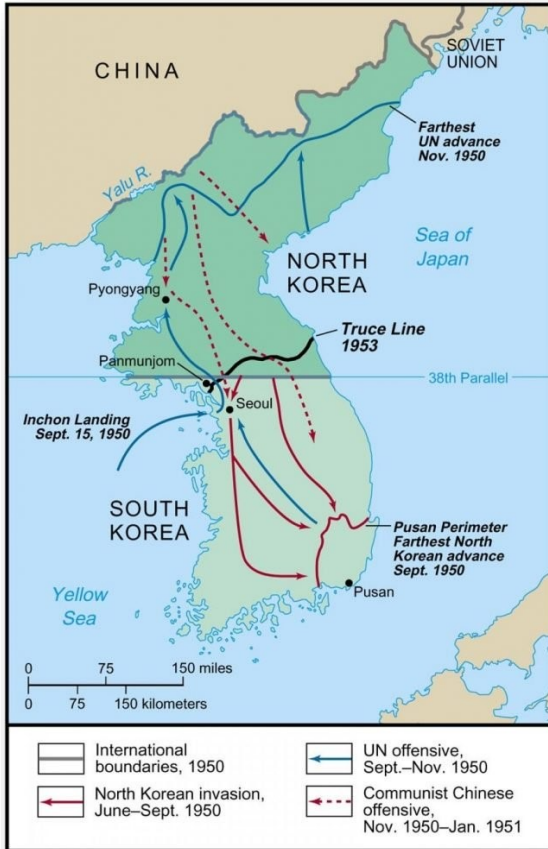


A Look Back...

THE KOREAN WAR

A Glimpse Behind the Scenes



THE KOREAN WAR, 1950–1953



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THE WAR IN KOREA: A GLIMPSE BEHIND THE SCENES

Barely 5-years had passed since the end of World War II, when war-weary America began sending troops and supplies to the Far East in order to defend the Korean peninsula from a Communist invasion. On June 25, 1950, approximately 75,000 soldiers from the North Korean People's Army crossed the 38th parallel, the boundary between the Soviet-backed Democratic People's Republic of Korea in the north, and the Western-backed First Republic of Korea in the south. Just three days later, United States B-29's attacked Communist-held positions; a huge test for the United States Air Force which had only become a separate service a mere three years earlier in September 1947. By July, American ground troops had entered the conflict on South Korea's behalf. Like other U.S. military services, the U.S. Air Force, still in the midst of demobilizing and downsizing after WWII when the conflict began, immediately recalled troops and equipment into the action.

At the beginning of the conflict, the Russian-backed Communists from the north utilized equipment far superior to the surplus WWII gear used by the West. The new Russian-built Mig-15 dominated the skies in the early months of the air war; but that changed when the new, and far superior, North American F-86 Sabre entered the air war. In addition, veteran B-26 and B-29 bombers pounded Communist-held positions day and night. As hostilities raged, America began to fear events may lead to a full scale involvement by the Russians and Chinese; leading to a possible WW III. After 3-years of bloody conflict, where some 5-million troops and civilians had already lost their lives, America looked to end the hostilities. On 27 July 1953, all parties concerned signed the armistice, entering into an uneasy truce. Today, many in the U.S. refer to the Korean War, as "The Forgotten War." The Korean peninsula remains divided to this day.

There are numerous publications covering the battles and politics of the Korean War in great detail. Often overlooked are the contributions of the men and women working at remote locations under primitive conditions behind the scenes to keep the war machine running. The images in this publication come directly from the journalists covering the war. The captions for each image are transcribed directly from the information provided in real time from the front lines. As you will see, the combat journalists who covered the Korean War went to great lengths not only to capture the feel of the action, but also to capture the names and hometowns of those they were documenting. Having such detailed information available decades after the war's end, is an invaluable resource to historians and researchers alike. Many captions refer to the Communists as "Red" or "Red's." The color red has been associated with revolution and socialism since the late 1800's, and in the 20th century, red became the color of the Russian Bolsheviks. After the success of the Russian Revolution of 1917, red became associated with communist parties around the world; it is believed red represents the blood of the workers and to honor the suffering and sacrifices of the proletariat.

These photos and captions provide the ability to understand the cultures and attitudes of the specific time period and allow historians to accurately cover the events of the day without altering their perceptions by comparison to contemporary culture and attitudes. With the hopes of a unified Korea in the hearts and minds of those on both sides, the sacrifices of the men and women involved in this conflict must never be forgotten.



War Memorial of Korea, Seoul, South Korea



Top: A mobile anti-aircraft gun crew stands by as a U.S. Air Force F-80 'Shooting Star' gains altitude following takeoff on another interdiction mission "somewhere" in Korea. Under its wings are a pair of 500-pound high explosive bombs. May 1952.

Bottom: Several types of U.S. Far East Air Forces aircraft are shown in various states of readiness at this southern Japan airbase flanked by the Korean Strait. An SB-17 "Flying Fortress" is undergoing repairs in the foreground, as is an SA-16 "Albatross" amphibian of the Third Air Rescue Squadron. C-119 "Flying Boxcars" of the 315th Air Division occupy the taxiway, heavily loaded with combat supplies for the United Nations ground forces in Korea; C-54 "Skymasters" of the 374th and 61st Troop Carrier Wings dominate the background. July 1951.



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Left: With its quartet of barrels tilted skyward, the top turret of the U.S. Far East Air Forces B-29 Superfortress are replenished with belts of ammunition. The unidentified U.S. Air Force M/Sgt. Of the Fifth Air Force is readying his part of the huge bomber for another trip over Korean targets. April 1953.



Above: When F-51 Mustangs of the Fifth Air Force's 18th Fighter Bomber Wing return from combat, they are met by skilled loading crews and mechanics to ready them for another immediate strike. Carts of 5-inch rockets and .50 caliber machine gun ammunition pull up, and armorers have the sturdy fighters ready for another in an average of seven minutes. July 1951.



Above Right: Teamwork is essential in all U.S. Air Force B-29 "Superfort" operations. In the air or on the ground, "Superfort" gunners of the Far East Air Forces Okinawa-based 19th Bomb Group team up to take the air war to the Communists in North Korea. Cpl. William W. Pietrusxa, Export Pa., and Cpl. Paul F. Shaffer, Mt. Pleasant, Pa., team up for a gun loading session before the next combat flight over North Korea. Cpl. Shaffer was credited with one Communist MIG fighter probably destroyed last October during a bombing attack on a Communist airfield. February 1952.

THE WAR IN KOREA: A GLIMPSE BEHIND THE SCENES

Right: Lieutenant Colonel Francis S. Gabreski, Commanding Officer, 56th Fighter Group, Selfridge Air Force Base, Michigan, and ETO ace in World War II, gives some instructions on local flying to Lt. John F. Bauman, USN, on special duty with the Air Force, and Lt. Calvin E. Peterson, USAF, a member of the 56th Fighter Wing. October 1949. (Editors note: Gabreski would go on to acquire 6 1/2 kills in Korea making him one of only seven individuals to become an ace in two wars)



Above: While their home states are friendly rivals, these two U.S. Air Force armament specialists, from Florida and California, team to prepare packages of frag-bomb clusters for B-26 night delivery on Communist supply-truck drivers in North Korea. Fusing the 23-pound frag-bomb clusters on the 17th Bomb Wing's airstrip in Korea, are A/2C Albert S. Smith (left), Bowling Green Fla., and A/2C Philip L. Warwick, Whittier, Calif. September 1952.



Above: Belts of .50 caliber machine gun ammunition are draped neatly into containers in the armament shops of the U.S. Far East Air Forces 27th Fighter Escort Group, loaded into trucks, and delivered directly to the F-84 Thunderjets which will deliver them to enemy Communist targets in Korea. By this efficient system, a small crew can service a large number of jet fighters in a remarkably short period of time. Loading a full container are Pfc. Fred O. Ferguson, Philadelphia, Pa., left and Pfc. Dwight W. Davis, Seattle, Washington, armament technicians of the 27th Group. 20 February 1951.

Right: Clearing the 14 forward-firing .50 caliber machine guns for the 15,000th night sortie of the Third Bomb Wing are Airman 3rd Class Carroll D. Davidson, Huntington W. Va., and Stephan J. Barbara, Philadelphia, Pa. During the Korean action, the Third Bomb Wing has destroyed enough supplies and transportation to maintain an entire Communist army for nearly two years of normal operations. The U.S. Air Force B-26 light bombers flown by the Wing strike nightly against the enemy in low-level bombing, rocketing and strafing attacks regardless of weather conditions. Armorers like Airman Third Class Davidson and Barbara are responsible for the loading of the night intruders with bombs, rockets, napalm and thousands of rounds of .50 caliber ammunition before the missions. April 1952.



THE WAR IN KOREA: A GLIMPSE BEHIND THE SCENES

Right: An Air Force B-29 gunner-aerial defender against enemy fighters—inspect the deadly quartet of .50 caliber machine guns in a forward “Superfort” turret prior to a night bombing strike against a Communist military target deep in North Korea. This one multi-gun turret can fire four streams of more than 2,000 rounds of ammunition per minute at enemy fighters. 19 August 1952.



Above: “Fujigmo”, grand old lady of the 19th Bomb Group, U.S. Far East Air Forces Bomber Command, is about to begin its second year of combat operations. This B-29 Superfort was one of the first medium bombers to attack Communist Korea on June 28, 1950. Bombs which will soon hang from shackles in “Fujigmo’s” two bomb bays are unloaded from a truck by Pfc. Howard J. Swartsel, left, Olympia, Wash., and Cpl. Owen L. Cummings, Brooklyn, N.Y., armament technicians of the Okinawa-based 19th Group. June 1951.

THE WAR IN KOREA: A GLIMPSE BEHIND THE SCENES

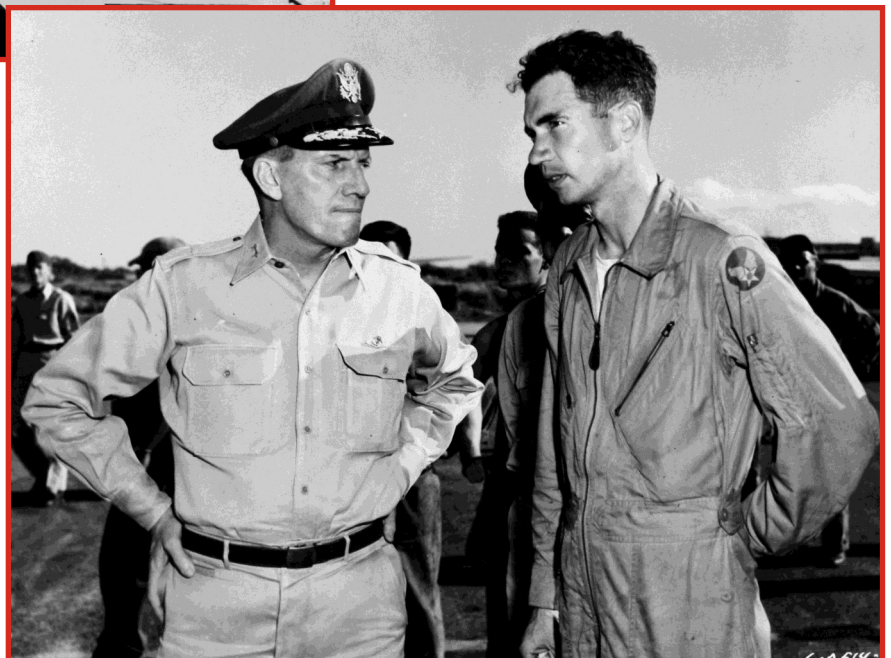


Left: Airman 1st Class Joseph J. Plezpert, Chicago, Ill., loads the nose guns of a U.S. Air Force B-26 light bomber with .50 caliber ammunition. An armament specialist, he loads the light bombers of the 3rd Wing with bombs, rockets, napalm and .50 caliber ammunition in preparation for the coming night's mission against the Communists. The night intruders strike against the enemy's warehouses, marshaling yards and troop concentrations. April 1952.



Middle: Sgt. Charles H. Whittler of Owensboro, Kentucky and Sgt. Joseph W. Kesinger of Lockhart, Texas, armament men for an F-84 Thunderjet fighter-bomber squadron, lower a deadly .50 caliber machine-gun into position. This Republic F-84 Thunderjet is the latest jet fighter to be committed to the Korean war by the U.S. Far East Air Forces. December 1950.

Bottom: Maj. Gen. Ralph F. Stearley, 20th Air Force commander on Okinawa, wears a grim, determined expression as Capt. James R. Lewis, St. Louis, Mo., relates how swarms of Russian-built MIG-15 jet fighters pounced on his U.S. Air Force B-29 "Superfort" as his crew attacked Communist targets in North Korea October 23, 1951. An aircraft commander with the Far East Air Forces veteran 307th Bomb Wing, Capt. Lewis brought his plane and crew safely home, despite damage to the tail section and flaps. October 1951.



THE WAR IN KOREA: A GLIMPSE BEHIND THE SCENES

Top: Dramatically framed by the back end of a truck, "Bugs Buster", veteran U.S. Air Force B-29 "Superfort" of the Far East Air Forces 19th Bomb Group sits at rest after an all-night jaunt over enemy targets in North Korea. Cpl. Thomas A. Feilke, Hamburg, Ark., who flew the night strike with the medium bomber, prepares to clean the guns before leaving the flight line. Radar aiming techniques permit showering quarter-ton proximity-fused air-bursting bombs on enemy frontline positions with precision accuracy. November 1951.



Middle: Pfc. Collins Travis, St. Louis Mo., installs a new .50 caliber machine gun in the wing of a U.S. Air Force F-51 Mustang of the 18th Fighter Bomber Wing in Korea. Armorers are playing a vital role in the daily air war waged against Communist targets in North Korea. They are responsible for the loading and arming of bombs, rockets and fiery napalm tanks which are destroying Red troops and supplies. November 1951.

Bottom: Certain critical specialists were needed to augment the ground crews servicing Boeing B-29s during the first support missions against North Korea. A call was sent to Guam, and in a matter of hours the airman specialists shown, arrived at Kadena Base, Okinawa, Ryuku Retto, via Military Air Transport Service. Pictured on the gangway are members of the Naval crew which rushed the men to Okinawa. Commander C.W. Holt, top left, is in charge of MATS operations at Agana. 30 June 1950

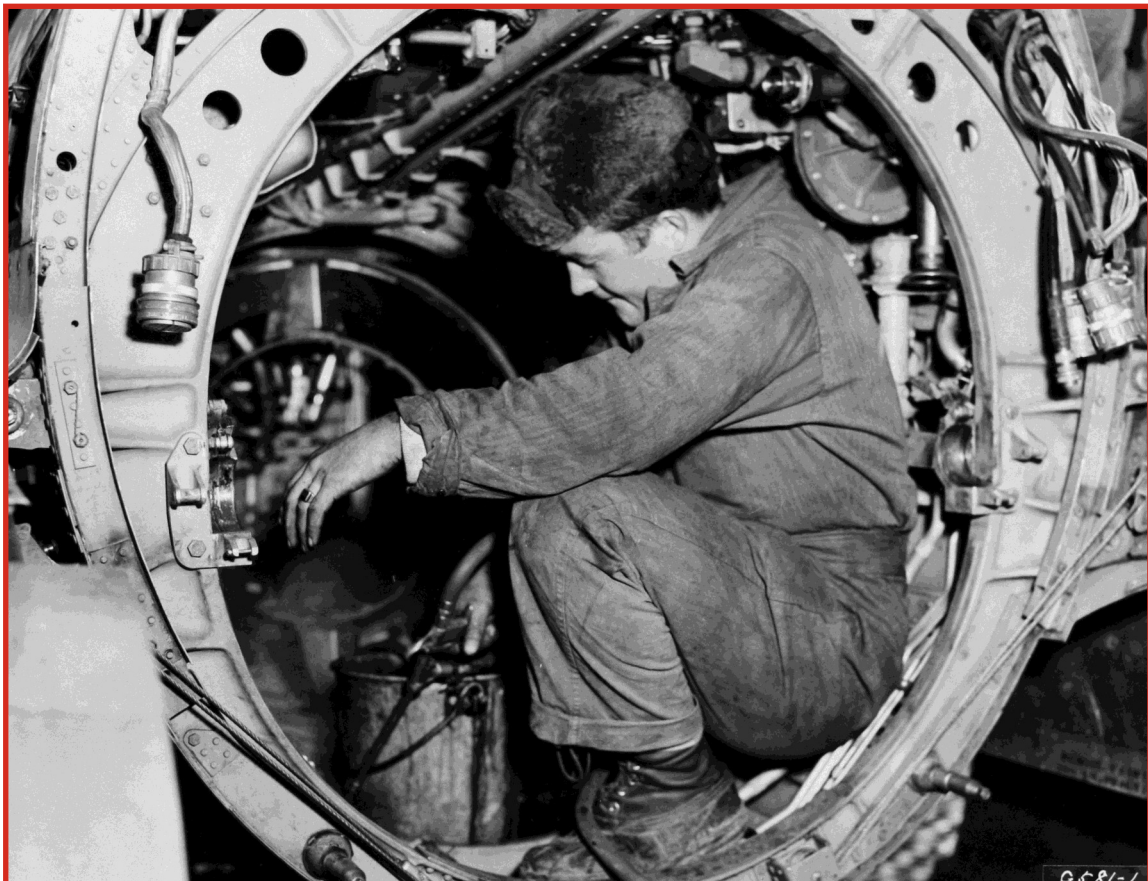


THE WAR IN KOREA: A GLIMPSE BEHIND THE SCENES



Left: The weight of combat rests easily on the strong shoulders of Cpl. Douglas C. Eckford, Detroit, Mich., as he climbs into the rear section of his U.S. Air Force B-29 "Superfort". For right gunner Cpl. Eckford, the burden of war is concentrated in the 150 pounds of .50 caliber ammunition he'll load in his guns before takeoff from Okinawa for another all-weather strike at the Communists in North Korea. A veteran of 11 combat missions, Cpl. Eckford is assigned to the Far East Air Forces 307th Bomb Wing. March 1952.

Below: "It's all in a day's work", says Sgt. Robert E. Lee, Austin Texas, as he gives one of the F-84 Thunderjet fighters of the 5th Air Force's 27th Fighter Escort Wing an interior sweepdown during an overhaul. The hard-hitting Thunderjets have been actively engaged in the Korean war since early last December. 9 March 1951



THE WAR IN KOREA: A GLIMPSE BEHIND THE SCENES

Right: USAF personnel load bombs onto the wing of a Douglas B-26 "Invader" at an airbase somewhere in Korea. 1 July 1954.



Below: Four Army soldiers are shown manning anti-aircraft gun emplacement at Taegu, Korea. They are, left to right: Cpl. Thessalonis E. McLain, San Antonio, Texas; Pfc. Benjamin Chan of New Orleans, La.; Pfc. O.D. Thomas of Longview, Texas and Pfc. Robert T. Johnson of Waco, Texas. September 1950.



THE WAR IN KOREA: A GLIMPSE BEHIND THE SCENES

Top: Cpl. Herbert E. Porwoll of St. Cloud, Minnesota, surveys ground fire damage to the “spotter” T-6 trainer plane, on which he is crew chief in Korea. Even with the chunk of tail gone, the “old reliable” flew home. September 1950.



Bottom: 1st Lt. Walter L. Doerty, Jr., Tulare, California, F-80 Shooting Star jet fighter pilot of the Fifth Air Force's 49th Fighter Bomber Group, looks over the shattered remnants of his canopy which was torn off when his fighter flew into a high-tension wire during a low-level strafing attack on a Communist train in North Korea. In spite of this, and other damage to the F-80, Lt. Doerty, landed the fighter safely at his home base in Korea. April 1951.



THE WAR IN KOREA: A GLIMPSE BEHIND THE SCENES

Right: 1st Lt. Walter H. Burke, Stockton Calif., pilot of the Fifth Air Force's 18th Fighter Bomber Group, has no trouble standing up through a shell hole in the left wing of his F-51 Mustang fighter. The "crater" measured two feet across, the result of a direct hit by an enemy 40 millimeter projectile. "I thought an earthquake had hit me", Lt. Burke admitted upon return to his home base. The photo provides ample evidence of the Mustang's ability to absorb punishment and keep flying. 18 May 1951.



Below: Crewman of the U.S. Air Force 3rd Bomb Wing examine, somewhat unbelievably, their flak-riddled B-26 light bomber, after a safe landing at their base in Korea. The B-26 was on a night train-busting mission south of Kyomipo, northeast of Chinnampo in North Korea, when heavy ground fire ripped into the aircraft's tail section. Here the crewman are, left, Capt. Alexander M. Lyon, Media, Pa., pilot, A/3C Robert R. Morris, center, Kent, Wash., gunner and Capt. Russell J. Calvert of Rapid City, S.D., navigator takes a closer look at the ripped tail section, as A/3C Morris shakes his head in disbelief. The score for the night: one locomotive damaged and two boxcars destroyed. April 1953.



THE WAR IN KOREA: A GLIMPSE BEHIND THE SCENES



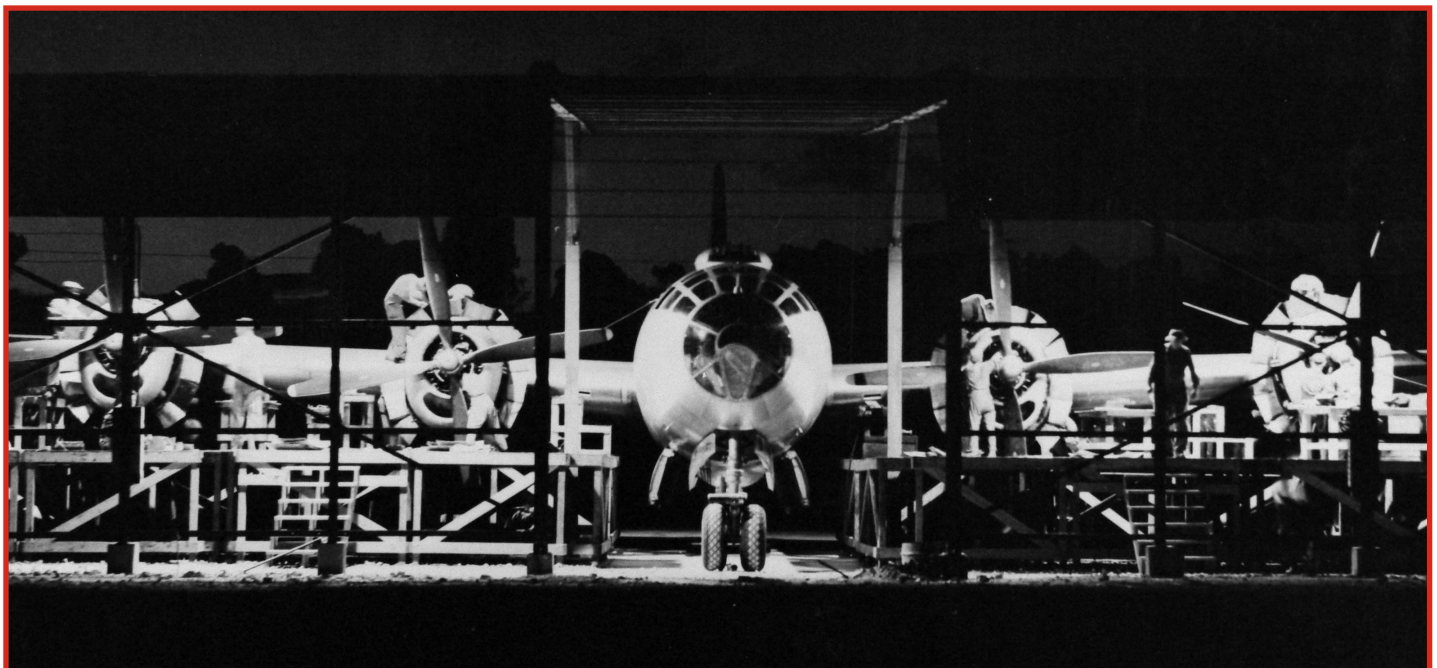
Left: Graphic proof of the accuracy of Communist flak and the ruggedness of an Air Force fighter bomber is provided by 2nd Lt. Ira L. Kimes, Jr., Richmond, Va., "Shooting Star" pilot serving in Korea with the veteran 8th Fighter Bomber Wing. This damaging blow was received when a Red 40 millimeter shell hit his tail section as he was dive-bombing a tunnel in North Korea. "I felt a big jolt", he said. "But all my instruments read normal, so I continued with my mission— shot up a locomotive inside a tunnel, and came home". When he landed at home, and first saw the damage, he said, "That's big enough to stick my head through",- which he did. February 1952.



Below: "Let me shake the hand of the luckiest man in the wing", said T/Sgt. Buford A. Johnson, Willow Creek, Calif., and proceeds to do that through the jagged hole in the canopy. 1st Lt. Samuel B. Hoffman, Miami, Okla., pilot of this Fifth Air Force F-80 Shooting Star jet of the 8th Fighter Bomber Wing received this brush with death when enemy flak struck the canopy inches from his head. He was on a low-level strafing attack of Communist positions north of Seoul, Korea. May 1951.



Top: Fifth Air Force crash and fire crews of the 67th Tactical Reconnaissance Wing spray the burning engine of a U.S. Air Force B-29 “Superfort” with chemical foam after the medium bomber tangled with enemy jet aircraft and anti-aircraft guns over North Korea. The daring air crew brought the limping “Superfort” back to this advanced air base with the use of flaps or rudder controls and with two engines out. None of the crew was injured. October 1951.



Above: To keep the U.S. Air Force B-29 “Superforts” of the Fifth Air Force mission capable, maintenance was performed day and night, in all-weather conditions, using temporary shelters and special scaffolding and platforms to assist the technicians. October 1950.



Top Left: S/Sgt. Jerry Webb, Villa Ridge, Ill., tail gunner on this U.S. Air Force B-29 "Superfort" of the Far East Air Forces 307th Bombardment Wing, points out a shell hole which came uncomfortably close to his head while on a bombing attack over North Korea Oct. 23, 1951. Swarms of MIG-15 jet fighters pounced on formations of medium bombers, and a vicious air-battle resulted. Sgt. Webb shot down one of the attacking Red planes, while another gunner on this "Superfort" downed another MIG and scored one as a probable. The shell knocked out rudder controls, and another hit damaged the hydraulic system, but a safe landing was made at this Okinawa base.

Top Right: An engine mount used in aircraft maintenance serves as a frame for this picture of a U.S. Air Force B-29 gunner loading .50-caliber ammunition in the nose guns of his medium bomber, just before take-off on another night mission against the Communists in North Korea. The four-leaf clover is the insignia of the 307th Bomb Wing, whose aircraft have pounded enemy installations for more than 30 months. Okinawa and Japan-based "Superforts" hit Red supply and transportation targets, as well as frontline positions, nightly. February 1953.

Right: This photo was made a split second before a Fifth Air Force B-26 Invader light bomber belled in for an emergency landing at a Korean airbase. While on a low-level attack over Communist lines in North Korea, enemy small arms fire damaged the hydraulic system so that the landing gear could not be fully lowered. None of the crew members were injured in the belly-landing. April 1951



THE WAR IN KOREA: A GLIMPSE BEHIND THE SCENES



Left: F-80 pilots flying close support missions in the Korean conflict fly across the straits from Japan at altitudes above 30,000 feet. At such heights they must have plenty of oxygen. Here Cpl. James H. Harris, Charlottesville, Va., prepares to load an F-80 with the vital element. October 1950.

Below: These Republic of Korea army nurses wait patiently to board a Douglas C-54 transport of the U.S. Far East Air Forces Combat Cargo Command for air evacuation from Yonpo Airfield in the most concentrated air evacuation of the Korean war. December 1950.



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Left: The At an air base in Pusan, Korea, a USAF fighter pilot grins happily as he poses beside the North American F-51 Mustang he brought back safely despite a flak-damaged wing. September 1950.

Below: Capt. Alexander M. Lyon, Media, Pa., pilot of the U.S. Air Force 3rd Bomb Wing examines, somewhat unbelievably, his flak-riddled B-26 light bomber, after a safe landing at his base in Korea, when heavy ground fire ripped into the aircraft's tail section. The B-26 was on a night-train-busting mission south of Kyomipo, northeast of Cinnampo in North Korea. Capt. Lyon mounts the riddled tail section for closer inspection of the damage. Two rudder cables were snapped and the elevator section severely damaged by the Red guns. The score for the night: one locomotive damaged and two boxcars destroyed. April 1953.



THE WAR IN KOREA: A GLIMPSE BEHIND THE SCENES

Right: The freezing cold in Korea loses its battle with ground crewman, as they pipe 300 degree heat into a U.S. Air Force F-86 "Sabre" jet engine at the 51st Fighter Interceptor Wing base in Korea. February 1953.



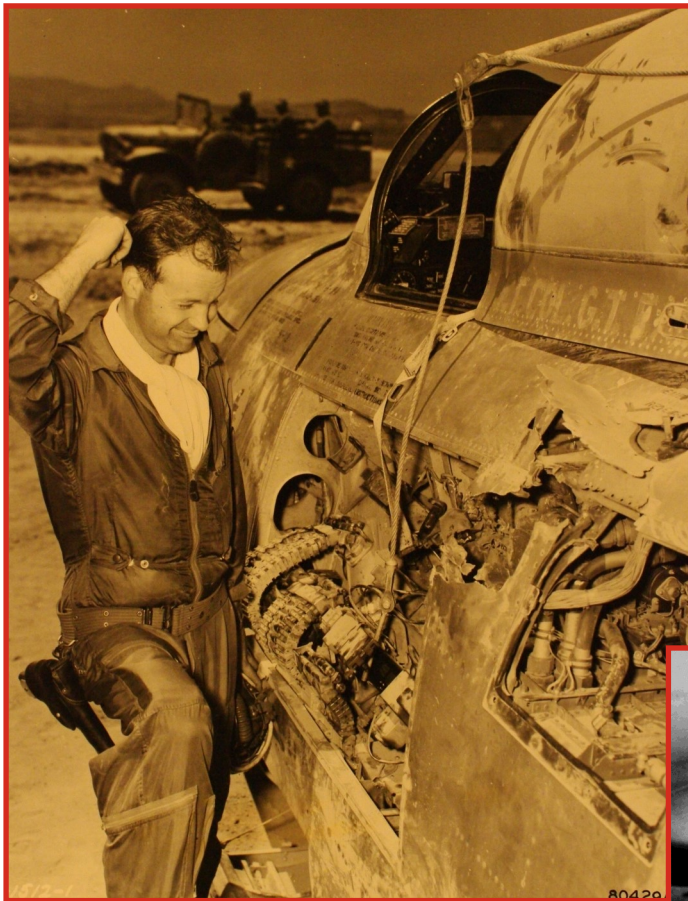
Below Left: Lt. Col. Robert J. Dixon, of New York, and members of the 4th Fighter Interceptor Wing ground crew look up in amazement at the F-86's rudder, which was virtually torn away by Communist flak over MIG Alley in North Korea. Col. Dixon was positioning himself on the tail of a Russian-built MIG-15, when a burst of enemy ground fire struck his aircraft. Despite the damage suffered, he flew the plane back to base for a safe landing. In spite of the opposition which "Sabre" jet pilots meet daily, they hold a decided margin over the enemy in daily aerial combat. Since entering the Korean war in November, 1950, "Sabres" have destroyed 750 of the 788 MIGs knocked out of the sky by Far East Air Forces aircraft. June 1953.

Below Right: A gaping hole in the tail section of his U.S. Air Force F-86 "Sabre" jet fighter bomber, caused by enemy ground fire over North Korea, is checked by Lt. William S. O'Leary, Belmont, Mass., a pilot with the U.S. Air Force 8th Fighter Bomber Wing. Lt. O'Leary, describing the incident, said he caught the jet blast just after pulling out of his dive run and added that the concussion made his feet sting. After landing his damaged aircraft, he was congratulated by Lt. Gen. S.E. Anderson, new Fifth Air Force Commander, for the fine job he did in bringing the jet bomber back safely. The bomb-laden F-86s daily strike key Red military positions deep in North Korea and along the frontline. June 1953.



THE WAR IN KOREA: A GLIMPSE BEHIND THE SCENES

Right: Flight Lieutenant Frederik Evert Potgieter, F-51 pilot of the Second Squadron, South African Air Force, grins from the cockpit of his Mustang after returning from what is believed to be the closest brush with death experienced so far in the Korean War. While on a low level strafing mission, a round of small arms fire entered the right side of his canopy, knocked the flying goggles from his face, and left him unscratched. The combined force of bullet, goggles and impact knocked out the large section of canopy. Lt. Potgieter, from Air Force Station Dunnotar, Nigel, South Africa, flies with the Flying Cheetah Squadron, one of the Fifth Air Force's attached units. April 1951.



Left: Lt. Col. Glen T. Eagleston, Alhambra, California, group commander of the Fifth Air Force's 4th Fighter-Interceptor Wing, wears a puzzled smile as he inspects wounds suffered by his F-86 "Sabre" jet, caused by a direct hit from one of the cannons in an enemy MIG-15 fighter plane. June 1951.



Right: The ability of the rugged RF-80 "Shooting Star" to absorb punishment and still return to friendly bases is graphically proven as an amazed air policeman, Pfc. Victor V. Sattler, Los Angeles, Calif., views the lacerations in the wing. Capt. Joseph F. Daly, Watertown, Mass., was the pilot of this lone, unarmed reconnaissance aircraft of the Fifth Air Force's 67th Tactical Reconnaissance Wing over North Korea when he was attacked by four MIG-15 jet fighters. Although hit by about 30 fifty caliber bullets, plus the Sunday punch from a 37 millimeter canon, which ruptured a fuel tank and made this laceration, Capt. Daly maneuvered clear of his attackers and reached a friendly Fifth Air Force base. September 1951.

Right: Members of a boresight team at Rear Echelon Maintenance Combined Operations in southern Japan prepare the four .50-caliber machine guns in the nose of a U.S. Air Force F-84 "Thunderjet" for harmonization with the gun sight. Left to right they are A/2C Almus Wisely; A/2C David Cooper; A/1C Billy Gaston and A/2C John Maggard. Every item on the "Thunderjets" is thoroughly checked at REMCO before the aircraft is returned to the combat zone. November 1952.



Left: White streaks cut the night skies as an armament crew of the 3rd Bomb Wing fires .50 caliber tracers from the nose machine guns of a U.S. Air Force B-26 "Invader" into a target on the Korea-based unit's boresighting range, to check the accuracy of the aircraft's armament. Throughout the day and night skilled mechanics, armament crews and numerous other aircraft maintenance specialists are busy keeping the "Invaders" in top condition for their continuing aerial activities against Communist objectives along the frontlines and deep in North Korea. On

the ground, observing the path of the tracers are, A/3C William White, Jr. , (left), of Washington D.C., and A1C Daniel J. Lindsey, of Riveria, Calif. In the cockpit (left to right). Are A/1C Joseph R. Litherland, of Alledale, Ill.; A/2C Richard Burch, of Hyannis, Mass., and A/2C James E. Guy, of Cottonwood Ala. Since the start of the Korean war, the 3rd Bomb Wing B-26s have flown over 31,500 sorties, with more than 27,000 of them flown at night. July 1953.



Left: Thousands of rounds of .50 caliber machine gun ammunition are linked and loaded into the cans of this U.S. Air Force F-80 "Shooting Star" in preparation for another combat mission over northern Korea. Here, A/1C Joseph Clark (left center), Philadelphia , Pa., and A/1C Everett Clark (right center), Farley, Iowa, unload the ammunition from a portable cart. Each separate round must be linked into one long belt before loading into the cans. F-80s such as these have been a constant thorn in the side of Communist supply personnel by repeatedly destroying rail and supply lines throughout northern Korea. April 1952.

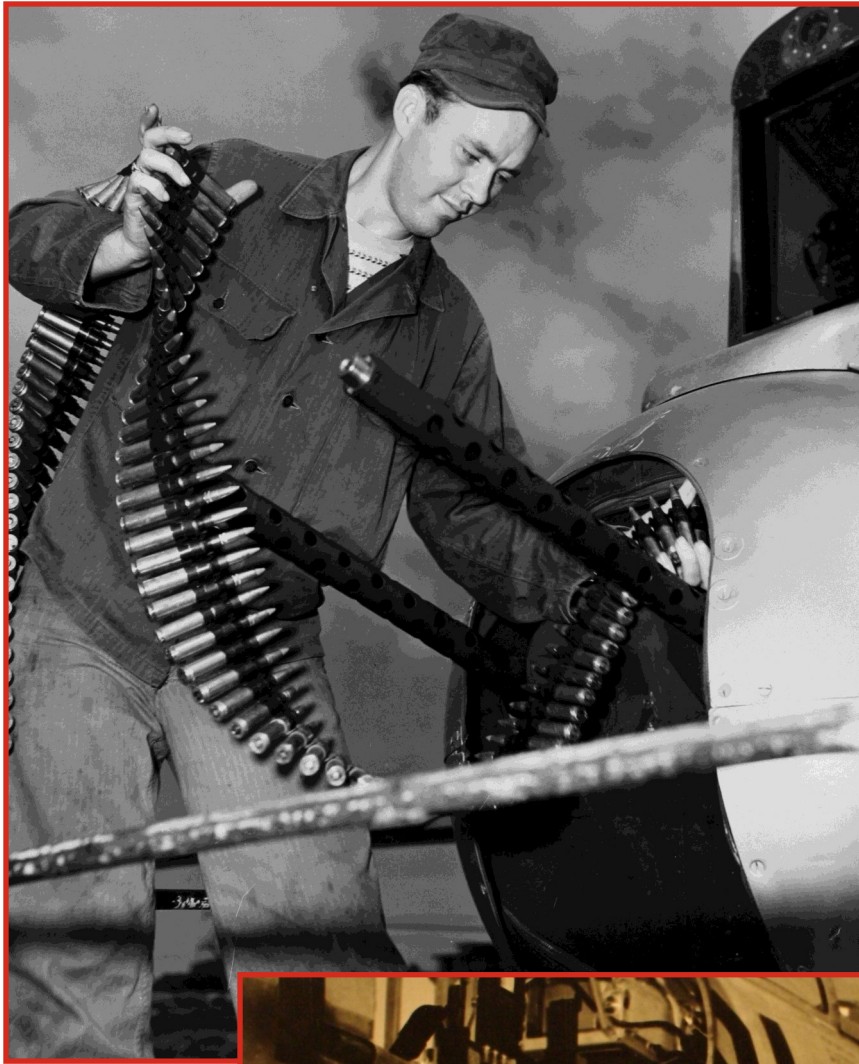


Top: U.S. Far East Air Forces B-29 “Superforts” of the 19th and 307th Bomb Wings on Okinawa, and the installations on this important base of operations are guarded day and night by alert anti-aircraft gunners like the trio shown here. They are, left to right: Cpl. Gilbert Viney, Logansport, Iowa; Pfc. Edwards Willet, Blaine, Washington and Pvt. Leo Trujillo, Denver, Colorado. May 1951.



Bottom: While the giant U.S. Air Force C-124 “Globemaster II” is unloaded at a Korean air base, sharp-eyed gunners in mobile gun turrets are particularly alert for sneak attack by hostile aircraft. Several of these “quad-fifties” are located at strategic locations around the airstrip, providing maximum coverage. A gunner radio-telephones a central fire control point that all is quiet at his station. The huge “Globemaster” has been flying the Korean air-lift with other U.S. Far East Air Forces 315th Air Division (Combat Cargo) transports for an extended period of rigid field tests. October 1951.

THE WAR IN KOREA: A GLIMPSE BEHIND THE SCENES



Left: Into the tail guns of a U.S. Air Force B-29 "Superfort" go 150 pounds of preventative medicine against enemy fighter attacks. Airman Gerald L. Holmes, Stanbaugh, Mich., loads up before his eighth combat strike at Communist targets in North Korea. Success of the mission will be determined in the morning when Airman Holmes clears his "twin fifties" of unused ammunition. Like other gunners with the Far East Air Forces Okinawa-based 307th Bomb Wing, Airman Holmes hopes morning will have shown a successful mission. April 1952.

Below: Aircraft armorers Cpl. Bert Farmil, Detroit, Michigan, and Pfc. Glen Rose, Oregon City, Oregon, specialists for one of the fighter squadrons now operating out of bases in Japan against North Korean Forces, perform in concentrated action to rearm the guns of one of the deadly F-80 jets as soon as it returns from a mission. July 1950.



THE WAR IN KOREA: A GLIMPSE BEHIND THE SCENES



Top: At sunset, Airmen Frederick A. Hoffman, Chicago, Ill., checks his .50 caliber machine guns for the last time before take-off from Okinawa and the air war over North Korea. For “Superfort” gunner Hoffman, the success of tonight’s mission will depend upon the ability to be ready. Assigned to the Okinawa-based 19th Bomb Group, he’s a veteran of three Korean combat missions. May 1952.

Bottom: Armorers of the Eighth Fighter Bomber Wing (known in Korea as the “Hobos”) load one of the Wing’s F-80 “Shooting Stars” for another mission against the North Korea Communists. Cans of .50 caliber ammunition are being placed in the nose of this fighter bomber which was soon strafing Red targets after this picture was taken. May 1952.

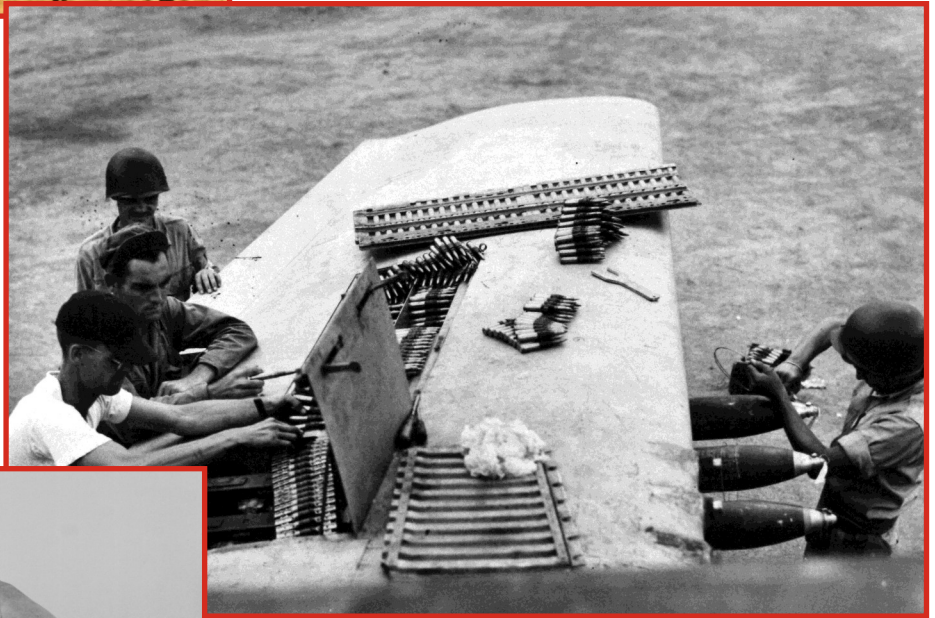


THE WAR IN KOREA: A GLIMPSE BEHIND THE SCENES



Left: Men of the 474th Fighter Bomber Wing load part of the 200,000-plus rounds of .50 caliber ammunition fired by this U.S. Air Force unit, formerly a part of the National Guard, during their first six weeks of combat operations. The airman are: (left to right), A/2C Wilbur J. Hutchinson, of Watsonville, Calif.; A/2C Roy E. Boush, West Lawn, Pa., and A/2C Joseph E. Feighn, Cleveland, Oh. October 1952.

Middle: With the North American F-51 Mustangs at this front line air strip flying as many as four and five missions a day, it means fast work for armament crews who load the six hungry fifty caliber machine guns, hang and arm the six heavy rockets and two 500 pound bombs each fighter carries. Here the expert crew servicing this Mustang is watched by Cpl. James A. Bishop, of Cumberland, Maryland, visiting ground forces medic, third from left. Loading the heavy machine guns are: left to right, Sgt. Francis K. Wright, Rochester, New York; and Pfc Ronald L. Rice, of Rock Falls, Illinois. Attaching the arming wire to an armor piercing rocket is Pfc. James A. Stephens, Wyandotte, Michigan. 4 August 1950.



Left: Sgt. David K. Poe, Waianae, Oahu, Hi., armorer with the 6131st Tactical Support Wing of the Far East Air Forces, loads ammunition into the .50 caliber machine-guns of an F-51 Mustang fighter preparatory to a mission in North Korea.

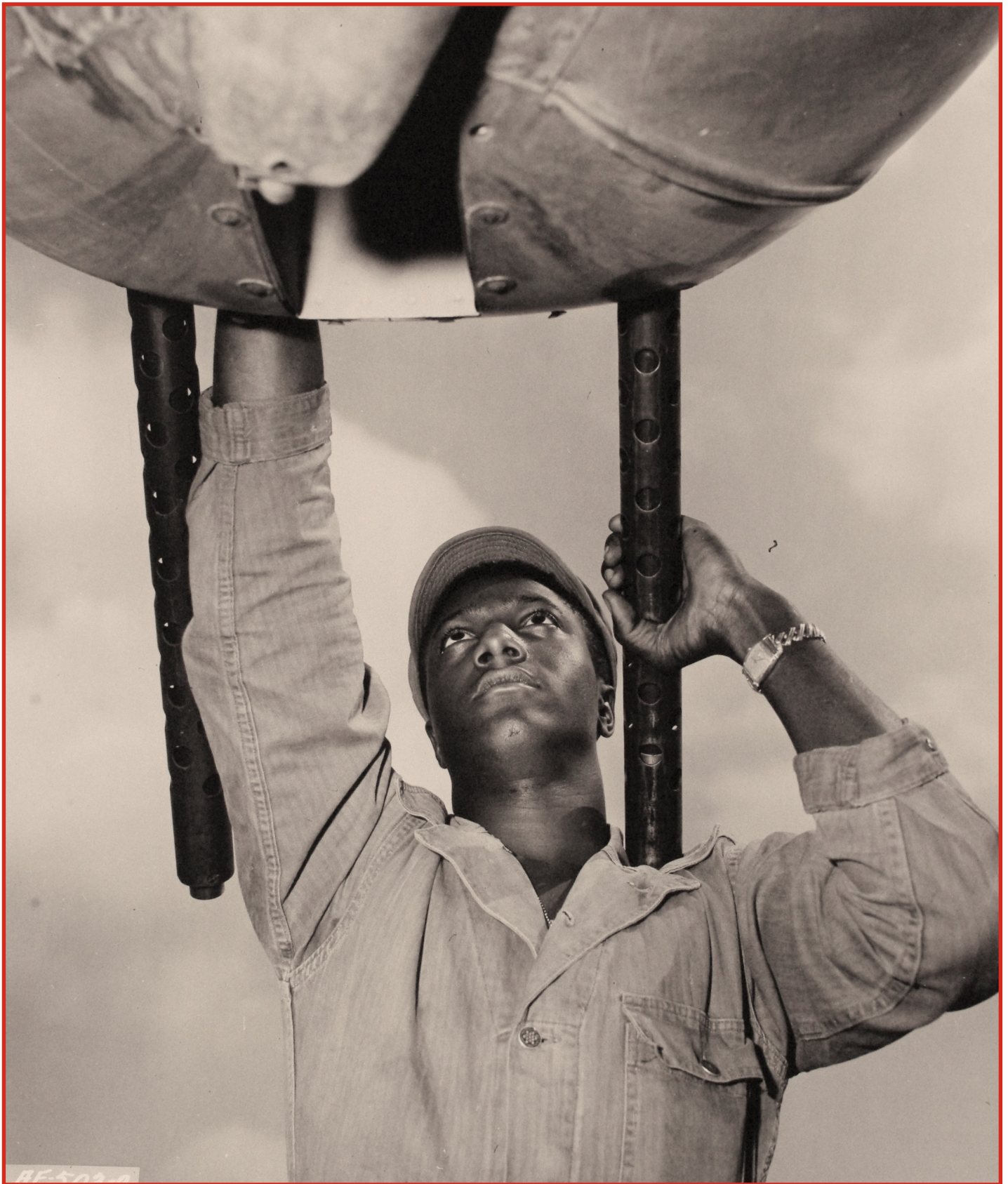
THE WAR IN KOREA: A GLIMPSE BEHIND THE SCENES



Top: Corporal J.C. Lovelace of Fowler, Indiana, wears a scarf of .50 caliber ammunition as he prepares this B-26 light bomber for missions against the North Korean Communists. September 1950.

Bottom: It takes heroic courage on the part of every man in the U.S. Far East Air Forces Bomber Command to keep the big B-29s in perfect flying shape no matter what the elements might dish out. Working in cutting, snow-laden wind to see that the .50 caliber machine guns are ready to go is S/Sgt. Hank Severson of Staples, Minnesota. January 1951.





Above: Framed between the barrels of his .50 caliber machine gun in the tail of a U.S. Air Force B-29 "Superfort", Cpl. Noble Walker, Jr., of Calhoun Falls, S.C., makes final adjustments in his turret before take-off on another bombing mission over North Korea. The Palmetto State airman has already flown 17 combat missions against the Communists and is scheduled to return to the U.S. soon under the Air Force rotation program. March 1952.

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Right: The crew of a U.S. Air Force combat aircraft is a team. Each crew member has a specific job to do to contribute to the overall effectiveness of each mission against Communist targets in Korea. One of these important roles is that of the aerial gunner. Here, A/2C Angel L. Morales, New York City, N.Y., a gunner and veteran of 27 combat missions with the 3rd Bomb Wing, adjusts the upper turret guns on his B-26 night "Intruder" before taking off on a daylight strike against Red supply storage areas near the front Lines. October 1952.



Middle: Swirling snow blankets the tail surface of a U.S. Air Force B-29, as A/1C Walter D. Dunham, Lucasville, Ohio, traverses three .50 caliber tail guns through their field of fire, before taking off on another bombing mission over North Korea. Tail gunner Danham makes sure his "stingers" are ready for any enemy night fighters. He flies with the Japan-based 98th Bomb Wing. February 1953.



Bottom: F-51 Mustangs of the Fifth Air Force's 18th Fighter Bomber Wing returning from combat strikes, taxi into this line to enable armament and refueling crews to ready them for more flights with maximum efficiency. Rocket carts pull up in front of the fighters as crew chiefs and mechanics busy themselves with other parts of the planes. July 1951.



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Left: The best friends an airman can have around when Red fighters whip in to attack are twin .50 caliber machine guns. Sgt. Joseph L. Harrison, Compton, Calif., plants an affectionate kiss on his turret guns. The occasion is due to his getting credit for a “probably destroyed” Yak type aircraft while on a combat mission with other U.S. Far East Air Forces B-26 bombers of the 452nd Light Bomb Wing. January 1951

Middle: As soon as this U.S. Air Force F-80 jet fighter returns to its base in Japan from a mission over Korea, the armorer assigned to it, Sgt. Max J. Hernandez, Detroit, Michigan, unloads, inspects and then prepares the six .50 caliber machine guns for the next mission. August 1950.



Above: The first medium bomber to strike a United Nations blow for freedom in Korea was the “DOUBLE WHAMMY”, a B-29 “Superfort” of the U.S. Far East Air Force’s veteran 19th Bomb Group. The plane led the first flight of medium bombers to attack enemy targets near Seoul, Korea on June 28, 1950. Today, one year later, the “Double Whammy” is being readied to put the “evil eye” on another target after amassing well over 100 combat missions. Preparing guns to add additional misery to Communist fighters which might venture within range, are: Sgt. Leeman Tankersley, tail gunner from Calhoun, Georgia, (on stand) and T/Sgt. William Zalabak, central fire control gunner from San Jose, California. June 1951.

Right: At an air base in southern Japan, T/Sgt. Byron E. Banker, of Inglewood, California, checks the .50 caliber machine guns prior to the big B-26 bomber's next mission to Korea. T/Sgt. Banker is a member of the 452nd Light Bombardment Wing, a Reserve Wing which flew its first combat mission just 77 days after it was called to active duty. November 1950.



Below: As neat and compact as a store-window display, this power-packed combination of bombs, napalm and .50 caliber ammunition explains why the approach of a Fifth Air Force B-26 light bomber strikes fear to hearts of Communist forces in North Korea. A quick breakdown shows twenty-eight 100-pound bombs, four napalm tanks and about six thousand rounds of ammunition to feed the fourteen forward firing machine-guns and two turret "fifties". Lt. Col. Joseph Belser, left, San Antonio, Texas, 3rd Bombardment Wing pilot and Sgt. Alfred Head, Seymour, Texas, crew-chief, talk about the forthcoming mission. June 1951.



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Right: When U.S. Air Force F-51 “Mustangs” return from a strike at Red targets in North Korea, trailer loads of high-velocity rockets, bombs, napalm and .50 caliber ammunition are waiting to arm the sturdy fighters for another strike. “Mustangs” of the Fifth Air Force’s veteran 18th Fighter Bomber Wing in Korea have earned the name “Truckbusters” and these long, dynamic rockets leave little to the imagination as to what happens when one makes contact with a truck, locomotive or tank. October 1951.



Left: Sgt. George W. Lee, Huntington, West Virginia, straddles the nose section of a U.S. Far East Air Forces F-51 Mustang to check the coolant system at a Fifth Air Force base in Korea. Sgt. Lee is a crew chief with the 35th Fighter Interceptor Wing. March 1951.



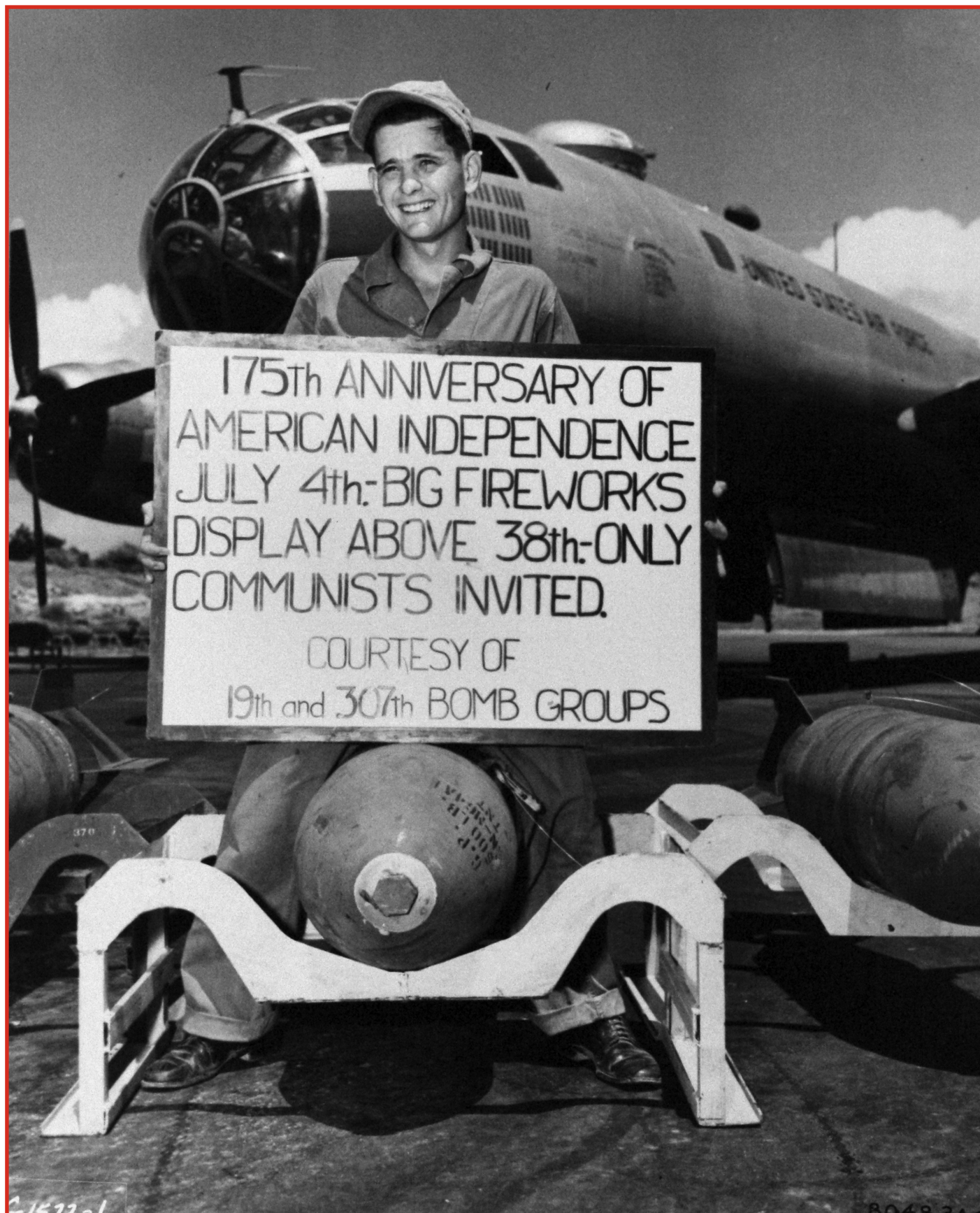
Top Left: Ammunition coiled in a serpentine mass before them, three gunners of the U.S. Far East Air Forces Okinawa-based 19th Bomb Group, link .50 caliber cartridges into belts before loading. The airman, (left to right) Pfc. Dennis L. Archie, Elizabeth, N.J.; Cpl. Nick G. Platis, Price, Utah; and Cpl. Joseph R. Griffin, Charleston, Mo., are getting set for their seventh "Superfort" mission over Korea. October 1951.



Top Right: Although these lethal-looking explosives being armed under the wing of a T-6 "Mosquito" by A/1C William T. Rodgers, McAlester, Okla., are not in themselves deadly, Communist troops along the battleline know only too well that after these smoke rockets hit a target they are quickly followed by UN fighter bomber high-explosive assaults. The slower-moving Mosquitos of the U.S. Air Force 6147th Tactical Control Group range the enemy's battleline, marking targets hard to spot from fast-moving jet aircraft. The fighter bombers follow up with a shattering attack at the objective, inflicting enemy troop casualties, knocking out gun positions, blasting bunkers and destroying supply stockpiles. March 1953.



Left: Capt. Rueben T. Long, Jr., right, U.S. Air Force B-29 "Superfort" bombardier who aimed the 252,066,000th pound of high explosives dropped by Bomber Command "Superforts" on Communist targets in Korea, explains a fusing problem on a 4,000-pound block-buster to his radarman, 1st Lt. Glenn T. MacClure, left, Los Angeles, Calif. Capt. Long is from Teague, Texas. "Sic-em" has flown 60 combat missions over Korea without an "abort" and without having been hit, despite flak and fighter attacks. August 1952.



Above: Sgt. Jack Kersey, Tampa, Florida, U.S. Far East Air Forces armament technician of the Okinawa-based 307th Bomb Wing, holds a sign announcing the schedule of events. He straddles one of the big "firecrackers" that will explode on some Communist target on American Independence Day, which coincides with his 24th birthday. June 1951

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Top: Far East Air Forces B-29 Superfort crews have prepared a special present-but not with love- for One Eyed Charlie, a North Korean anti-aircraft gunner, whose aim sometimes gets too close for comfort. The present is a nice, firm, well-rounded 2,000-pound bomb that three crewman are about to put in the bomb-bay of the big plane. They are: S/Sgt. Norvin T. Bisson, Minnesota, tail-gunner; S/Sgt. John F. Brustmaker, Akron, Mich., flight engineer; and S/Sgt. George E. Ennis, Haskins, Ohio, central fire control gunner. February 1951.



Below: A two thousand pound "block buster" bomb destined for a Communist target in Korea is loaded aboard a truck at a U.S. Far East Air Forces base to be transported to a waiting B-29 "Superfort" bomber of the 98th Bomb Group. Aircraft armament specialists, T/Sgt. Elmer Michel, Deadwood, South Dakota, (second from left) and Pvt. Charles Franklin, Winter Haven, Florida, (right) are assisted by a group of Japanese laborers in the loading operation. July 1951.



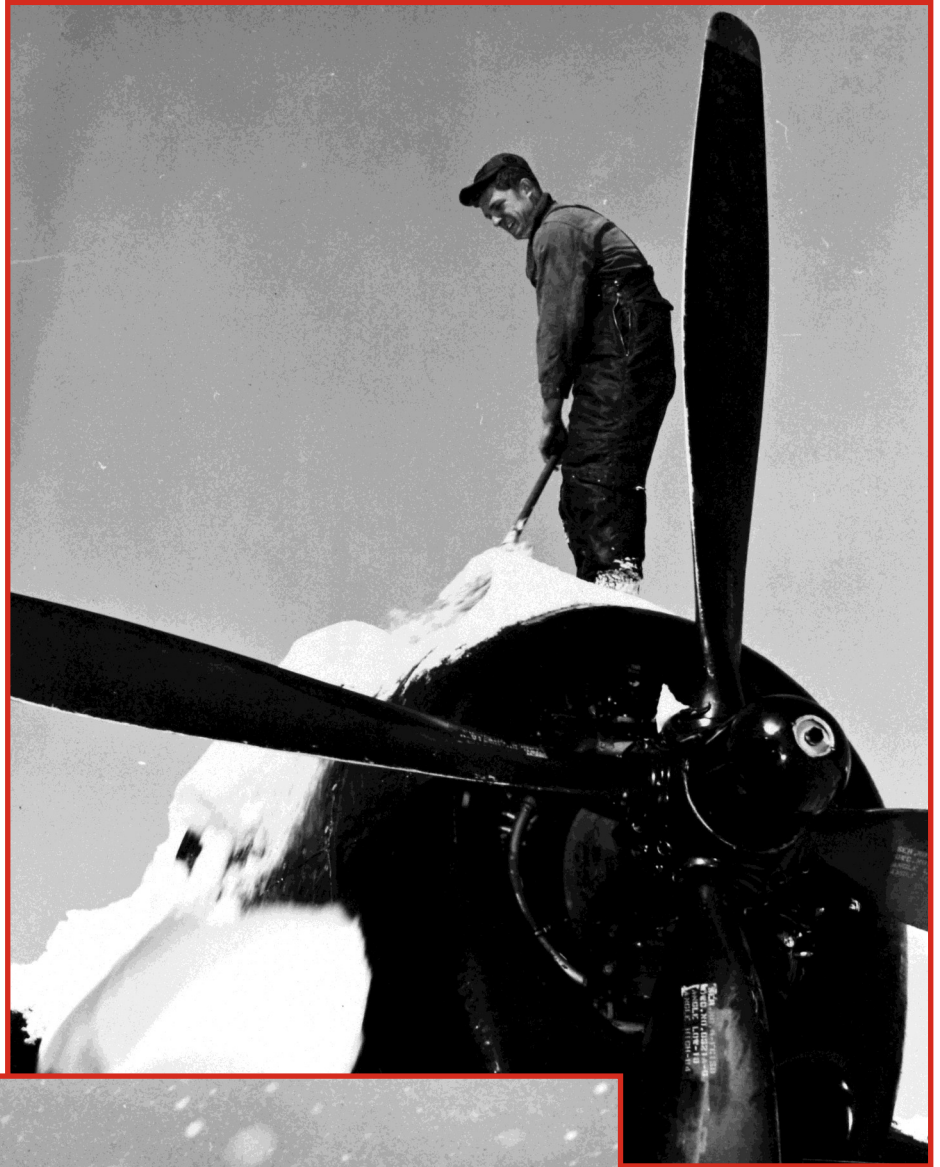
Right: Ignoring a Korean snow storm, two ground crew members of the 3rd Bomb Wing work on an engine of a U.S. Air Force B-26 Night Intruder. These light bombers, carrying out "Operation Strangle", hit Communist troop and supply lines every night in all kinds of weather. Armed with tons of bombs and ammunition, attacking visually or by radar, the twin-engine B-26s have taken a heavy toll of enemy rolling stock since the 3rd Bomb Wing entered the war in June 1950. January 1952.



Above: Swirling snow flashes in the foreground as U.S. Air Force ground crewman—the "legmen" of aerial warfare—brace against a freezing Korean storm to cover an RF-80 "Shooting Star" of the 67th Tactical Reconnaissance Wing. Used for visual and photo reconnaissance of enemy targets, the unarmed jet aircraft are maintained in constant readiness by ground crews despite bitter weather conditions. December 1952.

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Right: Airman First Class Billy E. Lyons of Lawton, Okla., wields a broom against the five-inch snow-cap on the engine of a Japan-based U.S. Air Force B-29. The snow fell as crews of the 98th Bomb Wing were preparing for another bombing attack in North Korea. Airman Lyons, an aviation mechanic, is typical of the many ground crew members who joined broom details to clear their airplanes of the dangerous snow in time for the big bombers to take off on scheduled time for the combat mission of the night. February 1953.



Left: Enduring the cold winds and flying snow of Korean winter, line crewman of the U.S. Air Force 67th Tactical Reconnaissance Wing tie down an RF-51 "Mustang". The Mustangs are used by the 67th to direct fighter-bomber strikes of various types against the Reds and to provide front line visual reconnaissance of enemy positions. December 1952.

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Top: Constant performance over enemy-held country means constant inspection to these ground crew men of the U.S. Far East Air Forces stationed at an advanced air strip in Korea. Here, Cpr. Paul B. Councilman of Freedom, Pennsylvania (left), a jet mechanic with a Fighter Squadron and M/Sgt. Robert L. Brown of Bisbee, Arizona, Assistant Flight Chief with the same outfit, pull the power plant of an American F-84 jet fighter for a regular 50-hour inspection. December 1950.

Middle: To assure a steady supply of oxygen for the Far East Air Forces Warcraft, the 6405th Air Support Wing, a Far East Air Logistics Force unit in Korea started producing its own bottled oxygen. Here, 1st Lt. William J. Heath, (left) Cincinnati, Ohio, a U.S. Air Force F-84 "Thunderjet" pilot of the 49th Fighter Bomber Wing, watches his crew chief, T/Sgt. Harold E. Sears of Thomaston, Conn., fill his oxygen tanks. October 1952.



Left: This unusual night photograph catches two maintenance specialists of the U.S. Air Force 67th Tactical Reconnaissance Wing working by jeep headlight on an RF-80. Getting the aircraft ready for a photo reconnaissance mission in the morning (left) to right are A/2C Roger A. Johnson, Dallas, Ore., and A/3C Melvin I. Schwamman of Castalia, Iowa. The aircraft of the 67th fly vital photographic and visual reconnaissance missions deep into North Korea, spotting key Red military targets and troop concentrations for attack by UN aircraft. March 1953.

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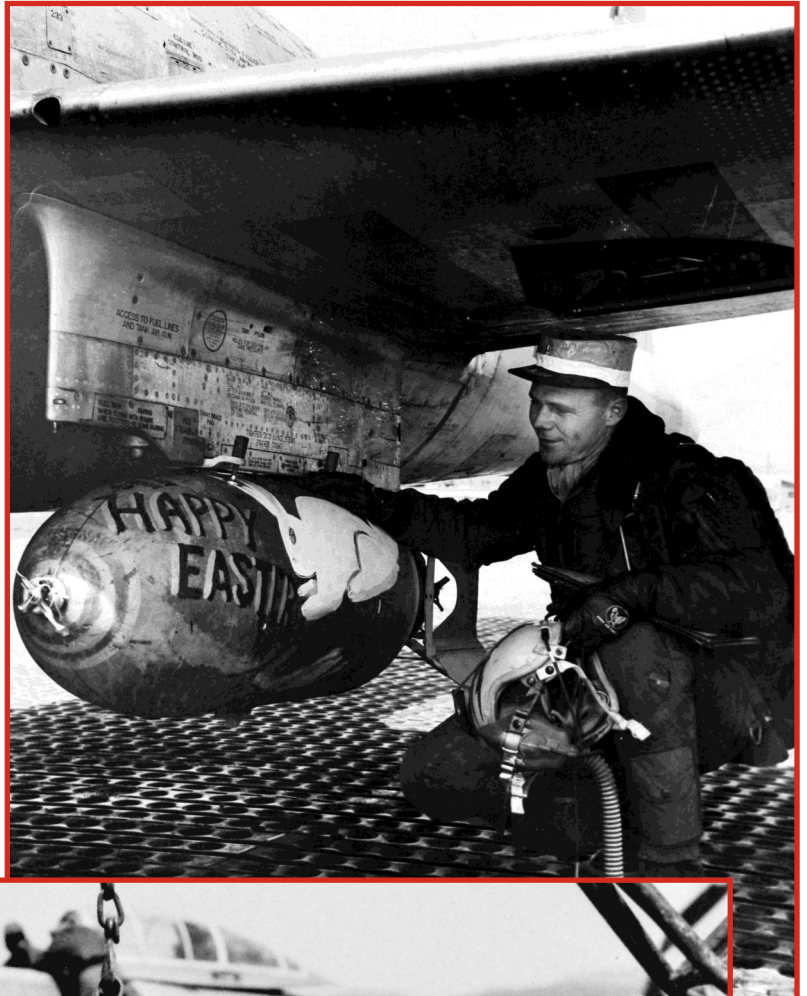
Top: Three Hawthorne, California airmen assigned to the night flying 3rd Bomb Wing, work as a team to hang a bomb on the wing of a Fifth Air Force B-26 night intruder bomber. Left to right: T/Sgt. John J. Nicholson, Cpl. Edward J. Franks and S/Sgt. Richard H. Sloan. August 1951.

Bottom: High explosive bombs are unloaded from a truck next to B-29 "All Shook" prior to another mission against Communist targets somewhere in North Korea. 10 September 1952.



Right: Lt. Col. Erwin E. Elrod, U.S. Air Force F-84 "Thunderjet" pilot with the rail-splitting 49th Fighter Bomber Group, examines a thousand-pound "Easter Egg" that was his gift to the Communist in Korea. Two of the "eggs" were loaded on his 600-mile-per-hour jet, and after his mission last week, Col. Elrod reported two direct hits on an enemy rail line. April 1952.

Below: Capt. John L. Muller, Pensacola, Fla., puts the finishing touches on his Easter Gift to the Communists in North Korea. This thousand pound "Easter Egg" was part of tons of explosives used by the rail-splitting 49th Fighter Bomber Wing in its attacks on enemy supply routes and troop concentrations. Capt. Muller supervises the maintenance and repair of U.S. Air Force F-84 "Thunderjets" for the "Black Sheep Squadron" of the 49th Wing in Korea. April 1952.





Top: T/Sgt. Robert King, left, Towson, Md, and Sgt. John Monohan, West Allis, Wisc., U.S. Far East Air Forces maintenance specialists of the 374th Troop Carrier Wing go about their tasks under the spell of their own philosophy, samples of which decorate their work-bench. June 1951.

Right: Hundreds of paratroopers of the 187th Airborne Regimental Combat Team bail from huge C-119 troop-carrying transports of the U.S. Far East Air Forces 315th Air Division (Combat Cargo) in a practice drop made preparatory to the mission north of Seoul, Korea, 23 March 1951. Some of the men are seen plunging headlong from the flying boxcars, as others descend easily in their fully-opened chutes. March 1951.



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Left: Okinawa-based B-29 groups, through the flying crew members, repeatedly express their respect for the ability and ingenuity of the maintenance personnel who keep the Superforts in tip-top condition. Ground crew men still continue to work around the clock repairing and inspecting their ships to assure the safety of the flying crews. Typical of these “behind the scene heroes” are: (bottom to top) Cpl. James T. McGinty of Carbon Hill, Alabama; M/Sgt. James w. Lemley of Tampa, Florida and S/Sgt. Rex B. Smallwood, of Baltimore, Maryland as they drop a new engine into place. November 1950.



Left: Airman Second Class Leon McDonald of Frankfort, Ky., serving with the Fifth Air Forces 6147th Tactical Control Group in Korea, keeps his U.S. Air Force T-6 “Mosquito” in tip-top shape for aerial reconnaissance missions over enemy-held territory. Here A/2C McDonald gives his T-6 a major overhaul. The 6147th flies at “on the deck” levels to spot enemy targets for Far East Air Forces fighter bombers. April 1952.

THE WAR IN KOREA: A GLIMPSE BEHIND THE SCENES

Right: These fragmentation bombs promise more trouble for the Red Troops in Korea. A B-26 of the U.S. Far east Air Forces 452nd Bomb Wing is readied for another night intruder mission in some part of enemy held Korea. Sgt. Lars E. Medhaug, Long Beach, California, (left) is assisted by Capt. Paul Garton and Cpl. Donald E. Tandy, both of Los Angeles, California, in his task of loading this aircraft. December 1950.



Above: In order that the U.S. Air Force F-80 jet fighters will be ready to fly against the North Koreans every day, maintenance work is performed at night. Here S/Sgt. Henry G. Taylor of Clara, Mississippi, repairs the right flap of an F-80 in a dark hangar at a Fifth Air Force Base in Japan. August 1950.



Above: Ground crewman at a U.S. Far East Air Forces B-29 base carefully replace a rudder of a Superfortress. Soon it will fly again to blast the important Communist held sectors of Korea, helping to stave off continued Red drives to push UN forces from the Korean peninsula. January 1951

THE WAR IN KOREA: A GLIMPSE BEHIND THE SCENES



Left: While his master, S/Sgt. Fred E. Kirgan of St. James, Mo., works on an F-86 "Sabre" jet at the U.S. Air Force 4th Fighter Interceptor Wing in Korea, this canine member of the ground crew team makes a final inspection of his own to make sure that everything is in top shape. The maintenance men of the 4th Wing work day and night keeping the deadly "Sabres" always ready for flight. In their daily patrols of MIG Alley searching for their MIG-15 quarry, the "Sabres" have destroyed over 620 of the more than 660 MIG-15s destroyed by Far East Air Forces aircraft since the start of the Korean war. April 1953.

Right: Capt. Frederick E. Bailey (left), of Palatka, Fla., aircraft commander, inspects his U.S. Air Force B-29 "Superfort" crew, before another night bombing attack over North Korea. The aircraft, dubbed "Grandma" by a former crew, recently completed its 200th combat mission, flying sorties against Communist targets in all but four months of the three years of war in Korea, slamming 4,000,000 pounds of high explosives into key Red military installations. The 98th Bomb Wing veteran "Superfort's" crewman are (left to right), Captain Bailey; 1st Lt. Frank j. Kalinowski, Cleveland, Ohio, pilot; 2nd Lt.



John A. White, Blytheville, Ark., navigator; Capt. Arthur D. Steele, Lincoln, Neb., bombardier; 2nd Lt. Mitchell J. Kulesza, Hartford, Conn., radar operator; A/1C Rameth A. Manahan, Okemah, Okla., flight engineer; A/1C Harold S. Schrank, Berea, Ohio, radio operator; A/1C Bobbie J. Mead, Burbank, Calif., central gunner; A/2C Charles E. VanCura, of Ogallala, Neb., left gunner;; A/1C Leon D. Knight, Lapeer, Mich., right gunner and A/2C William O. Joe, of Alexander, Neb., tail gunner. The B-29s fly nightly combat missions, blasting targets deep in North Korea and along the battleline, in support of United Nations forces. June 1953.

THE WAR IN KOREA: A GLIMPSE BEHIND THE SCENES

Top: Forced to bail out of their badly damaged U.S. Air Force B-29 "Superfort" after undergoing heavy anti-aircraft fire while attacking a key Communist airfield in northern Korea recently, ten crewmembers of the stricken B-29 were literally "bombed" to safety by their ingenious bombardier on a small island off the west coast of Korea. Prior to normal bail-out procedure practiced by all B-29 crews, bombardier 1st Lt. Donald A. Birch, Bay City Mich., made drift and windage calibrations with his bombsight and when in position over the dot of land in the water below, gave the bailout signal. So accurate were his calculations that most of the crew landed directly on the island while the rest floated to safe drops in the water nearby. After the majority of the crew had "hit the silk", Lt. Birch and the aircraft commander, Capt. Lyle B. Bordeaux, Bowling Green, Ohio, who had kept the plane aloft until the very last moment, also left the crippled plane and came down without mishap. The entire crew was picked up almost immediately by two alert SA-16 amphibians of the vigilant 3rd Air Rescue Squadron. Pictured here, lined up in front of their "Superfort" prior to an earlier strike in Korea, are nine of the lucky airmen. They are, left to right: Capt. J.B. Walkup, Jr., pilot, McIntosh, Fla.; 1st Lt. Richard L. Davis, navigator, Shreveport, La.; Lt. Birch; 1st Lt. Charles E. Work, radio operator, Mobile Ala.; T/Sgt. James Burleson, Flight engineer, Badin N.C.; an airman who was not a crewmember on the last flight; S/Sgt. Jack A. Bennett, central fire control gunner, Chula Vista, Calif.; Sgt. William Cook, gunner, South Paris, Me.; and three other airman not on the last mission. Capt. Bordeaux is shown in front briefing the crew. October 1951.



Bottom: This is the B-29 Superfortress crew that dropped the 100,000th ton of bombs to be rained down on Communist targets in Korea since beginning of the conflict. The eventful flight was made the night of February 9-10. Their target was a rail bridge at Chong-ju in northwest Korea. Members of the Far East Bomber Command crew are: (Left to right, kneeling) Capt. James E. Buckheit, Rock Hall, Md., aircraft commander; 2nd Lt. George R. Savage, Chicago, Ill., pilot; 1st Lt. Harmon Smith, Redkey, Ind., navigator; 1st Lt. Thomas Cooney, Hermiston, Oregon, bombardier; 2nd Lt. Billy Montgomery, Stockton, Calif., radar operator; 1st Lt.



Douglas W. Anderson, Pasadena, Calif., radar operator; T/Sgt. Walter W. Boehme, San Antonio, Texas, engineer; Sgt. Robert D. Kane, San Francisco, Calif., radio operator; Cpl. Walter T. McKinney, Ventura, Calif., left gunner; Cpl. Henry H. Guck, Perham, Minn., right gunner; Cpl. Tullas G. Catoir, tail gunner and T/Sgt. Martin J. Duddy, Waltham, Mass., Central fire control gunner. February 1952.

THE WAR IN KOREA: A GLIMPSE BEHIND THE SCENES

Right: Chicago's National League Cub's haven't opened a farm club on Okinawa, but this U.S. Air Force B-29 crew on the Pacific Island has a strong tie with the Wrigley Field baseball team. Capt. Julian S. Wysoki (right), Superfort commander from Chicago, wrote the Cub's front office for help when he was unable to buy unique flight caps for his crew of the 307th Bomb Wing. The Cub's answered immediately with 11 of the blue Chicago caps. Since then the crew has flown 31 missions against Communist military targets in North Korea. Left to right, the crewman are: A/1C William F. Cherry, Vintonville, Pa., right gunner; A/1C Thomas J. Smith, Chandler, N.C., central fire control gunner; Capt. Frank W. DeHaven, Morton Grove, Ill., navigator; 1st Lt. Oscar R. Johnson, Carlsbad, N.M., pilot; T/Sgt. Joseph B. Moeller, Kansas City, Mo., flight engineer; 1st Lt. Robert F. Kellow, Geneva, N.Y., bombardier; A/1C David T. Goddard, West Bend, Wis., radio operator; A/1C Amasa Dilley, Leland, Miss., left gunner; 1st Lt. Morris E. Borene, Shawnee, Kan., radar observer; and Capt. Wysoki, Chicago. December 1952.



Left: New York glamour girls spend long hours in Fifth Avenue shops looking for "smart" hats to further perplex their men and set off their personalities. When the members of an Okinawa based B-29 landed at Kimpo airfield recently they marched into a hat shop on Seoul's Fifth Avenue and in the record time of three minutes and thirty seconds, they had chosen, paid for, and put on these head warming "numbers". Members identified are: S/Sgt. William H. Gray, Jr., Brooklyn, N.Y., Radio Operator; T/Sgt. Lawrence w. Murray, Tampa, Fla., CFC Gunner; S/Sgt. Anthony J. Talladira, Tampa, Fla., Tail Gunner; S/Sgt. Floyd L. McIntosh, Cleveland, Ohio, Right Gunner; and M/Sgt. Walter L. Morton, Tampa, Fla., Engineer. One member unidentified. February 1951.

THE WAR IN KOREA: A GLIMPSE BEHIND THE SCENES

Top: The “Century Flight” club of the Fifth Air Force’s 18th Fighter Bomber Wing in Korea is one of the fastest growing organizations of its kind on the Korean peninsula. One of the late comers to the exclusive confines of the club is Capt. Arthur E. Rice, Altadena, Calif. When he returned from his 100th combat sortie in his F-51 Mustang, the only prerequisite for membership, the welcoming committee was waiting with the lucky horseshoe. June 1951.



Below: The most highly decorated crew in the Far East Bomber Command for performance over Korea, and the one with the highest score of five enemy MIG-15 jet fighters shot down, are crew men of the B-29 “Command Decision” of the Okinawa-based 19th Bomb Group. They have been awarded seven DFC’s (Distinguished Flying Cross) and nine Air Medals. The crew men of “Command Decision” are (front row, left to right), T/Sgt Carl W. Ayers, flight engineer of Anniston, Ala., Sgt. Stanly Smigel, radio operator, Loraine, Ohio, Cpl. Harry E. Ruch, right gunner, Pottsville, Pa., S/Sgt. Michael R. Martocchia, central fire control gunner from Kankakee, Ill., and Cpl. Floyd J. Brown, tail gunner of Oklahoma City, Okla. (Back row, left to right), Capt. Donald M. Covic, aircraft commander of Chadron, Nebr., 1st. Lt Bernard G. Stein, radar observer of Brooklyn, N.Y., 1st Lt. William M. Hammond, bombardier of Vanoss, Okla., Capt. David A. Self, pilot of Salt Lake City, Utah, and 1st Lt. Daniel Prica, navigator of Buhl, Minn. December 1951.





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