrete PSP-Pierced Steel Plank								

**Appendix I Tabular Summaries:
USAF Military Personnel in Theater**

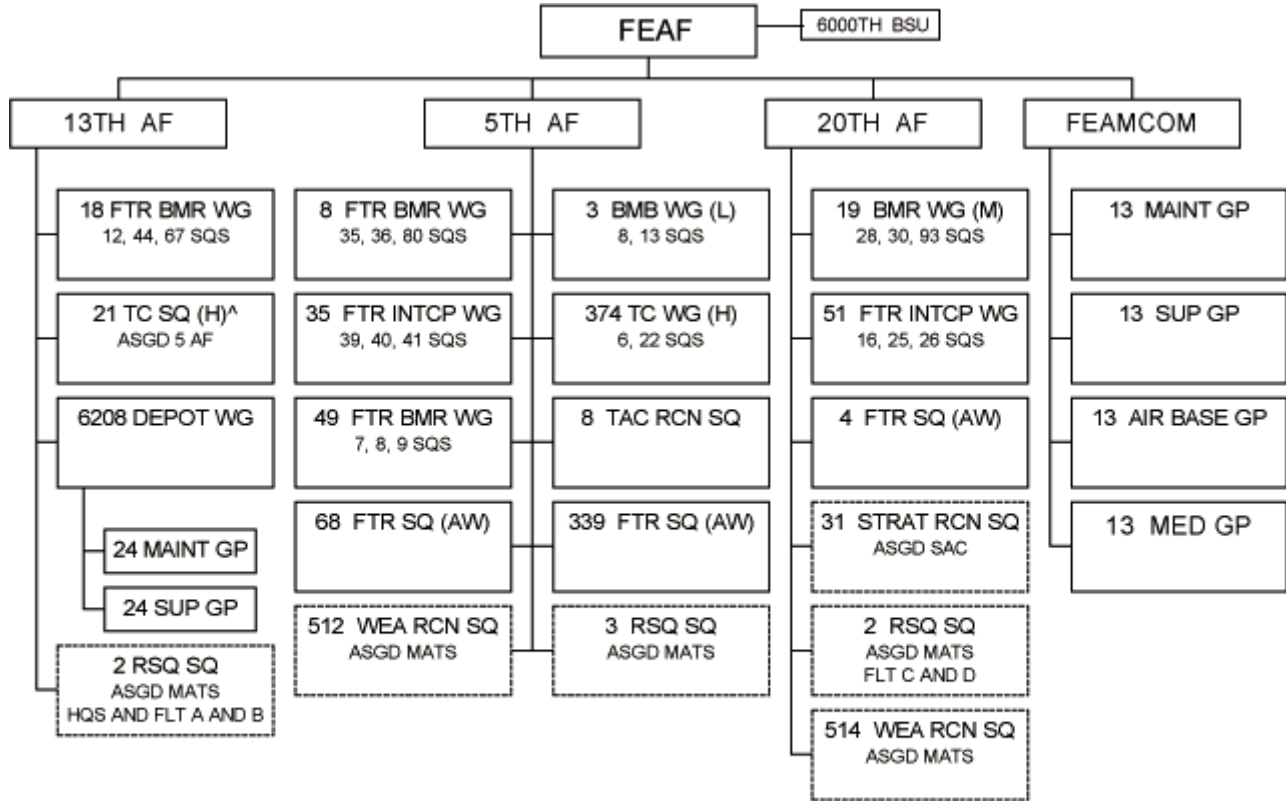
Personnel by Location	Jun-50	Sep	Dec	Mar-51	Jun	Sep	Dec	Mar-52	Jun	Sep	Dec	Mar-53	Jun	Jul
<i>KOREA - TOTAL</i>	1	4,904	10,063	11,582	20,908	26,776	34,895	36,012	42,376	42,963	46,388	46,351	44,650	43,791
Officer	1	546	1,218	1,397	2,623	3,517	4,159	4,301	4,685	4,689	4,485	4,720	5,101	4,928
Warrant Officer	-	11	41	37	66	62	102	77	128	134	117	140	158	162
Enlisted	-	4,347	8,804	10,148	18,219	23,197	30,634	31,634	37,563	38,140	41,786	41,491	39,391	38,701
<i>JAPAN - TOTAL</i>	21,324	30,768	34,923	36,466	35,059	37,250	43,468	44,870	46,543	50,098	54,418	56,167	60,297	60,299
Officer	2,700	3,741	4,556	5,012	5,007	5,305	5,636	6,319	6,108	6,204	6,211	6,452	7,338	7,494
Warrant Officer	96	124	127	149	163	155	127	139	186	198	186	198	231	225
Enlisted	18,528	26,903	30,240	31,305	29,889	31,790	37,705	38,412	40,249	43,696	48,021	49,517	52,728	52,580

Appendix II - United Nations Command/Far East Command, November 1950



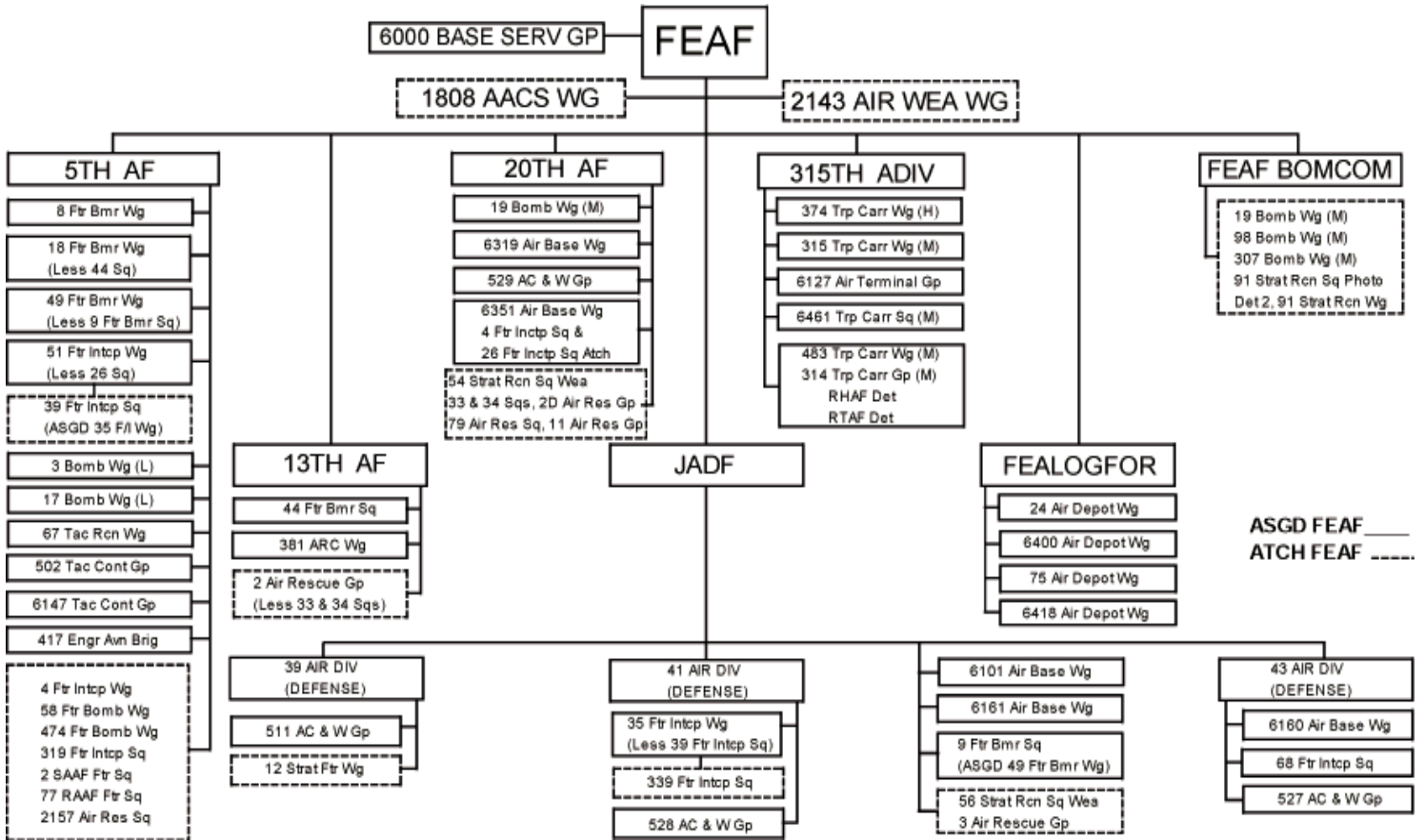
Operational Control -----

Appendix II - Far East Air Forces, June 1950



ASGD FEAF _____
 ATCHD FEAF - - - - -
 ATCHD 13 AF FOR ALL PURPOSES ^

Appendix II - Far East Air Forces, July 1953



Appendix III List of USAF Aces in the Korean War

Name	Date of 5 th Victory	Total Aerial Victory Credits
James Jabara	May 20, 1951	15.0
Richard S. Becker	September 9, 1951	5.0
Ralph D. Gipson	September 9, 1951	5.0
Richard D. Creighton	November 27, 1951	5.0
George A. Davis, Jr.	November 30, 1951	14.0
Winton W. Marshall	November 30, 1951	6.5
William T. Whisner, Jr.	February 23, 1952	5.5
Francis S. Gabreski	April 1, 1952	6.5

Robert H. Moore	April 3, 1952	5.0
Iven C. Kincheloe, Jr.	April 6, 1952	5.0
Robert J. Love	April 21, 1952	6.0
William H. Westcott	April 26, 1952	5.0
Robert T. Latshaw, Jr.	May 3, 1952	5.0
Donald E. Adams	May 3, 1952	6.5
James H. Kasler	May 15, 1952	6.0
Harrison R. Thyng	May 20, 1952	5.0
James F. Low	June 15, 1952	9.0
Clifford D. Jolley	August 8, 1952	7.0
Frederick C. Blesse	September 4, 1952	10.0
Robinson Risner	September 21, 1952	8.0
Royal N. Baker	November 17, 1952	13.0
Leonard W. Lilley	November 18, 1952	7.0
Cecil G. Foster	November 22, 1952	9.0
Dolphin D. Overton, III	January 24, 1953	5.0
Harold E. Fischer	January 24, 1953	10.0
Joseph M. McConnell, Jr.	February 16, 1953	16.0
Manuel J. Fernandez, Jr.	February 18, 1953	14.5
James P. Hagerstrom	March 27, 1953	8.5
James K. Johnson	March 28, 1953	10.0
George L. Jones	March 29, 1953	6.5
George I. Ruddell	May 18, 1953	8.0
Vermont Garrison	June 5, 1953	10.0
Lonnie R. Moore	June 18, 1953	10.0
Ralph S. Parr, Jr.	June 18, 1953	10.0
Robert P. Baldwin	June 22, 1953	5.0
Henry Buttleman	June 30, 1953	7.0

John F. Bolt (USMC)	July 11, 1953	6.0
Clyde A. Curtin	July 19, 1953	5.0
Stephen L. Bettinger	July 20, 1953	5.0

Designated Campaigns of Korean Service

Campaign Designation	Inclusive Campaign Dates
UN Defensive	June 17-September 15, 1950
UN Offensive	September 16-November 2, 1950
CCF Intervention	November 3, 1950-January 24, 1951
1 UN Counteroffensive	January 25-April 21, 1951
CCF Spring Offensive	April 22-July 8, 1951
UN Summer-Fall Offensive	July 9-November 27, 1951
Second Korean Winter	November 28, 1951-April 30, 1952
Korea, Summer-Fall 1952	May 1-November 30, 1952
Third Korean Winter	December 1, 1952-April 30, 1953
Korea, Summer 1953	May 1-July 27, 1953