

America's Forgotten Victory!

KOREA VETERANS

The Graybeard



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KOREAN WAR VETERANS ASSOCIATION

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America's Forgotten Victory!

The Graybeards

Official Publication of
THE KOREAN WAR VETERANS ASSOCIATION

In loving memory of General Raymond Davis, our Life Honorary President, Deceased.



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From the President

Jeffrey J. Brodeur, M.A./C.A.G.S.

To all our KWVA Members;

Greetings. I hope you all are doing well and have received your COVID-19 vaccine. Our annual fundraiser is now upon us and I invite all members participate to support the KWVA. The organization is running the best it's ever been since Past President Louis Dechert was in command. Lou did not have an Executive Director at his disposal.

We are all making cuts and sacrifices. Now, it is up to the members to step up to the plate and support our fundraiser. I thank longtime KWVA officers Tom McHugh and Al McCarthy, who have been running this important fundraiser for years with the help of our finance officers Rocky Harder and Joe Harman. All play an important role in the KWVA, where we have not had to hire an Executive Director.

When I first came into the KWVA we didn't have an ED and didn't need one. We didn't rehire an Executive Director, which saved us \$55,000 in salary plus expenses. The Committee Chairmen all do their jobs as they are required. We have a lot of great officers who dedicate their time at zero expense to the KWVA.

Speaking of thanks, I thank our

We are the only VSO that sends out an 80-page magazine every other month with the lowest dues in the country. The last raise in dues was January 1, 2007.

longtime KWVA Webmaster Jim Doppelhammer for absorbing almost \$28,000 in costs at our office. We are the only VSO that sends out an 80-page magazine every other month with the lowest dues in the country. The last raise in dues was January 1, 2007.

We have a lot of positive things going on in the KWVA that the members don't see or hear about. This includes a very active Facebook page with 55,000 likes which bring us in donations, new members, and members buying our products daily. Every item sold gets our brand out into the public every day.

A very popular item has been our KWVA Freedom is not Free ball caps that say Korean War and Korean Defense on them. Our Yuma, Arizona chapter has really taken off and KWVA Chapter 199 in Bradenton, Florida is erecting a Korean Defense Memorial next to its Korean War Memorial. These Defense Memorials have received the attention of the 2nd Infantry Division Association. I have discussed with their leaders a possible new KWVA chapter

of the 2nd ID Florida Branch.

Do not forget to vote. We have 5 candidates for 3 National Director positions. Ballots were in our last magazine. If you inadvertently discarded your magazine and didn't get to vote, call Sheila at the KWVA office for a ballot.

Everyone is a recruiter. Please look for our Korean War and Korean Defense Veterans and welcome them into in the best Veterans Organization in America. We hope to see everyone in Florida for our National Membership Meeting in October.

Finally, I welcome home Father Emil Kapaun, whose remains were just identified on March 4, 2021. Father Kapaun passed at Camp 5 in North Korea from torture and starvation on May 23, 1951. He served with the 8th Cavalry and was captured at the battle of Unsan. Father Kapaun was later awarded the Medal of Honor.

Freedom is not Free!
KWVA National President,
Jeffrey J. Brodeur

Holiday and continuing series stories wanted for 2021

Is it too early to say "Bah, humbug?"

We are soliciting holiday stories for the 2021 November/December issue of The Graybeards and for our standard ongoing series. Let's start building our holiday inventory now.

Please send your stories, photos, and art work describing anything memorable, special, or routine that occurred in Korea, Japan, stateside, en route or returning...anywhere you might have been...involving you, your unit, your friends...on the year-end holidays, e.g., Thanksgiving, Christmas, Hanukah, New Year's Day, Boxing Day, Kwanza... The material can relate to war time or peacetime. Hopefully we will get enough stories, photos, and art work to fill the issue.

Hey, it's never too early to get a start on our holiday issue. Send your stories and photos to Arthur G. Sharp, The Graybeards Holiday Editor, 2473 New Haven Circle, Sun City Center, FL 33573. Or, submit them electronically to sharp_arthur_g@sb-global.net.

We are also looking for stories in our continuing "Where was I on July 27th?" and "Humor in Korea" series. You can use the same addresses as above.



COVER: KUNSAN AIR BASE, Republic of Korea - Staff Sgt. Amelia Ruiz, 8th Security Forces Squadron military working dog handler, trains with MWD Rex on Kunsan Air Base, Republic of Korea, Feb. 5, 2021. The relationship between a handler and their MWD includes constant training, and/or course correction to ensure the safety and protection of both individuals and the safeguard of the base. (U.S. Air Force photo by Tech. Sgt. Kristin S. High)



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From the Secretary

Harold Trieber



On February 7th I had the honor of participating in The Four Chaplains Ceremony at the First United Methodist Church in Port Saint Lucie, Florida. The Legion of Honor Award was presented posthumously to the family of Arthur Nelson, who passed on to his final duty station in October, 2020.

Art Nelson served in the United States Marines from 1952 through 1955, was a charter member of the KWVA, and served as an officer in many capacities for Treasure Coast Chapter 106.

Cpl. Nelson was an Aviation Electrician assigned to VMO-6, a Marine Aviation Squadron, which was located on a very small landing strip above the 38th parallel. The Squadron was in direct support of the 1st Marine Division. The unit had two types of aircraft: observation planes and helicopters.

The observation planes carried a pilot and an artillery

observer and patrolled the front from dawn to dusk, calling in locations that required artillery fire. The choppers evacuated wounded Marines to the rear location hospitals. Art's job as NCOIC was to keep all aviation assets at 100% availability.

Art was awarded the Presidential Unit Citation with Star, the Korean Presidential Unit Citation, Korean Service Medal with Star, United Nations Korean Service Medal, ROK Korean War Service, Navy Unit Commendation Medal and Nation Defense Service Medal. He was a member and past Commandant of the Marine Corps League, Jack Ivy Detachment NO. 666. He was also an active Board Member of the Korean War Veterans Chapter 106, American Legion Post #0400, and also the VMO-6 Memorial Project, which erected a monument at Semper Fidelis Park, Quantico, Virginia.

Art was a member of the Holy Family Catholic Church for over thirty years, where he was instrumental in raising funds for the church's Veterans Memorial.

See the "Four Chaplains" story nearby for a refresher on who they were and complementary photos.

MEMORIAL SERVICE TO HONOR THE FOUR CHAPLAINS The 78th Anniversary of the Sinking of the U.S.A.T. Dorchester



THE FOUR CHAPLAINS

SACRIFICE AT SEA

**SUNDAY FEBRUARY 7, 2021, 3:00 P.M.
FIRST UNITED METHODIST CHURCH
260 SW PRIMA VISTA BLVD.
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National KWVA Fund Raiser Flower Rose of Sharon

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Make Checks payable to: KWVA



NPR article addresses Korean War MIAs/POWs

There was an article published by NPR on December 18, 2018 headlined “Major Project To Identify Long Nameless Korean War Dead Begins” that provided an educational overview of the attempt to identify the remains of KIAs and POWs. It was written by Jay Price.

We had hoped to reprint the article in *The Graybeards* but no one at NPR responded to our requests for permission to do so.

Here are a couple excerpts:

“At a picturesque national cemetery inside a volcanic crater above Honolulu, crews with shovels and backhoes are digging up hundreds of long-nameless U.S. dead from the Korean War and turning them over to a nearby Pentagon lab for identification.

“The massive disinterment project is giving hope to thousands of aging family members that they may finally know what happened to missing fathers, brothers, husbands, and uncles.

“This one is very big because you have such a large number of men who will finally get their identities back,” said Rick Downes, the leader of the Coalition of Families of Korean and Cold War POW/MIAs. “They have been hanging around in paradise, if you will, for six decades.”

“The plan is to disinter more than 650 sets of remains, which

represents nearly 10 percent of those still missing from the war...

“The lab has identified more than 75 percent of the Korean War remains that were exhumed between 1999 and 2016 and have been in the lab for more than two years, according to John Byrd, the lab’s top scientist. The success rate tops 90 percent among remains that have been in the lab for six years or more.

“So if we have enough time to work through the technological challenges in the laboratory, we would do very well,” Byrd said.”

To read the entire article go to <https://www.npr.org/2018/12/13/675672396/major-project-to-identify-long-nameless-korean-war-dead-begins>.

Editor’s office hours:

Editor Sharp’s office hours, such as they are, are 9 a.m. to 5 p.m. EST, Monday-Friday. He is not an employee of the KWVA, so his hours vary.

Thanks for Supporting *The Graybeards* and the KWVA

Members are invited to help underwrite the publication costs of *The Graybeards*. All contributions in any amount are welcome. Mail your donations to KWVA Treasurer, 430 W. Lincoln Ave., Charleston, IL 61920. All contributions will be acknowledged, unless the donor specifically requests to remain anonymous. And, if you have an “In memory of” (IMO) request, include that as well. We thank you for your generous support.

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A Word from the National Chaplain...

The Sacrificial Valor of the Four Chaplains

"Greater love has no one than this that someone lay down his life for his friends." – John 15:13

Shortly after midnight on February 3, 1943, the SS Dorchester carrying 902 servicemen, merchants, and civilians was struck by a torpedo fired from the German submarine U-223. Only 230 survived. Out of the 672 who lost their lives that day, four were Army chaplains. In the moment of chaos and panic, many testified to their calming presence, distributing lifejackets and when they ran out, giving up their own.

Some eyewitnesses recounted seeing the four in their final minutes, arms linked in prayer. For their act of sacrificial valor, they posthumously received the Distinguished Service Cross and the Purple Heart in 1944. A one-time Special Medal for Heroism was awarded by President Eisenhower in 1961.

As a chaplain, it has been my honor and privilege in bringing these stories of faith and sacrifice to the public's atten-

Dr. Paul Kim, National Chaplain

tion. Lt. George L. Fox, a Methodist minister, Lt. Alexander D. Goode, a rabbi, Lt. John P. Washington, a Catholic priest, and Lt. Clark P. Poling, a Reformed pastor all willingly laid down their lives in order to save others. We can say their self-sacrifice was not incidental; it was part of their ministerial DNA. They were merely reflecting the very character of the God they served.

In April 2019 I took my 9-year old grandson, who lives in Philadelphia, to the Chapel of The Four Chaplains at the Naval Shipyard. It is appropriately in the "City of Brotherly Love," as they demonstrated the highest expression of human love. Their sacrificial valor is a chilling rebuke to our times where self-preservation and self-absorption reigns.

As we remember their legacy of faith and service to others, let's continue to pray for our nation and serve in love. And may we never forget for a moment the enduring motto: "Freedom is not free."

NOTE: See the story of the "Four Chaplains" on p. 16.





Achieving Mortality[©]

This is the 100th edition of The Graybeards I have edited. It is a bittersweet milestone. It means I have achieved a recognition of my mortality.

My editorial odyssey began with the September-October 2004 issue. Our publisher, Dr. Jerry Wadley, with whom I have been working for at least 25 years on various publications, asked me to step in for one issue until KWVA could find a replacement for Vince Krepps. I accepted Dr. Wadley's one-issue offer, and Vince forwarded his leftover files to my office.

KWVA was in turmoil at the time. There were two factions vying for managerial control. That did not faze me. My editorial reign was to be short lived, so I neither knew nor cared anything about the association's internal politics. Nevertheless, I got caught up in it.

Lou Dechert, who was president at the time, thought for some strange reason that I was affiliated with his antagonists on the other side of the KWVA political spectrum. Lou, never one to mince words, phoned and told me in no uncertain terms that I would not be an editor on his watch. I told him that was fine with me. I was only an editor pro tem anyway.

Lou instructed me to return immediately all the KWVA files Mr. Krepps had sent me. His request was not couched in kindly terms. Rather, it was barked in the same manner an Army colonel would use while reprimanding a private for having a dirty rifle in the middle of a firefight.

I reminded him that neither of us was in the military anymore and that his order had as much value to me as one to roast marshmallows while standing in the back-blast of a recoilless rifle. I hadn't paid too much attention to colonels when I was a young Marine. Why should I start doing so as a civilian?

I was not entirely unsympathetic to Lou's demand however. The files weren't mine and I did not want them cluttering up my office. So I told him, "I'll place the files in my driveway after

It has dawned on me suddenly that I have not completed all the projects I intended to before heading off to guard the gates of heaven—and I never will.

I get off the phone. Please send someone to pick them up. Oh, by the way, tomorrow is trash pick-up day in our neighborhood and heavy rain is expected."

That ended our initial conversation. A few hours later Lou called back. He had a much different tone this time. In fact, he could not have been more gracious or apologetic.

"I did some checking," he said. "I mistakenly thought you were a member of a group of people who are not exactly friendly to me or my board of directors. I apologize for my early behavior. Please stay on until we can find a replacement."

That was seventeen years ago. Lou and I worked well for the rest of his presidency. And here I am, beginning my quest to edit another 100 issues. Somehow I don't think I will achieve that goal. Mortality has sunk in.

Recently I celebrated my 80th birthday. My health care team has informed me that I have a weakened artery in my heart (treatable), chronic kidney disease (treatable), leaking veins in my legs (treatable), and an infection behind my left shoulder caused by ruptured stitches after the removal of my fifth melanoma (treatable). Other than that I am feeling fine. But that's where the mortality issue crops up, as it does for everyone at some time or another.

It has dawned on me suddenly that I have not completed all the projects I intended to before heading off to guard the gates of heaven—and I never will. I have a pile of uncompleted book manuscripts that I anticipated finishing before then. And, I have four completed books that I intended to find publishers for in the near future—including one on "The Hoengsong Massacre." Then there are

the already-published books that I wanted to market more aggressively.

I still have copies available of "Atomic Cannons and Nuclear Weapons: A Mystery of the Korean War," "Brothers in Baseball: A History of Family Relationships in Major League Baseball," and my all-time favorite non-bestseller, "Pluviculture and Meteorological Mumpsimus: How to Avert an \$11 Trillion Climate Change Investment." (See the order form on page 52.)

(That's the one that climate change advocates would prefer I don't market. It doesn't deny that climate change exists; the thesis is that people have been discussing climate change for hundreds of years and predicting the end of the earth as we know it, so there is no need to spend trillions of dollars now to change anything that nature won't remedy itself. The proof is presented in the book through hundreds of articles printed in newspapers and magazines dating back hundreds of years—including some of the most inane schemes you can imagine.)

Then there are the numerous partially finished articles I have lying around on various subjects that I started working on and set aside in order to start other articles and books on various subjects that seemed more appealing at the time. Alas, I realize that they will never get done. Uh, mortality and all that.

Anyway, I plan to complete as many of those projects as I can before I can't. First priority, though, is to get started on the next 100 issues of The Graybeards and pretend that mortality does not beckon. Stay tuned for #101.

Humor in Korea



This is one of a continuing series. It can only continue if members contribute their stories. Please send your "Humor in Korea" submissions to Arthur G. Sharp, 2473 New Haven Circle, Sun City, FL 33573. We can all use a laugh once in a while, just as the troops in Korea did.

It's not the men who are the problem

Historically, the tradition goes, Asia has been a male-dominated society. But that doesn't mean women have always adhered to the situation. And sometimes they have more problems with their mothers-in-law than the males who supposedly rule the proverbial roost.

Influenced by this social structure, Korean mothers-in-law and daughters-in-law created a unique, serious web of relationships on the basis that their daughters-in-law had married their sons, expecting and demanding their daughters-in-law endless respect and obedience. This story gives a glimpse of how daughters-in-law dealt with their mothers-in-law's atrocities over them in the olden days.

Once upon a time, three young daughters-in-law were kicked out of their in-laws' homes and talked to each other about how unjustly their mothers-in-law had treated them.

"My mother-in-law is a smoker," one of them began. "One evening a few days earlier, I finally sat down by her to rest, after putting the baby to sleep and doing the dishes in the kitchen. Do you know what she said? She asked me to knock the ashes out of her bamboo pipe.

"Obviously, I wasn't too happy about her order. It was dark and I was tired. But what choice did I have? So I got up and stepped outside. Seeing something round and white glistening in the moonlight on the steps, I hit the pipe against that round object as hard as I could. A man's piercing voice gave me a shiver on my spine. How would I have known that my father-in-law was sitting there, watching the moon, his shaved-head white and shiny?"

"Oh, that seems a bit serious," the second woman said, "hitting

your father-in-law on the head with a smoking pipe! I didn't do anything like that. One evening, my mother-in-law asked me to add new embers into hwaro (a portable charcoal heater), and I did. As I carried the metal bucket with burning charcoal, my foot slipped on the slick floor and I fell, spilling the burning charcoals everywhere."

"Was anyone burnt?" the first woman asked.

"My mother-in-law got a few dark scars on her lap, that's all. She can still walk!"

"Lucky for her!" the third woman volunteered. "I...I wouldn't be too happy if burning charcoals landed on my lap, trying to cook me alive. Anyway, what I did was nothing like that.

"One cold recent evening, the 16-year-old errand boy returned from the market, shivering and rubbing his hands. It so happened that the burning charcoal in hwaro in the servant quarter had died, so I had him put his hands inside my quilted tunic to warm them. He was so grateful, but my mother-in-law screamed at me, 'What are you doing, with men's hands in your bosom?'"

I told her the truth; "I'm warming his hands, that's all. She ordered me to pack and leave. Can you imagine?"

All three women clicked their tongues in agreement on how heartlessly their mothers-in-law had treated them.

"Now, what should we do, without husbands?" one asked.

No one replied.

Therese Park, tspark63@yahoo.com. Therese Park is the author of "A Gift of the Emperor," "When a Rooster Crows at Night," "The Northern Wind," & "Returned and Reborn?"

Reunion Calendar: 2021

NOTE: Some contributors are submitting reunion notices barely a few days or weeks before the actual gatherings. Please allow at least four months—six or more is better—if you want your reunion notices printed in more than one issue and in enough time to give potential attendees adequate notice to make plans to be there.

NOTE #2: All dates are subject to change due to Coronavirus considerations. Check with contacts listed re changes, cancellations, postponements, etc.

The Graybeards is not responsible for the content or accuracy of reunion notices.

JUNE

Hotel 2/7, USMC Vietnam Reunion (1965-1970), June 24-27, 2021, Jacksonville, FL 32218, Crowne Plaza. Steve Cone; (843) 424-8279; scone1948@yahoo.com

AUGUST

USS Rochester (CA-124), Aug.30-Sept. 3, Rapid City, SD. Joe Hill 931-432-4848, nitecrawl@twlakes.net

SEPTEMBER

USS Hornet & USS Essex Joint Reunion (CV-8, CV/CVA/CVS-12) &

(CV/CVA/CVS-9, LHD-2), Sept. 13-18, San Diego, CA, Crowne Plaza San Diego - Mission Valley, 2270 Hotel Circle North, San Diego, CA, 92108, (619) 297-1101. All Ship's Officers, Air Groups, Crew, Marines and Families Welcomed. **Hornet Contact:** Sandy Burket, PO Box 108, Roaring Spring, PA 16673, (814) 224-5063, cell: (814) 312-4976, hornetcva@aol.com, Hornet website: <https://usshornetassn.com/>. **Essex Contact:** Tom Ferelli, 19808 N43rd Ln., Glendale, AZ 85308, cell: (602) 882-0375, tferelli@gmail.com, Essex website: <https://ussessexassociation.com/>. *Must be a Member of Hornet or Essex to receive the room block rate*

USS Yellowstone (AD-27) Assn., Sept. 20-24, Branson, MO, Westgate Branson Woods Resort. Karen A. Bowen, 30 Briar Dr., Rochester, NH 03867, 603-948-2821, pkbowen@atlanticbb.net

OCTOBER

25th Infantry Division Assn., Oct. 3-11, Honolulu, HI. Sarah Krause, PO Box 7, Flourtown, PA 19031. Fax: 215-366-5707; TropicLtn@aol.com; website at www.25thida.org

KWVA, Oct. 25-29, Orlando, FL. The Avanti Palms Resort and Conference Center. Details to follow.

At sea with USS Montague

Pleasure cruiser, workhorse, cargo vessel and rescue ship...all these characterize the *U.S.S. Montague* (AKA 98) which, in its yet-to-complete cruise, has traveled over 34,000 miles and visited over 25 ports on 4 continents. Montague, a Navy attack transport, is one of these amphibious ships which, as Captain Walter Karig points out in his book *Battle Report*, have a habit of turning up at any and all invasions.

Participation in an actual war, however, was probably the last thing to enter the mind of Montague's crew when, with skipper Captain Henry P. Wright Jr. at the conn, "anchors aweigh" was called at Norfolk, Virginia on the morning of April 29th of last year. The same probably held true for the company of Marines which were loaded aboard at Morehead City, North Carolina, before the ship finally pointed her bow for Gibraltar. Crew and Marines were doubtless expecting a tour of pleasant in the sunny Mediterranean, with a return to the States by Thanksgiving, and possible state-side duty for the Christmas Holidays.

For the first few months their expectations were realized, for the itinerary of Montague in the weeks following its arrival at Gibraltar, might well have been clipped verbatim from a "must see" list of a Mediterranean travel folder. From Gibraltar the ship proceeded to Palmas Bay, Sardinia, performing tactical exercises with other units of the Sixth Fleet. From Sardinia the ship proceeded to the war-famed island fortress of Malta, where a mock amphibious landing was staged, with the ship's boat crews and company of Marines taking part. After reloading the Marines, the ship got underway for Augusta Bay, Sicily, where, upon arrival, the Marine company were inspected by Major General Hart of the U.S. Marine Corps, Commanding General of the 2nd Marine Division.

The next stop, after having steamed by the flaming volcanic island of Stromboli, found Montague at Porto Ferrio, on the Isle of Elba, the insular prison of Napoleonic fame, where the crew, in a display of their versatility, won the Mediterranean Amphibious Force softball championship in a playoff with the Marine team from the



USS Montague (AKA-98) moored to a buoy, location unknown, circa 1954-55. US Navy photo.

Montague, a Navy attack transport, is one of these amphibious ships which, as Captain Walter Karig points out in his book *Battle Report*, have a habit of turning up at any and all invasions.

3rd Battalion, 6th Marines. The ball was put into play by the mayor of Porto Ferrio, and the tiny island witnessed its first "base-ball" game.

A week later and Montague was in Naples, one of the high spots of the cruise, where several members of the crew went on a tour to Rome for the Holy Year pilgrimage, and were given an audience by the Pope Pius XII. The tour party visited the four major churches of Rome, St. Mary Major, St. John Lateran, St. Peter's and St. Paul's, and were taken on a conducted tour through the Vatican and environs. While in Rome the party stayed at the beautiful Hotel Foro, the mansion-like barracks constructed by Mussolini for officers of his elite corps.

Underway from Naples, after having visited beautiful Capri and motored to Salerno via the scenic wonder of Amalfi drive and past the fabulous Pompeii, the

ship traveled to La Spezia via Malta and the straits of Messina, where the ship had less trouble than did Odysseus, of classic lore, in passing Scylla and Charybdis, the two whirlpools of the treacherous straits. In La Spezia the crew again demonstrated their ability in sports by defeating an Italian team in both softball and basketball, and the officers were entertained by Admiral Monfiedi, who holds a position in the Italian Navy equivalent to our Chief of Naval Operations.

After leaving La Spezia the ship went to Tripoli, Libya, and then to Dema, Cyrenaica, also in Libya. Here, despite a heavy sea, with swells up to 15 feet, the Marine Detachment was landed and marched to the lilt of Scottish bag pipes to the site of the "Old American Fort" where, in 1805, the American flag was first

Please turn to **MONTAGUE** on page 41

KOREAN WAR VETERANS ASSOCIATION (KWVA) SCHOLARSHIP

2021-22 KWVA Scholarship Program MG (Ret) John McWaters – Chairman

Scholarship Program

This Scholarship program consists of multiple \$1,000 non-renewable scholarships. The funds may be used for any term during the next academic school year following receipt of the scholarship. Although this scholarship is not renewable, the applicants may reapply for the scholarship in subsequent years.

Qualifications... The applicant

- Must be a descendant (child, grandchild, or great-grandchild) of a veteran of Korea who is a Regular Member, currently in good standing, of the Korean War Veterans Association. Descendants of deceased veterans are eligible to apply with proof of veteran's service.
- Must be a citizen of the United States.
- First year student applicants must have a Letter of Acceptance as a full-time student from their university or college.
- Must be pursuing an Associate, Bachelor, or Advanced Degree in any discipline.
- Must have a minimum 3.5 on a 4.0 scale. GPA stated on application must be verifiable from transcript.
- High school and college transcripts must be submitted and must have school names printed on them.
- For high school students entering college, this is a cumulative GPA for grades 9-11 and first semester of 12th grade.
- For students currently at a freshmen level in college, it is cumulative GPA for grades 9-12 and first semester of college.
- For college students who are sophomores or higher, it is their college transcript for all semesters completed.
- Must submit a 300-400 word personal essay entitled, "Historical Lessons Learned from the Korean War."

Deadlines

All scholarship applications and requested materials **must be submitted via U.S. Postal Service and RECEIVED by June 10, 2021.** The Scholarship selection committee

will not Acknowledge receipt of applications. For verification that it was received, send it via U.S. Postal Service Certified Mail. Faxes or emails will not be accepted.

All scholarship recipients will be notified on or about July 1, 2021. Only Recipients will be notified. Checks will be delivered to the Financial Aid Officer at the recipient's college or university to be credited to the student's account. All decisions made by the Scholarship Selection Committee will be final.

Scholarship recipients will be recognized at our next Annual Meeting in October 2021. Detailed information will be provided to scholarship recipients at a later date. Although attendance is not mandatory, scholarship recipients are encouraged to attend. Underage recipients are encouraged to travel with an accompanying adult.

Required Materials

The following items are required to complete the application process. These items must be submitted in a single envelope in the order listed. All items received separately, except transcripts, which may be mailed directly from your school, will not be considered.

- Application – must be on the original form, printed legibly or typed and signed.
Note: You **MUST** use the 2021-22 Application Form, which supersedes all previous Application Forms, and add no extra sheets.
- Essay – must be typed (double spaced), consisting of 300-400 words.
- GPA – submit all applicable high school and college transcripts.
- First year student's Letter of Acceptance.
- Proof of service for applicant's deceased Korea Veteran ancestor.

Mailing Address:

Korean War Veterans Association, Inc.
Scholarship Selection Committee
P O Box 1135
The Villages, FL 32158-1135

KOREAN WAR VETERANS ASSOCIATION SCHOLARSHIP APPLICATION

Student Information

Applicant's Full Name _____ Date of Birth _____

Home Address _____

City _____ State _____ Zip _____

Phone _____ E-mail _____

Name of Applicant's Korea Veteran Ancestor _____

Applicant's Relationship to Veteran _____ KWVA Member # _____

Note: If Applicant's Ancestor is deceased, applicant must provide proof of service.

College or University Information

The name of the school the student will be attending or is currently attending on a full-time basis leading to an Associate, Bachelor or Advanced degree.

In the 2021 Fall Semester I will enroll as a:

☐ Freshman ☐ Sophomore ☐ Junior ☐ Senior ☐ Advanced Degree

School _____ Degree Sought _____

School Address _____

City _____ State _____ Zip _____

Financial Aid Officer _____ Email _____

Address _____ Phone _____

Current Information

Cumulative GPA (as described on information sheet) _____/4.0 scale.

In the space provided in each of the following categories, list your most prominent activities, leadership positions held and honors/awards received.

Scholastic Activities: _____

In-School Extracurricular Activities: _____

Community Activities: _____

Employment History, including Military Experience: _____

By my signature, I certify that all information and documents included in my application for this scholarship are true and correct to the best of my knowledge. Further, my signature certifies I understand that if the terms of the scholarship are violated, the scholarship will be withdrawn. (Terms: I understand that I must be officially accepted for enrollment in 2021 classes at the school stated.)

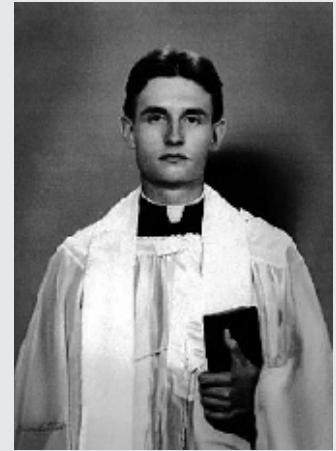
Signature _____ Date _____

Father Kapaun returns home

Once the news that Fr. Kapaun's remains had been identified was announced we received stories for The Graybeards from several different sources. Due to space considerations we will print two. We thank everyone who sent us the stories. They certainly reflect the respect Korean War veterans had for Fr. Kapaun.



In this photo provided by Col. Raymond A. Skeehan, Father Emil Kapaun celebrates Mass using the hood of his jeep as an altar, as his assistant, Patrick J. Schuler, kneels in prayer in Korea on Oct. 7, 1950, less than a month before Kapaun was taken prisoner. Kapaun died in a prisoner of war camp on May 23, 1951. (AP Photo/Col. Raymond A. Skeehan via The Wichita Eagle)



Chaplain (Capt.) Emil J. Kapaun

and regularly defying his captors to bolster the collective morale of the POWs. Due to prolonged malnutrition, he died on May 23, 1951, after which the other POWs buried him in one of the camp's cemeteries.

As part of the 1953 Korean Armistice Agreement, Kapaun's remains were among the 1,868 who were returned to U.S. custody, but they were not able to be identified. At a White House ceremony on April 11, 2013, President Barack Obama posthumously awarded Kapaun the Medal of Honor for extraordinary heroism and selflessness.

Kapaun's remains had rested among the 867 remains buried as "Unknowns" at the National Memorial Cemetery of the Pacific (NMCP) in Hawaii. His remains were disinterred and identified as part of DPAA's Korean War Disinterment Project, a seven-phase plan begun in 2018, to disinter all remaining Korean War Unknowns from the NMCP.

In 1993, Pope John Paul II declared Kapaun a Servant of God, the first stage toward possible canonization, which is the culmination of the Roman Catholic Church's recognition of a deceased person as a saint.

For additional information on the Defense Department's mission to account for Americans who went missing while serving our country, visit the DPAA web-

The Defense POW/MIA Accounting Agency (DPAA) announced that Army Chaplain (Capt.) Emil J. Kapaun, of Pilsen, Kansas, who died as a prisoner of war during the Korean War, was accounted for March 2, 2021.

After serving in World War II, Kapaun returned to active duty in the U.S. Army and served in the Korean War with the 8th Cavalry Regiment, 1st Cavalry Division. On November 2, 1950, his unit was near Unsan when they came under heavy fire from Chinese forces and received orders to

withdraw.

Approximately a quarter of the unit's soldiers made their way back to friendly lines. The others, including many wounded soldiers, became trapped. Kapaun volunteered to stay with the wounded, and was soon captured and taken to a Chinese-run prison camp on the Yalu River's south bank known as Camp 5.

Even after he became gravely ill, Kapaun continued to serve as a spiritual leader for his fellow prisoners, encouraging them to faithfully await their release



Then 2nd Lt. Emil Kapaun, U.S. Army chaplain, circa 1943. (U.S. Army photo)

site at www.dpaa.mil, or find us on social media at www.facebook.com/dodpaa or <https://www.linkedin.com/company/defense-pow-mia-accounting-agency>.

Kapaun's personnel profile can be viewed at <https://dpaa-mil.sites.crm-force.mil/dpaaProfile?id=a0Jt00000004mBjEAI>.

Father Emil Kapaun's remains found in Hawaii

By Therese Park

Special to *The Leaven*, The official newspaper of the Archdiocese of Kansas City in Kansas

KANSAS CITY, Kan. — Recent news that Father Emil Kapaun's remains were identified in Hawaii stunned all those who had heard of him, including veteran and Catholic communities worldwide, as well as the Vatican where Father Kapaun received the title "Servant of God" by Pope John Paul II in 1993. He served as the Catholic chaplain in the 3rd Battalion, 8th Cavalry Regiment, 1st Cavalry Division, during the Korean War (1950-1953). He died in POW Camp Five in North Korea on May 23, 1951. He was 35 years old.

It was previously believed that Father Kapaun had been buried in an unmarked grave by the Yalu River in North Korea,

along with thousands of others deemed "unaccounted for." But according to the Defense POW/MIA Accounting Agency, who contacted Ray Kapaun (Father Kapaun's nephew), his remains had been buried in the National Cemetery of the Pacific in Hawaii for decades. Thanks to modern medical technology, Chaplain Kapaun's dental records and DNA (provided by Ray's father Eugene, the younger brother of Father Kapaun) matched those of his uncle's remains.

Many Americans first heard of Father Kapaun when President Barack Obama awarded him the Congressional Medal of Honor on April 23, 2013, for the gallantry and bravery he showed to his comrades in combat, during what's known as the Battle of Unsan (Nov. 1-2, 1950). Ray Kapaun received the award for his uncle at the White House. The medal citation reads: "Chaplain Kapaun calmly walked through withering enemy fire in order to provide comfort and medical aid to his comrades and rescue [the] wounded from No-Man's Land."

In September 1953, 60 years before Ray Kapaun received the award for his uncle, Father Kapaun's extraordinary courage and compassion for his comrades reverberated throughout the world as the result of a prisoner exchange in Panmunjom along the 38th Parallel after the war ended.

A Jewish man named Gerald Fink, who had never met Chaplain Kapaun, was so touched by what he heard about the late chaplain that he crossed the Bridge of No



A pensive Chaplain (Capt.) Emil J. Kapaun

Return clutching a 4-foot-tall crucifix in his arms, which he himself had carved to honor and remember the chaplain. Today, this crucifix hangs on a wall at St. John Nepomucene Church in Pilsen, where Father Kapaun served as an altar boy, and later as a priest — three years as an associate pastor and a year as the pastor.

Local Korean War Veterans Association Chapter 181 honored Father Kapaun by dedicating one of the red granite panels in the memorial at Lowell and 119th St. in Overland Park to him. The memorial bears the names of 415 sons of Kansas who never returned from that war.

Many Americans first heard of Father Kapaun when President Barack Obama awarded him the Congressional Medal of Honor on April 23, 2013, for the gallantry and bravery he showed to his comrades in combat, during what's known as the Battle of Unsan (Nov. 1-2, 1950).



Chaplain (Capt.) Emil J. Kapaun, Medal of Honor

The unveiling of the panel took place on Veteran's Day 2013. The guest speaker was Abbot Gregory Polan of Conception Seminary College in Conception, Missouri, where Father Kapaun studied for four years, preparing for the priesthood. Abbot Polan spoke eloquently about the "humble priest" who not only cared for his injured fellow Americans during the battle and in the North Korean POW camp, but also managed to show compassion to his captors.

Abbot Polan said that Father Kapaun spent seven long months at POW Camp Five near the Yalu River, where the conditions were so terrible that 1,700 American soldiers died in the first six months. Yet Father Kapaun "displayed perseverance through prayer and dedication to his fellow inmates" and conducted prayer services, all the while disobeying the prison's rules. He talked about the chaplain's nightly visits to the shack where "his boys" were locked in, encouraging them and praying with them.

He volunteered for burial duties, Abbot Polan said, so he could remove the clothes from the deceased prisoners, wash them and give them to his fellow prisoners in need. Two years later, in the summer of 2016, Father Kapaun was honored again in his home state, this time by recreating the "Jeep Mass" that Father Kapaun had celebrated 66 years earlier in Korea.

On Aug. 1, 2016, Father Peter Jaramillo, then pastor of St. John the Baptist, Holy Family and St. Mary-St. Anthony parishes in Kansas City, Kansas, who had served as an Army chaplain during the Iraq War, celebrated Mass on the hood of a jeep at Prairie Star Ranch in Williamsburg during an archdiocesan summer youth camp.

Over 1,000 local residents were in attendance and reflected on the saintly priest's services to mankind.

The news regarding Father Kapaun's remains will again spread his message to the world: "Love your brothers as Jesus has loved us!"

Park, a retired cellist from the Kansas City Symphony, is Korean-American and has lived in the United States for 54 years. She has written extensively about the Korean War, and Father Kapaun in particular, and is a member of Curé of Ars Parish in Leawood.

Who Were The

Hans J. Danielsen, the ship's captain, was concerned and cautious. Earlier the USCG cutter *Tampa* had detected a submarine with its sonar. Danielsen knew he was in dangerous waters even before he got the alarming information. German U-boats were constantly prowling these vital sea lanes, and several ships had already been blasted and sunk.

The *Dorchester* was now only 150 miles from its destination, but the captain ordered the men to sleep in their clothing and keep life jackets on. Many soldiers sleeping deep in the ship's hold disregarded the order because of the engine's heat. Others ignored it because the life jackets were uncomfortable.

On Feb. 3, at 12:55 a.m., a periscope broke the chilly Atlantic waters. Through the cross hairs, an officer aboard the German submarine U-223 spotted the *Dorchester*. The U-223 approached the convoy on the surface, and after identifying and targeting the ship, he gave orders to fire the torpedoes. A fan of three were fired. The one that hit was decisive—and deadly—striking the starboard side, amid ship, far below the water line.

Captain Danielsen, alerted that the *Dorchester* was taking water rapidly and sinking, gave the order to abandon ship. In less than 20 minutes, the *Dorchester* would slip beneath the Atlantic's icy waters.

Tragically, the hit had knocked out power *Dorchester* telegram and radio contact with the three escort ships. The CGC *Comanche*, however, saw the flash of the explosion. It responded and then rescued 97 survivors. The CGC *Escanaba* circled the *Dorchester*, rescuing an additional 132 survivors. The third cutter, CGC *Tampa*, continued on, escorting the remaining two ships. Aboard the *Dorchester*, panic, and chaos had set in. The blast had killed scores of men, and many more were seriously wounded.

Others, stunned by the explosion, were groping in the darkness. Those sleeping without clothing rushed topside, where they were confronted first by a blast of icy Arctic air and then by the knowledge that death awaited.

Men jumped from the ship into lifeboats, over-crowding them to the point of capsizing, according to eyewitnesses. Other rafts, tossed into the Atlantic, drifted away before soldiers could get in them.

Through the pandemonium, according to those present, four Army chaplains brought hope in despair and light in darkness. Those chaplains were Lt. George L. Fox, Methodist; Lt. Alexander D. Goode, Jewish; Lt. John P. Washington, Roman Catholic; and Lt. Clark V. Poling, Dutch Reformed.

Quickly and quietly, the four chaplains spread out among the soldiers. There they tried to calm the frightened, tend the wounded and guide the disoriented toward safety.

"Witnesses of that terrible night remember hearing the four men offer prayers for the dying and encouragement for those who would live," says Wyatt R. Fox, son of Reverend Fox.

One witness, Private William B. Bednar, found himself floating in oil-smeared water surrounded by dead bodies and debris. "I could hear men crying, pleading, praying," Bednar recalls. "I could also hear the chaplains preaching courage. Their voices were the only thing that kept me going."

Another sailor, Petty Officer John J. Mahoney, tried to reenter his cabin but Rabbi Goode stopped him. Mahoney, concerned about the cold Arctic air, explained he had forgotten his gloves.

"Never mind," Goode responded. "I have two pairs." The rabbi then gave the petty officer his own gloves. In retrospect, Mahoney realized that Rabbi Goode was not conveniently carrying two pairs of gloves, and that the rabbi had decided not to leave the *Dorchester*.

By this time, most of the men were topside, and the chaplains opened a storage locker and began distributing life jackets. It was then that Engineer Grady Clark witnessed an astonishing sight.

When there were no more lifejackets in the storage room, the chaplains removed theirs and gave them to four frightened young men.

Four Chaplains?



"It was the finest thing I have seen or hope to see this side of heaven," said John Ladd, another survivor who saw the chaplains' selfless act.

Ladd's response is understandable. The altruistic action of the four chaplains constitutes one of the purest spiritual and ethical acts a person can make. When giving their life jackets, Rabbi Goode did not call out for a Jew; Father Washington did not call out for a Catholic; nor did the Reverends Fox and Poling call out for a Protestant. They simply gave their life jackets to the next man in line.

As the ship went down, survivors in nearby rafts could see the four chaplains—arms linked and braced against the slanting deck. Their voices could also be heard offering prayers. Of the 902 men aboard the U.S.A.T. Dorchester, 672 died, leav-

ing 230 survivors. When the news reached American shores, the nation was stunned by the magnitude of the tragedy and heroic conduct of the four chaplains.

"Valor is a gift," Carl Sandburg once said. "Those having it never know for sure whether they have it until the test comes."

That night Reverend Fox, Rabbi Goode, Reverend Poling, and Father Washington passed life's ultimate test. In doing so, they became an enduring example of extraordinary faith, courage, and selflessness.

The Distinguished Service Cross and Purple Heart were awarded posthumously December 19, 1944, to the next of kin by Lt. Gen. Brehon B. Somervell, Commanding General of the Army Service Forces, in a ceremony at the post chapel at Fort Myer, VA.

A one-time only posthumous Special Medal for Heroism was authorized by Congress and awarded by the President Eisenhower on January 18, 1961. Congress attempted to confer the Medal of Honor but was blocked by the stringent requirements that required heroism performed under fire. The special medal was intended to have the same weight and importance as the Medal of Honor.

Visit the Four Chaplains Memorial Foundation at <http://fourchaplains.org/four-chaplains/> for more information. We thank the Foundation for the use of the story and nearby photos.

Special Medal for Heroism



Presented posthumously to the Four Chaplains

Seventy years and a Silver Star

"Hours later, Naimo's platoon leader, Lt. Walter "Joe" Sharpe, would find 36 dead soldiers splayed out in front of the bunker; members of the Chinese 65th Army from Mongolia."

(Corporal) Salvatore Naimo, an 89-year-old U.S. Marine Corps Korean War veteran, received a Silver Star Medal on March 17, 2021. It was a bit late—and it was not the Navy Cross for which he was originally recommended. The action for which the medal was awarded took place seventy years ago in the Punchbowl area on September 14, 1951.

Why did it take so long? His platoon commander, Lt. Walter "Joe" Sharpe, was

After receiving the award, Corporal Naimo told Colonel John Polidoro, USMC, "I just thank God I'm still alive."

killed in action, and his account of Naimo's exploits was unavailable for years.

Florida Congressman Vern Buchanan took up Naimo's cause after then-Lt. Bruce F. Meyers, the commander of Naimo's rifle company in Korea, interceded on Naimo's behalf. Buchanan's spokeswoman, Sally Dionne, said the congressman's office is "in contact with the Marine Corps, and the Marine Corps is in contact with the records center to secure the documents...that are frail and need to be handled delicately."

After receiving the award, Corporal Naimo told Colonel John Polidoro, USMC, "I just thank God I'm still alive."

Naimo's H/3/5 platoon was under assault by the Chinese on Hill 1052. Even though he was wounded, he carried two wounded Marines to safety, then he returned to combat and held off the enemy, preventing them from taking his position.

For more information, access:

<https://www.unclesamsmisguidedchildren.com/usmc-cpl-salvatore-naimo-hero-hill-1052/>

<https://www.washingtontimes.com/news/2017/jul/16/korean-war-veterans-navy-cross-is-66-years-overdue/>

KWVA 2021 FUNDRAISER

FIRST, AND MOST IMPORTANTLY, your elected officers hope all members and their families are safe and healthy, having survived the COVID pandemic. The lack of togetherness has caused many problems, among them, the loss of too many older members that have not been reported due to the lack of meetings.

Please accept our apology to the 2020 winners that had terrible delays getting their checks due to COVID caused mail delays. Our 2020 winner locations were: \$1,500 Garland, TX; \$1,000 Middletown, MD; \$1,000 New Castle, PA; \$1,000 Glen Mills, PA; \$500 Bloomville, NY; \$500 Santa Ana, CA.

One winner, who purchased tickets early and again later, was not sure which was picked, but it was worth \$1,000. Will your town be listed this year??? The 2021 drawing was done at the Membership Office, with several witnesses in attendance.

The 2021 FUNDRAISER GOAL IS \$80,000. IT IS AN ATTAINABLE GOAL. We are again asking all members to support our annual fundraiser as revenue has been reduced. If you have not paid dues for years or are an "Honorary" member, please make a purchase or a donation. Only members may purchase tickets at \$20 each. For those who would rather just send a donation, please

mark all donations "Fundraiser."

If you do not take chances, please make a donation or put the Chapter number as the winner. Without a doubt the publication cost of two issues of the *Graybeards* magazine is barely covered by your Annual Dues. The fundraiser helps to maintain *Graybeards* issues. Incidentally, the number of *Graybeards* issues per year will not be reduced. Such comments are totally incorrect.

If you would like to get occasional fundraiser updates please send a request to tmmchugh@msn.com to be included on a new email list. Annual Dues. Your financial support is sorely needed and greatly appreciated.

The odds of winning are better than in any other lottery, since only members may enter. On your ticket include your member number (it is on the *Graybeards* mailing label), phone number and email address if available. Additional tickets may be photo copied. Together we can easily attain the goal of \$80,000. It is the together part that will make this a success. With your support we can easily surpass our goal.

Thomas McHugh, 2nd Vice President
Fundraiser Committee Chairman
Albert McCarthy, 1st Vice President
Fundraiser Committee Co-Chairman

WE NEED YOUR SUPPORT!

WE WANT YOUR PARTICIPATION!

WE LOOK FORWARD TO YOUR GENEROUS DONATION

WE WANT YOUR DONATIONS!

WE THANK ALL WHO DONATE!

Christmas Day 1952 at Clark AFB, Philippines

We had all just completed a 50-combat mission tour in B-26s from K-9 Korea for the 17th Bomb Wing. Our missions were straightforward, with our 5,000 pounds of bombs and 14 forward firing 50 caliber machine guns destroying anything that moved in North Korea—and trying not to get destroyed ourselves.

We were flown to Clark AFB to await a flight back to the states. We may have done perhaps a little too much celebrating. The nearby photo was taken on Christmas Day; we completely missed Christmas Eve.

Art Snyder, 429 Manor Ave., Cranford, NJ 07016, 908-272-5700

17th Bomb Wing members celebrating Christmas 1952: Ed Shaver is in the middle, Art Snyder is on the right.





2021 FUNDRAISER

KOREAN WAR VETERANS ASSOCIATION, INC.



KWVA IS FOR ALL KOREAN WAR / KOREA DEFENSE VETERANS - GO TO KWVA.US

Winners to be drawn after October 27, 2021 at a board meeting. Donation \$20 for each ticket.

To enter this fundraiser, complete the attached forms. Winners will be posted on www.KWVA.US. Winners notified by phone.

Members only / must put members number and phone number. Deadline for submission October 27th, 2021.

Super Cash Prizes!

1st Prize	2nd Prize	3rd Prize	4th Prize	5th Prize	6th Prize
\$1,500	\$1,000	\$1,000	\$1,000	\$500	\$500



SIX ALL CASH PRIZES will allow the winners to: Enjoy life. Go on vacation. Buy a raffle. Fix a car. Get an item of your choice.

Most importantly, SUPPORT THE KWVA

For more tickets make copies or go to WWW.KWVA.US

Thomas Mc Hugh, 2nd Vice President / Chairman Fundraiser Committee
Albert McCarthy, 1st Vice President / Co-Chairman Fundraiser Committee

Contact: tmchugh@msn.com
Contact: mccarthyalbert@live.com

Make check payable to: KWVA or Pay by Credit Card ☐ Visa ☐ Master Card

Card Number: _____ Exp. Date ____/____ V-Code _____

You need not tear the page out of the Greybeards magazine. You may copy the page and send tickets with your payment to: KWVA Membership Office, P.O. Box 407, Charleston, IL 61920-0407

Return this ticket with donation of \$20

Return this ticket with donation of \$20

Name: _____

Name: _____

Address: _____

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City, State, ZIP: _____

City, State, ZIP: _____

Phone: _____

Phone: _____

Email: _____

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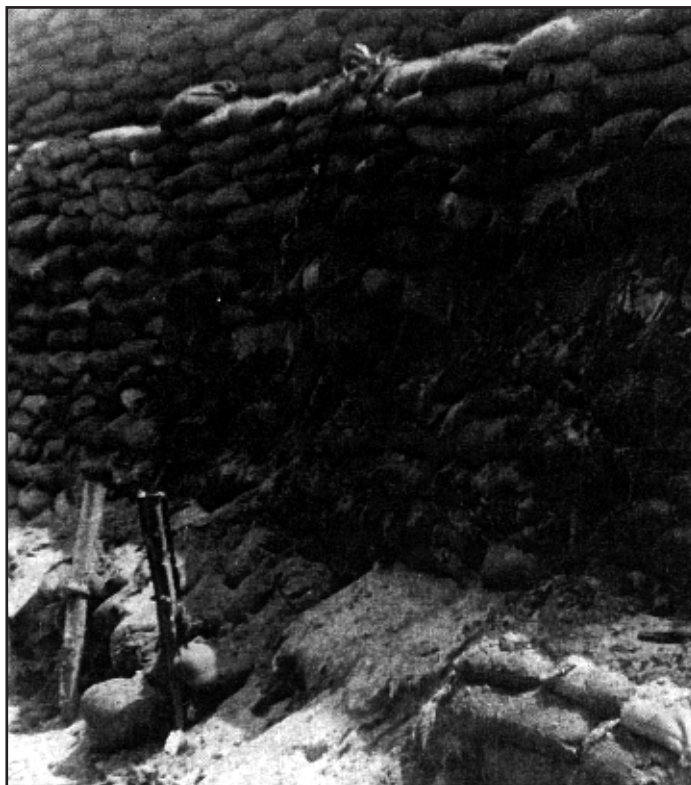
Trees and rail road rails

Our unit was the Second Rocket Field Artillery Battery. Believe me: our tiny bastard battery had the most firepower of any battery in Korea. We had twelve 24 tube rocket launchers capable of firing 288 rockets in three seconds, six 105 howitzers, and two 155 mortars. The 3rd Rocket and the 86th Searchlight Battery were attached to the 75th Field Artillery Battalion for supplies and personal administration.

In the spring of 1953 our commanding officer, Captain R. F. Homan, decided we needed better bunkers for our 105 howitzer and gun crew. In building bunker no.1 a Korean officer and staff asked our CO how many trees we were taking down and what their sizes were. Why? The U.S. government had to account for trees used as the Korean government charged for them. We found that rather insulting. Hell, we were so far north they could have been North Korean trees.

He asked another question, which I believe was about railroad rails. We were getting our rails from the train station in Kumwha and using them for beams for our bunkers. There were three rails for each of our six bunkers, eighteen in all. Our CO did not answer him.

The fighting in the spring of 1953 was some of the most intense of the war. From July 6-10 we were at Chorwon during



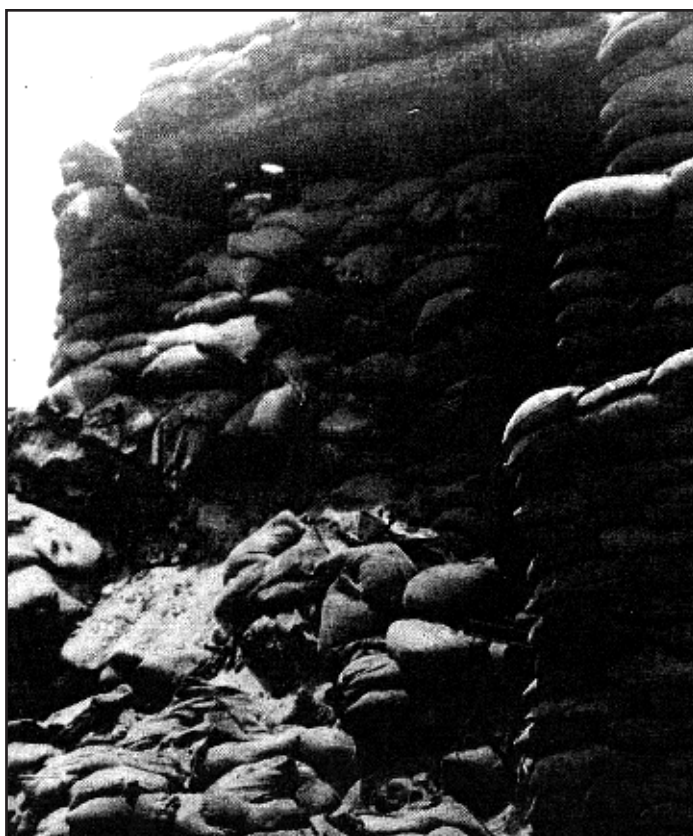
Second Rocket Field Artillery Battery bunker on last day of Korean War



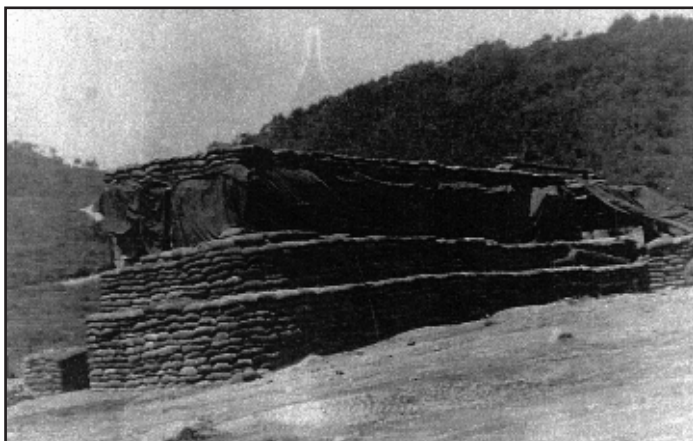
The Second Rocket Field Artillery Battery moving out of the DMZ



Bunker #1 under construction at Second Rocket Field Artillery Battery complex



The mess around Second Rocket Field Artillery Battery bunker on July 27, 1953



Second Rocket Field Artillery Battery's Bunker #1 nears completion

the fierce struggle for Hill 281, aka White Horse. We were firing to protect the 1st Capitol ROK Division. On the night of July 10th moved to fire support for 3rd Inf. Div at Outpost Harry, which was a strategic military hot spot the Chinese dearly desired.

Its defense and preservation were viewed as critical because it blocked Chinese observation down the Kumwha Valley. Sadly, we lost three of our men on July 13. One of them was Pfc. Dero Blood, who had just turned 18 years of age two months before.

On July 20th we were sent to the Kumsong River area. We nicknamed it the "Goat Nest." We had been in that area before and always felt uncomfortable there. We were firing in support of the ROK 11 Corp. The CCF launched a massive attack involving six divisions. The ROK troops could not hold under such odds. The enemy gained several thousand yards before the attack was finally stopped.

On July 27, at 10 a.m. the word was passed that an armistice had been signed and a cease fire would go in to effect at 2200 hours. The CCF began shelling our battery area and we counter fired with our 105 howitzer. This went on all day, until 8 p.m., when it started to die down. At 2200 there was silence.

While reviewing our battery area the next morning we found that every bunker had been hit, some several times. We had been hit before, but never ever anything like this. Fortunately we had only one man wounded.



Omer Racine at the Kumwha railroad station

Below, Second Rocket Field Artillery Battery ready to fire at Outpost Harry



Second Rocket Field Artillery Battery in action

Because we were now in the DMZ we had to vacate the area, take down every bunker, and leave the area clean and flat. Too bad that Korean officer didn't come by. Maybe we could have gotten a refund on all those logs. Later we used the old rails as flagpoles.

If there are any old rocketeers out there I would love to hear from you.

*Omer V. Racine, 4778 Poplar Ln.,
Boyne City, MI 49712, 231-582-6419*



CONTINUING OUR 70TH ANNIVERSARY SPECIAL

This edition of *The Graybeards* continues our commemoration of the 70th anniversary of the start of the Korean War. There will be more of this commemoration. So, if your contribution does not appear in this issue it will be in the next... or the next.

When we invited folks to submit their memories and opinions of virtually all aspects of their Korean War experiences we did not know what kind of a response we would get. We should have known better. KWVA members—and nonmembers—have always responded well to such invitations. This time was no exception.

We received long stories, short stories, opinions about the war and how it was conducted, photos, sketches...all of which contributed to the advancement of our knowledge of the Korean War. Seventy years later, and we are still learning more about the history of the war.

This is one of the times when we wish we had more than eighty pages to fill. But, we don't. So, we will continue our Anniversary Special with the next edition.

Thanks for your outpouring of stories, opinions, memories, etc. You make the editorial staff's job easier. Enjoy the results of your collective contributions.

Honoring Korean War Veterans From Louisiana

James Hoban, U.S. Army Corporal

Sun Kim interviewed James on September 22, 2018.

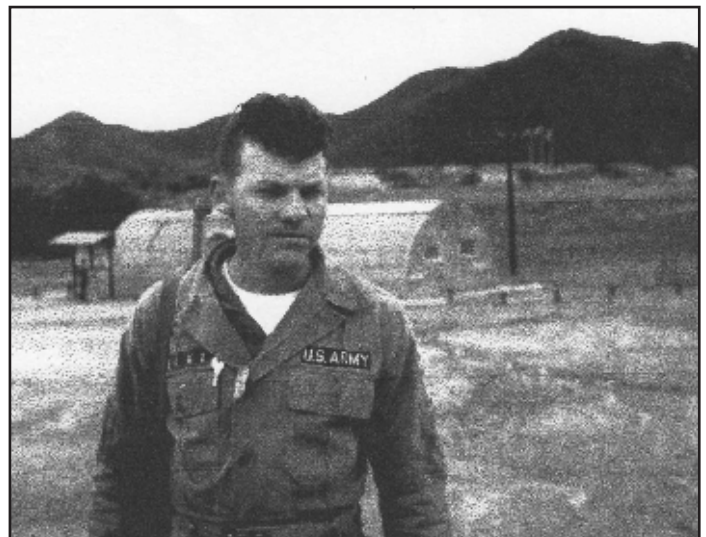
James Hoban was drafted in 1954 when he was 20 years old. Basic training was in Fort Chaffee, Arkansas. After basic training, he was sent to Seattle and on to Korea. The army transport took 18 days to arrive in Incheon, South Korea. After they landed, they were given supplies and weapons. A train took him to 38th Parallel area, where he joined the Artillery Battalion, 96th Division, 8th Army.

His job was to guard the 38th Parallel Demilitarized Zone line, along with South Korean soldiers who were in their forties and fifties—much older than the U.S. soldiers. The order was to shoot to kill anyone who came through the DMZ from North Korea. Sometimes North Korean soldiers would send over propaganda flyers which stated that they would cross over the DMZ and take over the country. They were trying to scare the soldiers in the south.

James lived in Quonset huts where small beds would be placed in two rows with a space in the middle. One stove would provide heat in the winter, but it was very cold at night. One time he was sent to Tokyo, Japan, for a week of rest and recuperation. The men on R&R were given \$100 worth of Military Payment Certificates (MPC), which had the same value as U.S. dollars but could only be used on military bases.

During holidays—Christmas and New Year's Day—a truck would pick up kids from nearby orphanages and bring them to the base for a week. The children loved to come, since they were fed and presents were given. James has several photos taken with these children. He loved the children and felt bad when they had to return. Kids were begging to stay with him. Even now, 64 years later, he wonders what has happened to these children and wished he could find them.

After his duty of 18 months in Korea, he returned to his home in

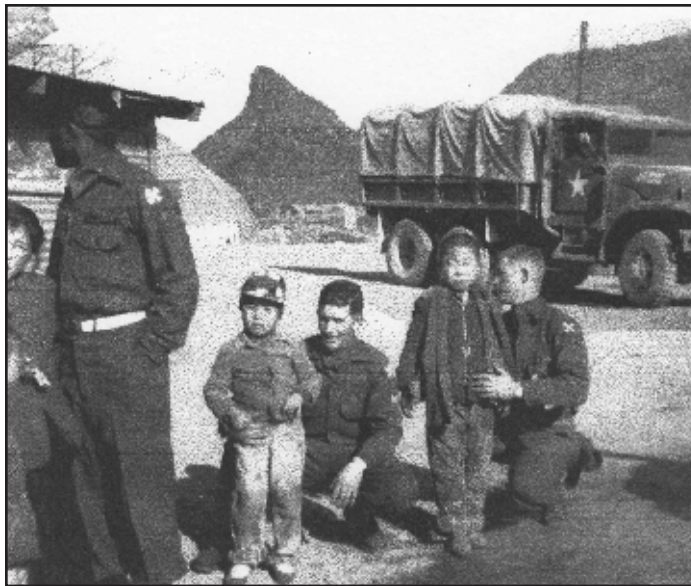


James Hoban in South Korea at age 20

New Orleans, and joined the Army Reserve. He was 22 years old and had to find a job, so he worked with his uncle in the sheet metal business. After 13 years he quit and worked with horses, which was his dream; he had loved horses from childhood.

For the next 40 years he worked with thoroughbred race horses and worked with different trainers traveling all over United States and Canada. He would ride each horse to exercise them, groom them, assist the trainers, work with veterinarians, and became a stable foreman. Every morning at 4 a.m. his day would start at the stables. He loved the horses and the horses loved him. He had to quit this work after Katrina hit New Orleans, and he retired.

Now, at the age of 83, James is in great health playing tennis every day, going dancing at night, and enjoying each day of his life.



U.S. troops entertaining orphans on holiday



James Hoban and Korean orphans



**James Hoban
and interviewer
Sun Kim in
September 2019**

Luis Lugo-U.S. Army, 65th Infantry

(Deceased. Nov 19, 2011)

Luis was a young man who grew up in Puerto Rico. He supported his large family by doing various job. In 1951 when he was 22 years old, he was drafted to serve in the U.S. Army.

He arrived in Seoul in 1951. After about six months of fighting, his platoon was assigned to go to enemy territory to clear out

Luis Lugo (Front, middle) with fellow soldiers



Below, Luis Lugo (2nd from left) with comrades



Luis Lugo

some areas. A scout was sent ahead to check out the enemy movements, but he was killed. The rest of the platoon thought they were safe. When they saw a group of North Koreans, fierce fighting broke out. Luis was wounded, with shells hitting his ear when he threw a grenade.

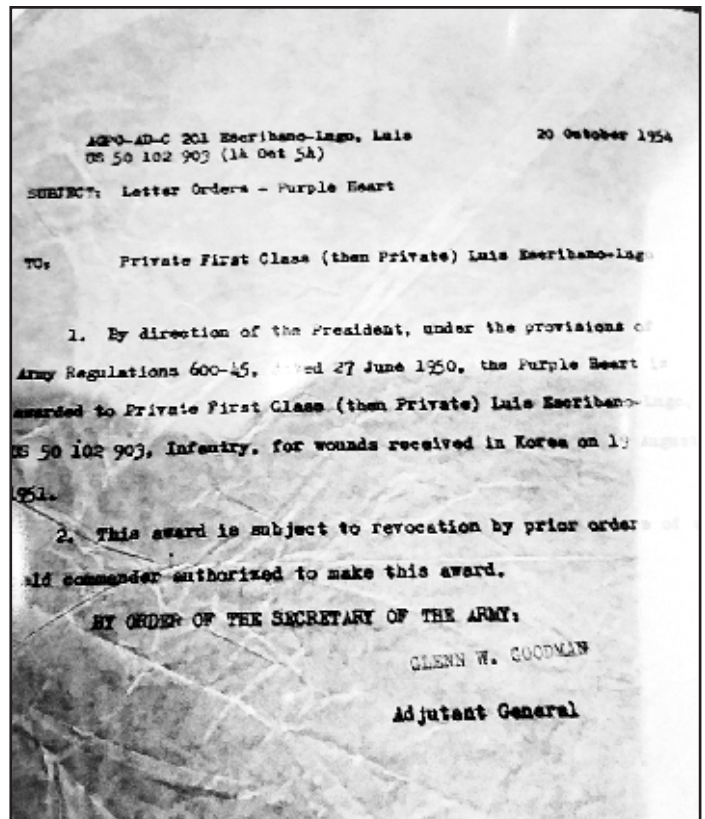
Luis killed 12 North Koreans. When the shooting stopped, he thought all the enemy were wiped out. He turned around to see an entire platoon of North Koreans aiming guns at him. He thought that was the end of him.



Happy homecoming for Luis Lugo



Family welcomes Luis Lugo home



Memo advising Luis Lugo of his Purple Heart award

AMERICAN RED CROSS
Headquarters, Far Eastern Area

Caption Sheet

No. 15 Date 19 August 1953

Pfc Luis Escribano Lugo who was
(rank) (first name) (last name)
released from a Japanese prison camp in North Korea after the signing of
the armistice, rests in Japan, Korea, before boarding the ship which will
take him home. His Lugo is the
(rank) (last name)
son of Mrs. Escribano Lugo
(son, daughter, father, mother) (full name of next of kin)
of Ext. Bldg. 418, Hagawo, F. Z.
(complete address of next of kin)
American Red Cross Photo by Dorothy Quinn Moore

Photo caption announcing return of Luis Lugo from POW camp

All the men in his group were killed and he was the only survivor. One of the North Koreans wanted to kill him since his comrade was killed by Luis, but a North Korean officer did not let him. He became a POW on August 19, 1951.

The North Koreans took him to a POW camp by the Yalu River, which is at the northern tip of Korea, bordering on China. During the terrible march, he could neither understand nor speak with them. He was not fed, his shoes were torn, and his clothes were in rags. It was a hard march for two weeks through rough terrain and mountains.

Along the way, they met other POWs, with whom he was placed. They were brought to a mining camp which was the most horrible place. One day he was sleeping on a thin mat. When he woke up in the morning to fold up the mat, he found a snake under it. For years after Luis had screaming



Luis Lugo with parents and three brothers

nightmares about snakes.

Luis spent two years at the camp. He was in Camp 5 and then moved to Camp 3 with Hartwell Champagne, who was also from Louisiana. The North Koreans were brutal. There was one specific enemy who they called "Tiger." He made life miserable for whomever he came in contact with.

"Tiger" abused American men physically and mentally and got enjoyment from seeing the men suffer. Luckily Luis could avoid the "Tiger." The Chinese took over the camp from the North Koreans, The Chinese treated them a bit better.

Luis was interrogated many times, but he only gave them

his name and rank. He felt proud that he did not give them any other information even though he was tortured. His wife found many burn marks on his body.

Luis was released on August 19, 1953 and he came home to Puerto Rico. His family had received no news of Luis all this time and it was a joyous moment to see him. He was a small man to begin with. When he came home, he weighed only 90 lbs. Luis received a purple heart.

Back home, Luis had a hard time fitting into the society. He longed for his buddies from the war. But he did not just want to waste away, wallowing in the miserable memories of the war. He decided to get a college degree. When the U.S. Army offered free tuition for education for the veterans, he applied to LA State University in Lafayette. There he met his wife, Alida.

Luis told Alida, "Even if I had known what would happen to me, I still would have gone there."

Sam Kleindorf, U.S. Army, 187th Airborne Ranger-Sergeant

Interviewed by Sun Kim on June 23 & 27, 2017

Sam was 19 when he joined the army to train as a Ranger. Draftees serve two years, but since Sam volunteered, his term was three years. Four hundred men started the program, but only 100 completed it and became Airborne Rangers—a special, elite unit of the army.

There were no Airborne Rangers in WWII; Rangers were created for the Korean War. Their mission was to patrol, destroy, attack and ambush the Communist Chinese and the North Korean People's Army. Men were trained at Fort Benning, Georgia. Sam trained for three weeks and made five jumps to get his wings. He was then sent to Camp Carlson, Colorado, for four more months of training.

At first, they practiced jumping from various heights at the training camp. As the jump heights increased, some men quit. During an actual jump from a plane, 16 men are positioned on each side of the fuselage, and when the time came, all had to jump quickly in order to land in the same area. Thirty-two men had to jump in a total of 7.5 seconds.

Including the jumps from training school and from Korea, Sam made 26 total jumps, which earned him a star on his wings.

In late 1950, Sam was sent to Korea from Seattle by ship, which held about 3,000 men. The Ranger Company captain was Charles E Spragins. Sam reconnected with Captain Spragins years later, in 1977, at a reunion that Sam organized in New Orleans.

It took three weeks on the ship to reach Japan, where they docked in Yokohama. Sam joined the 187th Airborne Regimental Combat Team. Then, only 142 Airborne Rangers, including Sam, were transferred to Hokkaido, Japan. From Hokkaido, they were sent to the U.S. Army Base Camp Chikamauga, Beppu, in the Southern end of Japan, which was their home base.

The 187th Airborne were already fighting in Korea before Sam arrived. They fought in Sukcheon and Suncheon, North Korea, and also in Munsan, just south of the 38th Parallel. Sam landed in Korea after those battles, and was stationed in Korea and Japan for the full three years of the war, 1950-1953. He was airlifted from Japan to Daegu Air Force Base, [the U.N. stronghold] in South Korea, where he made his first jump. Many battles were fought. He particularly remembers hearing the Communist



Sam Kleindorf, Japan, 1951 (L) and today



Sam pointing to his brother-in-law's name on Memorial wall

Chinese soldiers whistling; that's how close they were. Luckily, Sam was not wounded.

Sam took part in a rescue operation during the Geojje Prison Camp Uprising. Geojje Camp was located on an island on the south-eastern end of Korea. About 170,000 communist soldiers were imprisoned there. On May 7, 1952, there was a riot and Brigadier-General Francis Dodd, who was the camp commandant, was captured by the prisoners and held for the next four days.

The 187th Regimental Combat team, of which Sam's unit was a part, was called in to take control of the camp. Many POW's were killed and injured,

while one U.S. soldier died and 13 were wounded. This ended the uprising. Sam has vivid memory of this incident.

In Louisiana, there are only two Airborne Rangers, Dick Hyatt from Lake Charles, and Sam. Dick Hyatt was wounded at the Geojje Prison camp and received a purple heart. Sam organized a Ranger reunion in 1977 in New Orleans, which Dick Hyatt attended, along with another 70-plus Rangers and families from all over the United States. Dick still lives in Lake Charles, and he and Sam remain in touch.

There were 142 men in Sam's Airborne Ranger unit, but only one, Sam, is the survivor as of September 2020.

Back in the states in 1953, Sam worked for Ray Peacock and Al Copland at the Landmark Hotel, where he was in charge of different events. There were many boxing matches, including one with Evander Holyfield. Late New Orleans Sheriff Harry Lee loved boxing and came many times with his deputy.

Sam's wife's brother was Samuel Robertson, who was killed in the Korean War. He was 17 years old.

Les Cromwell: U.S. Air Force

To Korea- Dec.1951 to 1953

Les was born in Genoa, Nebraska and lived on the farm until he was 17. He enlisted in the Air Force at 17. After basic training he was sent to Korea, when he turned 18. Les was a member of the 39th Fighter-Interceptor Squadron-51st Fighter Wing.



Les Cromwell in Korea at age 18

He remembers being in the city of Suwon, where he met a young Korean couple who were taking care of some orphans. Les talked with the husband and started to go see the orphans. There was a little dog, and whenever Les came around, the dog would run and greet him. Les brought some food to the kids and loved the children. He took care of them as much as he could.

When he returned home after the Korean War, Les got a job at NASA. His first boss was the



Les Cromwell, 3rd from left, with crew

famous German engineer Wernher Von Braun, who was the director of Marshall Space Flight Center. Les worked at NASA for over 30 years as a research and development technician.

There is one story that Les told me which described a miracle! One day he took his great grandson Romeo Guidry, four years old, to a giant store. They were looking around different rows, and in one aisle there were some big unopened toy boxes on the floor.

Romeo wanted one box which had a picture of an airplane.



Les Cromwell (R) with fellow airman in Korea in 1952

Even though Romeo kept saying he wanted that box, Les told him that he could not have it. They exited the store. Romeo was getting more agitated and started to cry loudly. He would not stop. So, Les took him back inside, found the aisle, and bought the packaged model airplane.

They returned home and opened the box to assemble the model. When Les attached the wings to the base of the plane, he could not believe his eyes. Under the figure of the pilot was his name, Les D Cromwell! There was another name, Lt Jim Thompson, who was a pilot. This was a replica of their plane during the Korean War.



Model of "The Huff" purchased by Les Cromwell



Les Cromwell's name displayed on side of model plane

There is an actual photo of Les standing with three others in front of the plane that has LT Jim Thompson written clearly on it. The plane was the exact model of the plane they flew from Korea. The real plane had a picture of a dragon on the other side



Model of Les Cromwell's plane in his hands

and as did this model plane.

Les knew the man who painted the dragon on the plane, and he remembers the dragon, because all the Korean men were scared of it and would run away from the plane. There must have been some superstition about a dragon in Korea.

How odd is it that his great grandson made such a fuss that Les had to go back to the store to buy model of a plane which had his name printed on it? This is truly divine intervention and a miracle.

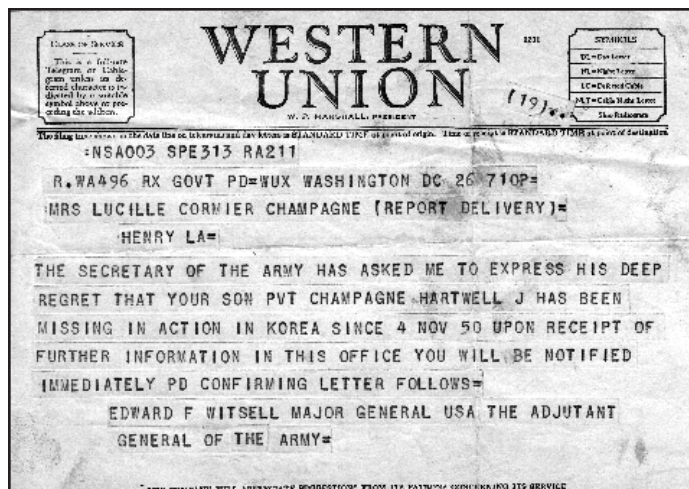
As told to Sun Kim

Hartwell Champagne—U.S. Army—POW

In 1950, Hartwell was 17 years old when he was sent to Korea. He fought for four months and then was captured. He spent three years as a POW in North Korea. There were 80 men in his unit. During the fight, all were killed except for four; he was one of survivors.

It was November 4, 1950. His unit was surrounded by Chinese troops who kept shooting and killing men. With everyone dying around them, one officer, Orland Orteso, raised his hands, which saved the four men still alive. Hartwell followed the officer and raised his hands too. The Chinese stopped shooting and took them as POWs.

Hartwell had an inner helmet inside the steel helmet. The inner helmet had three rolls of toilet paper wrapped inside the headband. A bullet had hit Hartwell through his steel helmet near his left ear. Although it did not go through the helmet, the blow



A sad telegram

was hard and loud, leaving his ear bloody and the eardrum ruptured. He could not hear from that ear. To this day he is deaf in it.

The prisoners marched to the Yalu River for nineteen days, traveling only at night. The four soldiers from Hartwell's unit were added to other POWs, with many men carrying the wounded. Many died during this march.

After nineteen harsh days in difficult wintry weather, they arrived at a village by the Nakdong River. The prison there was called Death Valley, since so many men died there due to punishing conditions. They were fed one bowl of stewed corn—more like cattle feed—per day and used a small stream to wash.

The prisoners were moved from this location to Camp 5, where they remained from January 10, 1951 through August 6,

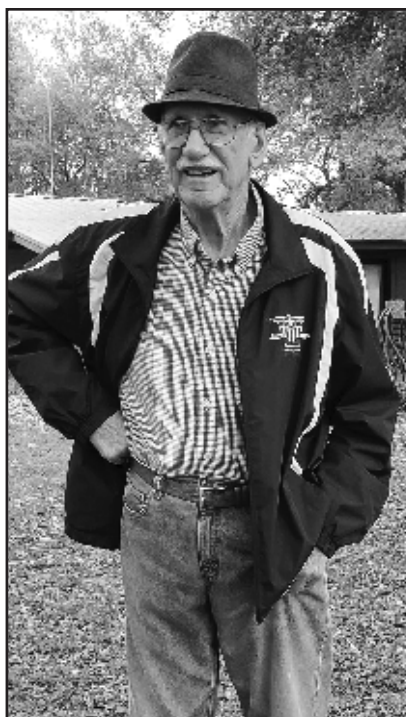


A young Hartwell Champagne



Jean McDernon with Hartwell Champagne in 1993. Jean (L) is holding photo of his brother Robert Paul McDernon, a POW killed in Korea.

1951. Of 3,200 men, half died in Camp 5. They were constantly led outside in the freezing cold to be counted, so Hartwell could tell how many men were still alive. North Koreans were in charge and too many men were dying. After five months, the Chinese took over the camp and conditions improved slightly. Though they were continually interrogated, Hartwell only saw one beating of three men. One cook was beaten so badly he died with three broken ribs, so they no longer had a cook.



From Camp 5, 167 men were moved to Camp 3. Each camp was divided into A and B sections. Camp 5 and 6 were fed first with one bowl of boiled corn, but no protein. Starving men contracted beriberi disease and tuberculosis, among other diseases. Beriberi caused swelling from the legs to other parts of body, and led to kidney failure and death. Overall, 1,600 men died in that camp. When a man was on his death bed, an American priest was sent in to encourage him to hold on. Everyone liked this priest.

Clyde Livaudais was in Camp 1. Hartwell was in Camp 3 with Luis Lugo, a Latino from Louisiana. Both Hartwell and Lugo were placed in Camp 5 together as well. Hartwell met Clyde Livaudais after they were released.

Sometime after the war ended in July 1953, the men in Camp 3 were moved by train and truck to Kaesong, North Korea. They stayed there for a week waiting for an exchange to take place between Chinese and North Korean POWs and American POWs. There were fewer American POWs than the others, so all were released.

The men were transported to Seoul. Hartwell took a ship to San Francisco, California. When they got back to America, each man was given three years of back pay. They were flush with money. Some bought cars—and after years of captivity the freedom made them careless. Hartwell knew of two men who died from speeding in their new cars. How ironic that they survived three years of POW life only to come home and get killed in a car crash!

When Hartwell, a tall man, came home, he weighed 139 pounds. He ate the best food to regain his weight and worked out with bodybuilding. He looked for work but could not find a job. He worked at Pontiac Motors from 1955 to 1956, but was laid off. Then he purchased a crew boat to take men to and from offshore platforms.

Hartwell had made a friend in Camp 5 named Robert Paul

McDermon, from Pennsylvania, who came down with beriberi and died. Before Robert died he asked Hartwell to contact his brother Jean. It took Hartwell 40 years to keep this promise.

Hartwell found Jean in Newville, PA and they had a reunion in Baltimore. Jean told Hartwell that he did not know what had happened to Robert. Now that he did, he could bury his brother in his heart. It took him 40 years to lay his brother to rest. Robert's brother is 93 years old as of September 2020.

For 25 years there was a national organization, Korean XPOW Association, which had a South Louisiana Chapter of America XPOWs. They met every year in different states, but in 2015 the organization dissolved, since the men were too old to travel. Hartwell still keeps in touch with a few of these men.

The entire experience of the POW camp broadened Hartwell's mind, bringing understanding and new insight about people. Since he was treated like an animal, coming back was like being reborn. He has one wish now—to go back to Korea, to Camp 5, just to sit there and cry while thinking about his friend Robert and the days he spent there.

Hartwell, who is 87 years old as of September 2020, lives in Abbeville, Louisiana. Sun Kim interviewed him on Sept 2018.

Victor L. Richard, Sr., U.S. Marine Corps Aircraft Repair Squadron 17, Sergeant

Went to Korea (via Japan)—January 1954; Departed Korea (via Japan)—May 1955. As told to Sun Kim on July 26, 2018

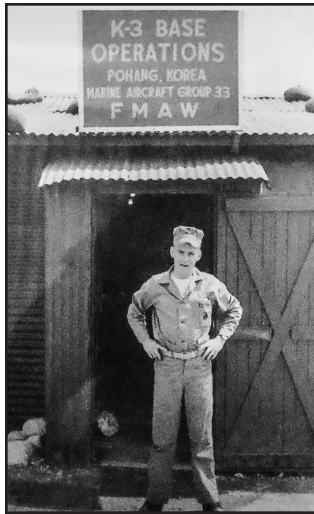
Victor was 17 years old and still in high school when he joined Marine Reserve Fighter Squadron VMF143. He took basic training in Louisiana and, in May 1953, went on active duty and was sent to Marine Corps Air Station at Cherry Point, North Carolina.



Richard at home and with wife and daughter in 2018

Every Marine is a rifleman, but after two weeks on the rifle range Victor qualified as a rifle sharpshooter. He was in Cherry Point about six months, and was then sent to El Toro, California, Marine Corps Air Station for one week. From there, he was put on a train with 1,700 Marines to San Diego to be sent as "draft replacements" headed for Korea and Japan.

They were issued M1 rifles, backpacks, canteens, and other



Victor Richard in Korea

gear. They boarded an attack transport ship to make a hard trip, with many men getting seasick. They ran out of fresh water and had to take showers in sea water, using Lava soap.

From Yokohama, Japan, they took a truck to Kobe. From there Victor was transferred to Atami Air force Base, where he was assigned to a guard duty for one month, after which he was sent to K-3 in Pohang, Korea, for two weeks of clerical school. About six months later, their Marine

Aircraft Repair Squadron 17 was moved to Iwakuni, Japan.



Victor Richard with full combat gear complement



Victor Richard by unit sign in Korea

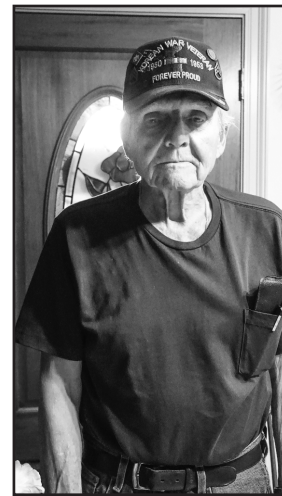
Victor was assigned as unit diary and payroll clerk, and was promoted to Sergeant. Occasionally, he would fly as armed courier to deliver mail, aircraft parts, and personnel to various bases like K-3 in Pohang, Korea and K-16 in Seoul, Korea.

Victor flew from Iwakuni, Japan to Moffett Field, California, and then to New Orleans. He was discharged on May 12, 1955 from New Orleans Naval Air Station on the lakefront, now the University of New Orleans.

Victor, whose birthday is July 19, 1933, has been married for 62 years to Antoinette, or Toni. They have three adult children: Toni in Kenner, LA, Victor in Florida, and Alison in Gretna, LA. At the time of this conversation he was 85 years old and in excellent health, still working as an accountant, preparing many documents during tax season. He is a lifetime member of KWVA.

Melvin Truch, U.S. Army Radar Technician: Thunderbird 45th Infantry Division-Field Artillery Battalion

Although he lived in New Orleans, Melvin graduated from radar school in Texas. He was drafted to go to Korea. He had Chinese friends in high school, so he knew where Korea was. Melvin was 20 years old when he was sent to Korea in June 1953. The armistice was signed on July 27, 1953 so he was in Korea when battles were still waging.



Melvin Truch in 2018

At first, he was sent to Sasebo, Japan, which was the main launching station for U.S. and United Nations troops and the shipping center for millions of tons of fuel, trucks, tanks, and ammunition. During the Korean War, as many as 20,000 Americans lived in the Port of Sasebo, and the port saw up to 100 warships a day.

From Sasebo, he sailed to Incheon, Korea, where tides were up to 35-feet high. The navy ship anchored a far distance from the shore since it could not go against the tide. The soldiers had to take their duffle bags and gear and climb down the rope ladder to get into a smaller boat, which took them to shore.

In Seoul, Melvin met a guy from his hometown and his same high school, Nelson Howard. When Melvin arrived in Seoul, he went to a mess hall to eat. He was sitting at a table alone when another soldier came up to him, grabbed his arm and high school ring. That boy also went to Warren Easton High School, thousands of miles away.

It was such a surprise, the boys wrote to their fathers about running into each other. Amazingly both fathers went to the same grammar school and knew each other too. After returning home, Melvin kept in contact with Nelson and took him out to lunch. But, at present, Nelson is not well at all.

From Seoul, Melvin took a train to Chuncheon. There was only one track for the trains. Since another train was approaching, his train stopped to wait. The other train, a hospital train, had just been hit by a mortar. Most of the patients were dead, but they transferred the few who survived to his train.

From a replacement depot

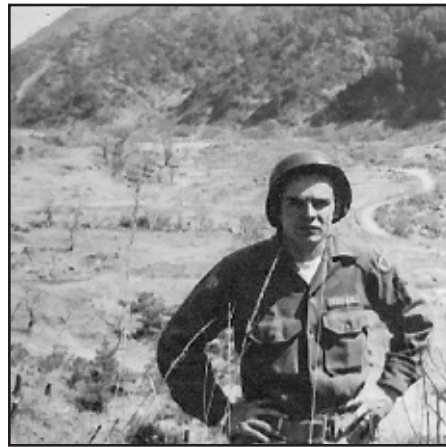


Melvin Truch in Korea



Melvin Truch (R) with unidentified soldier

Melvin Truch gets a haircut



A helmeted Melvin Truch with Korean landscape in background

he was sent to Mundung-ni, a city in North Korea above the 38th Parallel. There were no civilians at this location. A Korean houseboy of about 14 years old was assigned to them. His name was Yun HoJun, but they called him Charlie. There was another Korean soldier, Shin YoungTak, who was assigned to translate, but they preferred Charlie, who could speak English and became good friends to everyone.

As a radar technician, his group had to go behind enemy lines to be on top of the hill. They were tracking artillery rounds sent by the enemy. When a mortar was detected, the Americans would launch shells that would wipe out anything within a 50-foot radius. The Communists sent one plane over them to drop hand grenades, but they did not get hit.

There was a new radar bunker which had been completed and built by American engineers. Just before Melvin got there, it received a direct hit and was destroyed. His group of radar technicians were moved to several new positions.

On the last day before end of the war, Melvin came within six inches of death. Since the generators were running 24 hours a day, they had all burned out and there was nothing for the men to do. Some men were playing cards and wanted beer. The supply officer gave them beer, but it was warm.

Down the hill there was a small stream of cool water. Melvin took the beer to cool it in the stream. He looked outside. When no bombs were falling, without a helmet, he ran down the hill as fast as he could. Suddenly there was a loud boom, and Melvin hit the ground. All the beers went flying.

The shell had landed so close to Melvin that he could have been killed right there. Luckily, he was not hit and went back up the hill. The guys asked him where the beer was. Melvin told them they had popped open. The men were mad and wanted to kill the enemy who destroyed their beer.



Left, Korean Houseboy (R) and Melvin Truch in Korea. Right, radar unit crewed by Melvin Truch



There was a Filipino regiment combat team near them, and a Catholic priest was always present. The Filipinos had mass twice a day, and half of them would stop fighting and go to mass and then take turns fighting. They would not miss a mass.

When the truce was signed on July 27, 1953, there was a sudden silence. Everyone went outside saying, "Do you hear it?" There was complete silence for the first time. The fighting stopped from all sides from that day forward. But at night the Chinese or North Korean soldiers would try to sneak up on the Americans. The American soldiers had big searchlights and they would point them around their surroundings and in the air to track the enemy.

After the war ended, Melvin became the section chief of his group. X Corps moved away from the fighting area and elements were sent to different places. They met Korean soldiers who spoke fluent English and who were trained in Oklahoma. The Koreans wanted to play volleyball, so the American soldiers cleared the field and made a volleyball court and a baseball field. They were also entertained by visiting Korean shows. Melvin celebrated Christmas in Korea, and it was very cold.

Melvin came back home in October 1953 and bought a brand new Chevy convertible with the money he saved from the Army.

As told to Sun Kim

Life aboard USS Naifeh (DE-32) During the Korean War

By Robert Francis Robb

I am the son of Francis J. and Marguerite M. (Gerard) Robb, born October 21, 1931 in Toledo, Ohio. My early formative years were spent in Vincennes, Indiana. I graduated in 1949 from Central Catholic High School, Fort Wayne, and attended International Business College prior to enlisting in the U.S. Navy in May of 1951 during the Korean War. I spent from December 1951 to April 1954 of that enlistment on a destroyer escort, the *Naifeh* (DE-32), with the Pacific Fleet, making three tours to Korea.

I served the last year of my enlistment on *USS Manchester* (CL-83). I was discharged in May 1955, having attained the rating of Personnelman 1st-Class. I attended Indiana University and graduated from the Indiana University School of Optometry in 1960. I practiced Optometry in Fort Wayne for forty years. After retirement I reconnected with *Naifeh* shipmates and have enjoyed recalling those days and the guys with whom I served.

During my time on the *Naifeh*, my first battle station was at the 40mm mount. During my last two years on the ship at general quarters I was the Captain's Talker. My job on the ship was as personnel man in the office, conveniently located next to the bakery. I was good buddies with those guys! Several of the things I liked about the *Naifeh*: I ate well, slept in a bed at night, and met some great guys.

When I was discharged and returned home to Fort Wayne there were no big welcomes. I started college classes and got on with the rest of my life. I completed my optometric studies at IU in Bloomington and went home to Fort Wayne to set up my practice. I married Phyllis Musgrave, had two children, Shawna and Brian, and have five grandchildren, three step-grandchildren, eight great-grandchildren and four step-great-grandchildren.

Naifeh's history:

The ship was named for Alfred Naifeh, born at Covington, Tennessee, 5 January 1915. He was commissioned Ensign, 5 July 1941, and reported on board destroyer *Meredith* (DD-434) as Destroyer Division Disbursing Officer, 27 February 1942. He was promoted to Lieutenant j.g. on 1 October 1942.

After *Meredith* was sunk in the Battle of the Solomons, Lt. j.g.



USS Naifeh (DE-32)

Naifeh worked through the night keeping wounded and exhausted survivors on life rafts. As a result of his continuing valiant efforts to save his shipmates he was completely overcome by exhaustion, which ultimately resulted in his death on 16 October 1942.

For his devotion to duty and courage, Lt. j.g. *Naifeh* was posthumously awarded the Navy and Marine Corps Medal. His namesake, the destroyer escort *USS Naifeh* DE-32, was launched 29 February, 1944, sponsored by his mother, Mrs. Rathia Naifeh. The *Naifeh* was primarily occupied in convoy duty until the end of the war, escorting tankers and other auxiliaries to New Guinea, Ulithi, Palau, Guam, Manila, and Okinawa.

Naifeh rescued the crew of *Glenns Ferry*, 10 October 1945, after the merchantman had grounded near Batag Island, Philippines. It was decommissioned 27 June 1946, and entered the Pacific Reserve Fleet at San Diego.

With the start of the Korean conflict, the ship was recommissioned 26 January 1951. *Naifeh* left San Diego 16 April, assigned to the United Nations Escort and Blockade Force. She took station off Songjin Harbor, North Korea on 28 June. The next months were occupied in shelling Communist military and logistics facilities, along with patrol action to clear the area of floating mines, junks, and possible submarines. She then screened escort carrier *Sicily* (CVE-118) and the British light fleet carrier HMS *Glory* (9R-62) off the west coast of Korea.

Naifeh returned to San Francisco in November 1951. From early March to July 1952, it was engaged in training exercises off the west coast. In early July the destroyer escort sailed from San Diego to Korea to rejoin TF 95 Blockade and Escort Group. In June, *Naifeh* was stationed at the northeast coast of Korea in the Songjin-Congjin area. Here it fired on enemy shore positions, railroads, and industrial targets. Once bracketed by enemy shore fire, the ship successfully maneuvered out of range.

With other assignments, *Naifeh* aided Republic of Korea Navy torpedo boats in interdiction missions against enemy supply lines. In late fall *Naifeh* was flagship for the Wonsan Element Commander, protecting U.S. and Korean minesweepers and firing on shore targets.

We occupied the island and used it as our supply depot. When destroyer escort *Lewis* (DE-535) was hit by artillery fire, *Naifeh* provided protective counter-battery fire as she laid a smoke screen to cover her withdrawal.

In addition to blockade duty, the escort fired on



Korean girl and boy on Yodo Island, Wonsan Harbor, North Korea

North Korean supply movements in the Wonsan area. *Naifeh* returned to San Diego in December 1952 and then re-deployed to West Pac in mid-November 1953, operating off Japan, Okinawa, and Taiwan.

Naifeh received three battle stars for Korean service.

NOTE: Much of the historic material about the *Naifeh* was prepared by *Naifeh* shipmates and distributed at reunions.

Robert F. Robb, 10113 Fawns Ford, Fort Wayne, IN 46825



USN Personnelman 1st
Class Robert Robb

Flights filled with fraught

By Clarence Ellis

I enlisted in the USAF on June 15, 1950. Upon arrival at Lackland Air Base I was required to purchase haircut tickets at 25 cents each for each week of basic. Then, on June 25, when North Korea invaded South Korea and President Truman declared a "Police Action," the basic was cut by two weeks. To use the extra tickets we got a haircut on Monday and again on Tuesday for two weeks.

After graduation I went to General Radio Operator Course, following which I attended Combat Crew Training for B-29 aircraft. When we graduated we were assigned to the 68th Bomb Wing at Lake Charles AFB, LA. In December, 1951 I received orders as an individual replacement to the 307th Bomb Wing, Kadena AFB, Okinawa.

On arrival I was switched from a radio operator to an electronic countermeasures operator. This was the first B-29 that I had been on with an ECM position. Two days later I was assigned to a crew. We met after breakfast for a preflight check of the aircraft and then we returned to barracks until after dinner. We attended a briefing for a mission later that night. After briefing we went to our plane and waited for our scheduled take-off time.

There were three bomb wings, two flying from Kadena and one from Japan. The wings rotated each night. As it happened, my first mission was to the Yalu River, where we bombed an airfield. As we approached the target area the left gunner reported a MIG-15 going by with a Marine Night Fighter chasing him.

When the aircraft commander called "bomb bay doors open" there was a load explosion and we all went on oxygen. My position didn't have an oxygen regulator, so I hooked up to a walk-around bottle. I jammed the radar for searchlights. Those that had been on fell off.

I was listening to our Radar Operator make the bomb run

when he started having problems. We couldn't leave our positions until released by the Air Controller. In the meantime, my mask kept coming out of the bottle. When we got away from the target and descended to 1,200 feet we found our radar operator unconscious. His regulator was on 100°/4; it worked. So we went home.

As July 27 approached we had missions along the front lines. The forward air controller would direct the pilot what heading to take to cross the lines and what heading to take to return, when to open the bomb bays, when to drop the bombs, and when to cross back and go home.

Our wing was scheduled to fly on July 27, 1953, but stood down due to the truce. On the 28th we were one of four planes flying to Japan to test their defense systems. We arrived over Tokyo, then lost our number three engine.

We headed for Okinawa, but turned around at the coast and headed for a landing at Tokyo International Airport. However, our left landing gear didn't come down. We circled and were able to crank the gear down. We landed successfully.

On our ride to our quarters we passed a hangar with its doors open. Japanese workers were polishing President Eisenhower's aircraft. The flight engineer was able to repair our engine and we flew to Yakota AFB. We got the left landing gear repaired and headed home.

I departed Okinawa in December and arrived at my home in Ottumwa, IA on Christmas Eve.

*Clarence B. Ellis, 145 Indian Bluff Dr.,
Sharpsburg, GA 30277*

The Helmet

By Irvin C. Pool, Korea 1953 - 'B' Company,
23rd Inf. Regt., 2nd Division

When I went to bed last night I put my helmet under my cot along with my boots;

My M1 rifle went into my sleeping bag along with me. That night I didn't have guard duty, so I slept all night.

When I got up in the morning my helmet was gone. In its place was a helmet that looked like it had been in every battle in the Korean War. I was stuck with that beat-up helmet.

About a week later we were patrolling along a narrow hillside trail. The area above the trail had not been cleared of mines, so we were extra careful as we filed along.

A lone bush stood along the trail edge. As I passed it I looked down. Sitting there at its base was a new looking GI helmet. I picked it up and there under it, looking back at me, was a human skull. We all wondered who it could have been as we passed the skull around. It was a perfect grayish white with no marks of any kind.

Finally, our lieutenant put the skull in his pack, saying he would turn it in when we got back. We continued on our way—and I had a new helmet.

*(Pvt) Irvin C. Pool, 6530 Sandstone St.,
Carmichael, CA 95608, poolirvin@gmail.com*

How close can a close call get?

By Robert P. O'Brien

One day the First Sergeant said to me, "O'Brien, go back to the motor pool and take the M-39 utility vehicle, go to the ammo dump, and load it with AP (armor piercing) rounds. Take them to the tanks on line, as the North Koreans are massing tanks in the valley. There are three KATUSAs waiting for you."

I did as he ordered. On the way back I was driving a road we called the Indy Speedway. The North Koreans started to track me. One round landed near me and stopped the vehicle's engine. I got it started again and took off. The next round landed where I had just been. Close call!!!

When we got back to the company area I saw a KATUSA from my party stash a pack of cigarettes, a can of SPAM, and a couple candy bars. I didn't care. It was two weeks before I was to go home. The company pulled me off the line. I left Korea in November 1952 and got back to the USA the next month.

Robert P. O'Brien

From puttering around Brooklyn to Korea

By Seymour Weiss

I would like to share my experience at that time the Korean War began. It was a nice sunny day in Brooklyn, New York, where I lived. Some friends and I took advantage of the weather and went to a local miniature golf course to have some fun.

While we were playing, an announcement came over the radio in the clubhouse that the North Koreans had invaded South Korea. We were completely stunned. I remember saying that we are going to be drafted.

My friends and I were all 20 years old. Sure enough all of us entered the service. I was the only one who went to Korea. The rest went to Europe. I was in Korea from 1952 to 1953.

Thanks for allowing me to share my memories.

Seymour Weiss, 1129 Boynton Ave., Apt 1014,
Westfield, NJ 07090, srookie0130@gmail.com

A Morning of Delicate International Relations

By Frank D. Praytor, 1st Marine Div. 1951-52, Pacific Stars & Stripes 1952-54

One important lesson learned during my second Korean War tour: don't drink with Brit or Aussie military types unless you're up to a serious contest in which nationalistic pride and comparative alcoholic capacities are the stakes. You don't just "have a drink" with those guys; you have a duel.

To stay in fighting trim, I visited the British Commonwealth Division's press camp as often as there was a feeble excuse available, because they treated anyone resembling a newshound with hospitality typically reserved for four-star generals. Plus, all the gin one's liver could process.

Learning how to combat-tipple with the pros, I had resolved to never let a "Limey" or an Aussie send me under whatever it was the drinks were resting on.

Thus was I mentally preconditioned when invited to cover an early morning ritual by a British artillery unit. It was celebrating the coronation of their new queen, Elizabeth, simultaneously occurring during the POW exchange.

U.N. correspondents normally were ensconced in the relatively plush comfort of the Seoul press billets, formerly an apartment building that more or less had survived all the destructive invasions of that war-wrecked city. To provide correspondents convenient access to the Panmunjom truce talks site, the Eighth Army P.I.O. assembled a string of old railroad cars at the Munsan-ni railhead north of Seoul. This became temporary quarters for correspondents during the truce talks and exchange.

On the eve of Elizabeth's coronation, everyone on the press train joined their Commonwealth colleagues in a rowdy, hard-guzzle party. Yours truly participated enthusiastically, knowing that I was fated to arise well before daylight the next day, Jeep some 25 miles to that British artillery battalion, and "cover" its celebratory firing of colored smoke shells. And so I did, hung over like a dead sunflower and wondering how I was supposed to photograph artillery shells trailing colored smoke without crossing no-man's-land for an effective camera angle.

With impeccable timing, I arrived at the artillery position moments after early mess ended. I was greeted by a lean, chiseled face, World War II-vintage sergeant major stroking breakfast remnants off his audacious handlebar moustache.

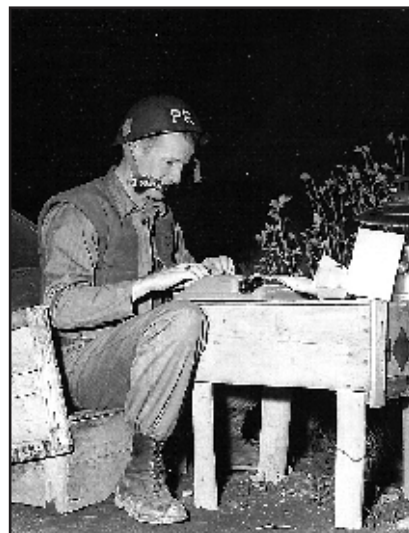
"Come up to my bunker and have a drink," he commanded.

I struggled up a reverse-slope hill with my heavy camera bag, entering his elaborately decorated, stand-up bunker while cursing my fate for having been drawn into another Limey-manipulated drinking match, this one on an empty stomach, at 0730.

The sergeant major dug into his footlocker and pulled out a bottle of single malt scotch he'd been saving for the occasion. He found an empty five-ounce glass, wiped its rim with a rag of clearly dubious history, filled it to the brim and thrust it into my hand.

"Here, drink to our new queen!" he said in his well-developed Limey sergeant-major-type voice.

His assertive tone made it clear that refusal would provoke an international crisis. Blood draining from my surely panic-stricken face, I took the glass and waited for him to find a glass for



Frank Praytor at work

Please turn to 70th Anniversary on page 54

Chapter & Department News

20 HAWAII #1 [HI]

On March 8, 2021, the Board of Directors visited the Korean Consulate and met its new Consul General Hong Seok-in, Deputy Consul-General Park Jung-ho, Consul Park Jieum, and the Military Attaché CAPT Kim Jungil. The board members were impressed with the young and articulate Consul General who was seven years old when the Korean War started.



Consul General Hong, who spoke elegantly to Ch. 20 members about veterans' sacrifices that made the democratization of Korea possible

Presentation of mask to Ch. 20 member Walter Ozawa



Presentation of mask to Ch. 20 member Stanley Fujii



Presentation of mask to Ch. 20 member James Kaleohano



Members of Ch. 20 inside Korean consulate



Presentation of mask to Ch. 20 member Tommy Tahara

The well-orchestrated reception included watching a video of the Korean War and each board member gave a short presentation of their experience in the Korean War. Gifts to board members included a box of COVID-19 masks and a delicious Korean box lunch. The masks were donated by the Ministry of Patriots and Veterans Affairs for distribution to every KWVA member on Oahu and the neighboring islands.



James Kaleohano of Ch. 20 with CAPT Kim



Ch. 20 member Tommy Tahara and Deputy Consul General Park

Stan Fujii of Ch. 20 and Consul General Hong



Group from Ch. 20 gathers outside Korean consulate

Contained in each box of masks was a letter from the Prime Minister Chung Sye-kyun expressing his gratitude to the Korean War veterans.

Stan Fujii, stan_fujii@hotmail

54 THOMAS W. DALEY, JR. [NJ]

Chapter honors Commander Captain Andrew T. Jackson on his 90th birthday

On August 30, 2020 chapter veterans honored Captain Andrew Jackson on his 90th birthday with a drive-by procession. They also gave him a plaque and cake to honor his leadership. Nine members and two officers from the Cherry Hill Police Department participated in the event.

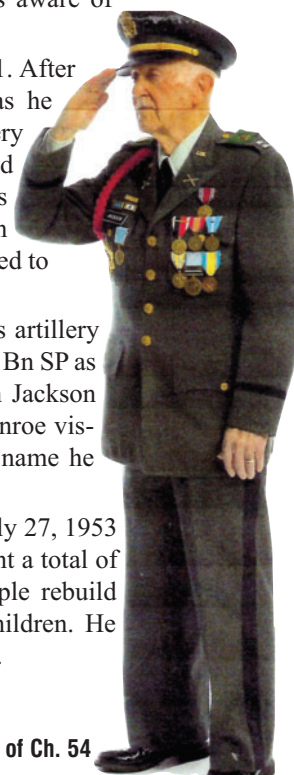
During Captain Jackson's tenure as commander the chapter has raised over \$70,000 for charitable causes, visited 16 public

schools presenting programs regarding the Korean War, and led many other events to make Americans aware of the Korean War.

Captain Jackson was drafted in 1951. After basic training at Ft. Chaffee, Arkansas he attended Fort Sill Artillery Center artillery officers candidate school and graduated in 1952 as a 2nd Lt. Artillery. He was shipped to the Far East Command in 1952 and served in Japan. He was ordered to Korea in 1953.

In Korea he served with the I Corps artillery and 24th Infantry Division 26 AAAW Bn SP as a forward observer in combat. Captain Jackson did his job well, but when Marilyn Monroe visited the front lines and asked him his name he couldn't remember it.

Captain Jackson was in Korea on July 27, 1953 when the armistice was signed. He spent a total of 14 months in Korea assisting the people rebuild their country and helping orphaned children. He retired from the Army Reserve in 1971.



Commander Andy Jackson of Ch. 54



Carl Letezia presents plaque to Commander Jackson of Ch. 54, as Betty Jackson, Bob Musser, Frank Brown, Kenneth Mills, George Ulmer, and Rick Daucamas (L-R) look on

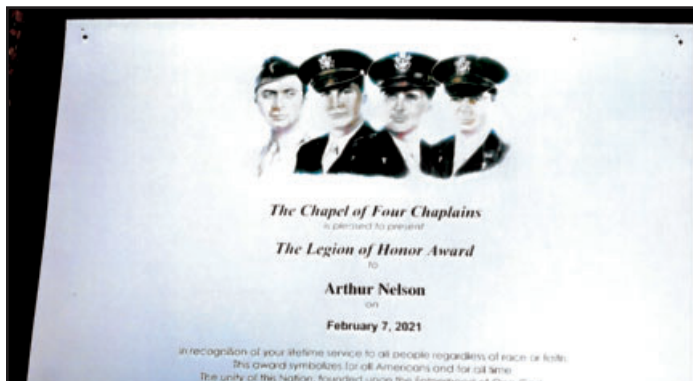
He attended Rutgers University and graduated in 1958 with a degree in economics. He then attended the University of Pennsylvania's Wharton School and received a master's degree in economics. Captain Jackson retired from civilian employment as the CFO of a large corporation.

Andy Jackson, 856-424-0736, captjack71@comcast.net

106 TREASURE COAST [FL]

We conducted a “Four Chaplains” meeting in February 7 to honor Art Nelson. (See the Secretary’s report on p. 6 for more details.)

*Louis DeBlasio, 352 NW Shoreview Dr.,
Port St. Lucie, FL 34986, 772-344-8628,
LouDi@bellsouth.net*



The award to Art Nelson, formerly of of Ch. 106



Harold Triber, Noreen Nelson (displaying the Four Chaplains' Legion of Honor Award), Louis DeBlasio, and "Skip" Nelson (L-R) at presentation



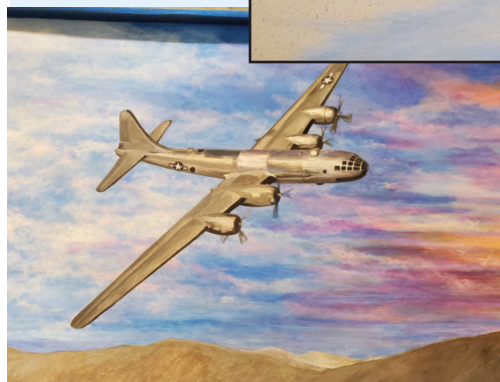
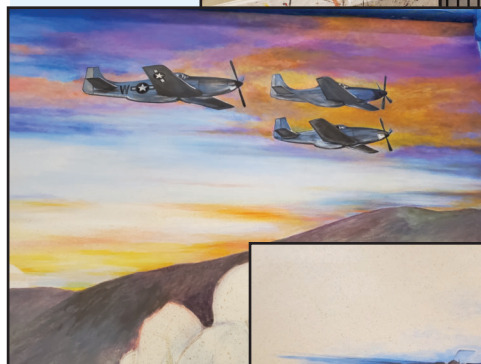
36 2nd Vice Commander Lou DeBlasio of Ch. 106 makes "Four Chaplains" presentation

138 AKRON REGIONAL [OH]

John Coats reports that we are moving along nicely with our Korean War wall. The artist is getting great detail into the painting and is using some of our members as subjects for the soldiers and nurses. He hopes to get some huts and rice patties worked in also. Reach Coats for more info at jrcoats65@gmail.com.



Five views of the mural on Ch. 138's wall



Photographer Rami Hyun from South Korea visited us last summer as he was traveling across America visiting different KWVA chapters. He conducted interviews of our Korean War veterans and took pictures of them and their family members. He sent us this link to an article about Project Soldier KWV. We provide the link because copyright laws prevent us from printing it verbatim.

<https://koreajoongangdaily.joins.com/2021/02/28/culture/features/Rami-Hyun-Korean-War-Korean-War-veteran/20210228152500538.html>

Engraving names on a Korean War Memorial

We have been working on generating \$54,660 to get all 1,822 names of Ohio Korean War Veterans KIA engraved on the 16 blank, black granite panels at the Ohio Veterans Memorial Park (OVMP) located in Clinton, Ohio. The nearby pictures show the progress being made. If anyone would like to help us reach our goal, please send donations to KWVA Chapter 138, PO Box 4788, Akron Ohio 44310.



The enclosure that was built to do the engraving on Ch. 138's memorial during the winter days in Ohio

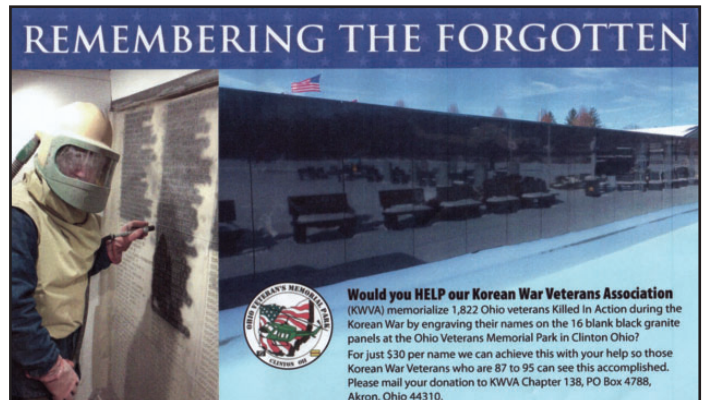


The rubber mat with the names of the Ohio Korean War KIA Veterans placed on the black granite panel before the sandblasting can start. It takes approximately 10 minutes to sandblast each name. The blackened area is the names that have been sandblasted.

Our goal is to raise enough money so this memorial can be dedicated this summer before we lose any more of those who actually served in the Forgotten War, so they and their families can see their dream come true. Will YOU donate \$30 in support of having an Ohio Korean War KIA's name engraved on this wall?



Three finished panels on the Ch. 138 memorial that have been sandblasted and the rubber mat removed



Some of the blank black granite wall panels with the reflection of dedicated benches sitting across from the wall, along with the picture of the person doing the sandblasting, Kenneth Noon

Bob McCullough, Secretary-Treasurer,
Cell: 216-276-7576, BobMc717@gmail.com

189 CENTRAL FLORIDA EAST COAST [FL]

We held our 2020 Christmas party at VFW Post 3282. Over 50 people attended the event to celebrate the end of a rough year. The party was a happy time for our veterans.

Our January 2021 monthly meeting was eventful. Mayor Don Burnette of Port Orange, FL was our guest speaker. He brought citizens up to date on current developments in the community. He is a strong advocate of veterans.

An exciting part of the meeting was the presentation of mobility scooters to three of our veterans, Ray Anderson, Joseph Prince, and Christ Yanacos. A fourth scooter will be presented to Kenneth White at a later date. These scooters were donated by Mr. Jack Kump and wife Joan Wheeler.

Jack started a movement over five years ago of contributing

scooters to veterans. To date 67 scooters have been donated by the program. Jack graduated from a military high school, Randolph-Macon Academy, in Virginia. He saw classmates go off to the Viet Nam War and HE DIDN'T.

Some classmates did not return from the war. This prompted him to start the scooter program as his way of paying back to those who served our country and were in need of assistance.

Joseph Sicinski, sicinskij@aol.com



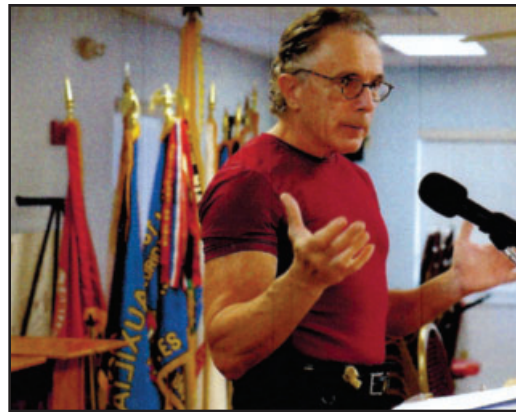
Some of the attendees at Ch. 189's 2020 Christmas party



Some of the strong supporters of Ch. 189 at its 2020 Christmas party: Commander Joseph Sicinski, his wife Anita, Jose Rosa, Commander of District 19, FL VFW, with his wife Martha, and FL State Senator Tom Wright, State of Florida Chairman of Military and Veteran Affairs (L-R)



Mayor Don Burnette of Port Orange, FL addresses Ch. 189 audience



Jack Kump presents scooters to Ch. 189 members



Ch. 189 members Ray Anderson, Joseph Prince, and Christ Yanacos ride their new scooters

272 GREATER ROCKFORD [IL]

I have attached a copy of the letter I am sending to the Consulate General's office.

Once more, they have been caring and willing to share masks with us to help get us through this ordeal.

March 19, 2021

Heeju Han, Cultural Coordinator

Sir:

Chapter 272 of the Korean War Veterans Association of America, located in Rockford, Illinois, has had a wonderful working relationship with your Consulate General's office for years.

Our Chapter, 272, was honored by being selected as the host of the Illinois State convention in 2016. Knowing we would be accepting guests from many other chapters from around the state, we reached out to the Consulate General's Office of the Republic of Korea, inviting a representative from the office to be our guest.

We were pleased to receive as our guest, as well as guest speaker, Deputy Consul General, Jae-woong Lee.

Deputy Consul General Lee's speech of praise, gratitude and thanks to all those brave men and women who sacrificed so much for his nation so many years ago was very well received.

Included in the remarks, he made note that without all that was given by the veterans in the room, as well as those not present, in support of his country, he would probably not be speaking here tonight or

working out of the Consulate General's Office in Chicago, Illinois. Continuing, he stated, "My responsibility is to work to promote and deepen the relationships between the Midwest and South Korea while also working to provide more convenient services for the Korean community in the Midwest as well as those Korean nationals visiting the region".

Again in the 2019, our chapter held a re-dedication ceremony of our Tri-County Korean War Veterans Memorial, located in Loves Park, Illinois.

We reached out to the Consulate General's office in Chicago and we were pleased Kim Jiman, Director of the Veterans Department for the Consulate General's office, would be able to attend our ceremony as the representative of the Consulate General's Office.

Moving ahead to a time in "World History," none of us would have ever wanted to live through, we have found ourselves needing each other more than ever. COVID-19 has attacked everyone with a vicious, potent, invisible enemy.

Jan 22, 2021 I received the following email:

Dear Mr. George Graham,

Greetings. I am Heeju Han at the Korean Consulate in Chicago. I hope everything goes well with you. We recently got many KF94 masks from the Ministry of Patriots and Veterans Affairs in Korea. Could you please distribute them to the Korean veterans if we deliver them by mail to you? How many Korean veterans are there in your association? Could you let me know a postal address to receive them?

Best regards,

Heeju Han

March 17, 2021, I received two boxes of KF94 masks from the Republic of Korea. The generosity of the gift caused me to sit down and reflect upon the relationship we, the members of the Korean War Veterans Association, as well as "We the Countries" have developed over the 70 plus years we have worked, tirelessly to enhance.

The "packages" began being distributed the same day they arrived upon my front porch. Each package was and will be received with "THANK YOU" from one friend to another.

Respectfully,

*George B Graham Jr., GBG1948@aol.com
Lifetime Associate Member of Chapter 272
of the Korean War Veterans Association*

306 WEST MICHIGAN [MI]

On February 24th, there was a gathering at Papa Vino's Restaurant in St. Joseph, MI, for Korean War veterans to receive face masks and hand sanitizer from the Republic of Korea's government. State of Michigan COVID-19 protocols were followed.

Consul General Dr. Young Sok Kim, from the Republic of Korea's Consulate in Chicago, was there to give KF94 face masks to Korean War Veterans as a way to say thank you for saving the Republic of Korea. Dr. Kim mentioned the sacrifices U.S. troops made in the Korean War and how far and how quickly the ROK has grown to become the 11th largest economy in the world.



Members of Ch. 306 and guests at Papa Vino's Restaurant

It was a great gathering, dinner, and social event enjoyed by all.

A Korean War marker in an unexpected place

In the town of Gladstone MI, which is in the upper peninsula of Michigan, there is a marker dedicated to Korean DMZ veterans. Bob Nachtwey, who never served in the armed forces, had no idea there was the KWVA. Bob spearhead this marker project on his own, to remember his good friend Ken Hogan, who is disabled from Agent Orange exposure, and to remember those who served and sacrificed on the Korean DMZ.



The Korean War marker in Gladstone, MI

Bob eventually found the KWVA online and contacted KWVA President Jeff Brodeur. Jeff then contacted Chapter 306 Sr.

VP Doug Voss and told him about the marker in Gladstone, MI. In turn, Doug contacted Bob Nachtwey and Ken Hogan and explained that there are efforts to establish markers dedicated to remembering those who served and sacrificed in the Defense of Korea and that the KWVA is for both Korean War veterans and Korea Defense veterans.

There are many Korean War memorials in the USA and around the world remembering Korean War veterans, their service, and their sacrifices. There are some markers in the USA to remember the service and sacrifices of Americans in the defense of Korea. Civilians who never served in the military or ROK but who are dedicated, like Bob, are not that common.

He is now an associate member of Chapter 306.

Doug Voss, Sr. Vice Pres., dwv123@aol.com

312 ANTIETAM [MD]

Chapter Commander's Watch Ends

Commander Donald Lee Funk, Funkstown, MD, died on



Commander Donald Lee Funk, Ch. 312

ringing of eight bells (See the use of the term on page 43).

The chaplain delivered a eulogy in honor of Don and a bugler played taps.

*Linda S. Matthews, Secretary,
PO Box 868, Funkstown, MD 21734, 301-379-6138
www.kwvaantietam312.org*

11 Jan 2021. Don was a Korean veteran, having served in the U.S. Navy from 1955 to 1958 and achieving the rank of Yeoman 3d Class.

We hosted a memorial service for Don at the Korean War Memorial in Hagerstown, MD. The chapter vice commander rang a bell eight times in honor of Don. Eight bells is the traditional way of saying that a sailor's watch is over. In maritime and navy tradition, the passing of a sailor is marked with the

320 NEW HAMPSHIRE [NH]

In early January Commander Robert Desmond presented a carton of Korean-made Covid-19 masks to officials representing the Fire and Police Departments of the City of Nashua, New Hampshire.

*Richard Zoerb, 72 Hawkstead Hollow,
Nashua, NH 03063, rcz31nas@gmail.com*



Fire Chief Brian Rhodes; Police Chief Michael Carigan; Ch. 320 Commander Robert Desmond; Deputy Fire Chief Steven Buxton; Deputy Police Chief Kevin Rourke (L-R) at Nashua, NH mask presentation (Photo courtesy of Jeffrey Hastings)

Interesting Facts About The Korean War

- The war started on June 25, 1950 after 75,000 North Korean communist soldiers invaded South Korea. Both China and Soviet Union supported the North Korea communist invasion of South Korea to spread communism.
- The United States had two main objectives for getting involved in the Korean War: to protect South Korea from being taken over by communism and to protect Japan, since the U.S. felt it would be the next country communists would attempt to invade.
- The war lasted from June 25, 1950 to July 27, 1953.
- No formal declaration of war was ever declared by the United States. President Truman never asked Congress.
- Approximately 1.8 million American service men and women served in Korea during the Korean War.

Total service members: 1,789,000 Americans (almost 1.8 million)

Killed in Action	36,516 Americans
Wounded in Action	103,248 Americans
Missing in Action	8,177 Americans
Prisoners of War.....	7,245 Americans
Died in captivity	2,806 Americans

- Approximately 86,300 veterans of the Korean War were females.
- The Korean War was the first war in which 21 countries of the United Nations responded to fight against North Korean communist invasion.

COMBAT FORCES WERE SENT BY THESE 16 COUNTRIES:

(ordered from largest to smallest number of forces)
USA; Great Britain; Canada; Turkey; Australia; Philippines; Thailand; Netherlands; Colombia; Greece; New Zealand; Ethiopia; Belgium; France; South Africa; Luxembourg

MEDICAL UNITS AND AID WERE SENT FROM THESE 5 COUNTRIES

Denmark; India; Italy; Norway; Sweden

NAVAL SUPPORT/SERVICE

Japan

COMMUNIST FORCES

Democratic People's Republic of Korea; People's Republic of China; Soviet Union.

- Approximately 25% of the Americans who died in action during the Korean War were killed between August and December of 1950. The majority of those died in the battles of the Pusan perimeter, the Chosin Reservoir and the Kunu-ri Pass.
- A total of 146 Medals of Honor were awarded during the war, 98 posthumously. The breakdown: U.S. Army (93); U.S. Marine Corps (42); U.S. Navy (7); U.S. Air Force (4)
- The Korean War was the first war in which African-American service members were no longer segregated. When the Korean War began, there were 100,000 African-Americans in the military, with most of them serving in segregated units. When the Korean War armistice was signed in July 1953, there were over 600,000 African-Americans serving their country in integrated units.

• In October 1951, the all-black 24th Infantry Regiment, a unit established in 1869, which had served during the Spanish-American War, World War I, World War II, and the beginning of the Korean War, was disbanded, essentially ending segregation in the U.S. Army.

In the last two years of the Korean War throughout the military branches, hundreds of African-Americans held command positions, were posted to elite units such as combat aviation, and served in a variety of technical military specialties.

• The Borinqueneers- A total of 61,000 Puerto Ricans served in the military during the Korean War. Ten Distinguished Service Crosses, 256 Silver Stars, and 606 Bronze Stars for valor were awarded to the men of

Please turn to **FACTS** on page 44

MONTAGUE from page 11

unfurled on foreign soil by a "recruited" Army, led by Ambassador Eaton, and officered by eight Marines and two midshipmen.

Here a plaque commemorating that event was placed by Captain Henry P. Wright, Jr., U.S.N., commanding officer of the Montague, and Major Radcliffe, U.S. Marine Corps, commanding officer of the embarked Marine Detachment. Here also all hands were royally entertained by the British, and witnessed the famous Arabian "Fast of Ramadan," in which the faithful are not allowed to eat during the hours of daylight for a period of thirty days.

Five days later found the crew and officers basking on the famous Riviera, which exceeded all expectations, both for feminine pulchritude and picturesque scenery. From here the officers and enlisted personnel ranged north and south along the coast and visited Cannes, Nice, and Monte Carlo, in Monaco, with all the lesser known, but less inviting, villages in between.

Again taking up the business of keeping in training, the ship soon got underway for Suda Bay, Crete, where a second "assault landing" was staged. From Suda Bay, the ship went to Phaleron Bay, Greece, the port for the historic city Athens. Here, besides the sightseeing, the ship's basketball team lost a close game to the Greek Olympic Stars.

After a brief return to Suda Bay, Crete, the ship got underway for Istanbul, Turkey, where they arrived two days later, after having passed through the famous Dardanelles and the Straits of Bosphorus. At Istanbul all hands engaged in buying souvenirs ranging from kris (swords) to antique silver and Meerscham pipes. Marine Lieutenant Cassiano and Navy Lieutenant Robert C. Allen represented Montague in a golf team composed of members of the Sixth Fleet and captained by Vice Admiral Ballantine, which went down to defeat to a team from the International Settlement captained by Mr. Wadsworth, the American Ambassador.

Again the ship returned to Suda Bay, Crete, this time for the purpose of maintenance and upkeep, and it was there that all hands discovered that the balmy Mediterranean, with its unending panorama of scenery, its hospitable people, its intrigue-



USS Montague (AKA-98) unloading refugees from a French LSM in southern Indo-China, circa 1955 (US National Archives photo # NWDNS-80-G-644449, a US Navy photo now in the collections of the US National Archives)

ing liberty ports, was soon to be left behind. The ship had been ordered to the Korean theatre. Golf clubs were stowed away and forgotten; civilian clothes, carried by all officers, were mothballed or sent home as the ship prepared itself for a speedy run to Japan.

Underway with the U.S.S. BEXAR (APA 237), the ship left Suda Bay and steamed down Port Said, Egypt, and then into the stifling heat of the Red Sea, zigzagging blacked-out under simulated battle conditions. Out through the Arabian Sea, into the Indian Ocean to Colombo, Ceylon, steamed the two ships. Stopping in Ceylon just long enough to refuel, they again headed eastward into the Indian Ocean, down through the straits of Malacca past Singapore, and into the South China Sea.

On Saturday, September 9th, they arrived in Kobe, Japan, and reported to the Commander Amphibious Forces, Pacific, and much to the dismay of many, whose families and friends were residing in Norfolk, they discovered that the home port of the Montague had been changed from Norfolk to San Diego. It was goodbye to Phib Lant! Unfortunately, their plans for taking part in the initial landing at Inchon were spoiled by one of those infamous typhoons, this one nicknamed "Kezia," which they were forced to put to sea to avoid before their preparations had been

completed.

The typhoon having passed, the ship returned to Kobe, continued the preparations, and then got underway for Inchon. Arriving at Inchon a few days after "D" day, the ship disembarked personnel and unloaded equipment at "Yellow" beach. Also at Inchon, the then Executive Officer, Commander F.T. Thompson, U.S.N. was officially relieved by the present Executive Officer, Commander S.W. Carr, U.S.N.R., who had reported aboard at Kobe. Upon completion of the unloading, the ship got underway, again in company of the Bexar, for Sasebo, Japan.

During the short stay in Sasebo, eight new junior officers, all reservists, reported aboard for active duty, being the first of 14 assigned to the ship.

After a run to Kobe, where they received orders, the ship again "set sail" for Inchon, where, with 17 other amphibious ships, they loaded the victorious Marines, captors of Seoul, and set out for Wonsan, on the east coast of Korea.

This trip to Wonsan was one of the most tedious voyages in the history of Montague. The North Koreans, suspecting an assault landing at Wonsan, had strewn the waters adjacent to the harbor with one of the most intensive mine fields in world history. During the sweeping operations that took place while Montague was en route to Wonsan, several minesweepers were sunk and two or three destroyers damaged. Because of the danger of these mines, it was necessary for the ships in the convoy to mark time by steaming back and forth for six nervous days at sea, waiting for a channel to be cleared, in danger all of that time of striking a floating mine.

The infamous "round black objects" were on everyone's tongue, and a few were actually sighted and destroyed by escorting New Zealand and French frigates. It was with a great deal of relief that the ship finally pulled into Wonsan Harbor, and disembarked the Marines and equipment. The landing was accomplished without resistance, since the ROK's had already captured the town.

After the unloading at Wonsan, the ship returned to Japan, this time to Moji, on the west coast, where all hands had a well-

earned liberty, their first in thirty days. After loading elements of the Army 3rd Division, the ship again got underway for Wonsan where, the channel now being comparatively safe, the entrance and unloading were carried off without difficulty. The unloading completed, the ship steamed to Yokosuka, Japan, where all hands were to enjoy a ten-day rest.

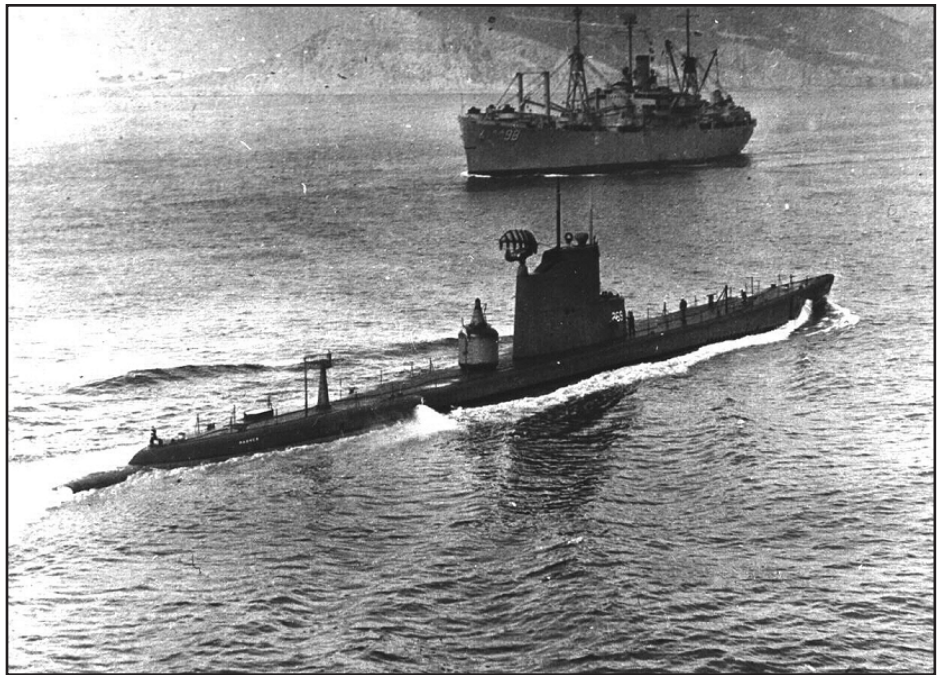
At Yokosuka they again enjoyed a sightseeing field day. The town with its endless rows of souvenir, gift, and curio shops, was interesting enough in itself, but also within an hour's traveling time were Tokyo and Yokohama, which many visited. The base at Yokosuka provided excellent recreational facilities, and it was also arranged for parties from the ship to spend a few days, at practically no cost, at one of the luxurious mountain resorts a short distance from Tokyo.

The entry of the Chinese Communists into the war, however, marked the end of this all-too brief breather, and it was then that Montague assumed the role of a rescue ship. Lieutenant Commander Theodore H. Thompson and his engine room force were alerted and soon Montague was steaming at full speed for Inchon, only to have their orders changed en route, designating their ultimate destination as Chinnampo, the port city for the North Korean capital of Pyongyang.

The entry into the harbor at Chinnampo was probably the number one nightmare of the year for Lieutenant Commander Sydney R. Weed, Operations Officer and Navigator of Montague, for it required going through a tortuous, narrow, and extremely shallow channel, sans benefit of pilot and with almost no buoys by which to be guided. It was accomplished successfully, however, and the ship commenced the loading of ROKs, Korean refugees, including wounded and tragically destitute aged, women and small children, North Korean and Chinese prisoners, all fleeing before the onrush of Chinese Communists, who at that time were 12 miles away.

The loading completed overnight, Montague crept out of the dangerous channel and steamed to Pusan at the southern tip of Korea, the ship's first visit to the now famous port.

After discharging the ROKs, refugees, and prisoners at Pusan, the ship immediately left for Inchon where, upon arrival, they



USS Rasher (SSR-269) and USS Montague (AKA-98) go their separate ways in the early 1950s

The entry into the harbor at Chinnampo was probably the number one nightmare of the year for Lieutenant Commander Sydney R. Weed, Operations Officer and Navigator of Montague, for it required going through a tortuous, narrow, and extremely shallow channel, sans benefit of pilot and with almost no buoys by which to be guided.

were ordered to Hungnam, on the eastern coast, to participate in the evacuation of American troops and other United Nations forces from that area. All told, Montague was ultimately to make three trips to that beleaguered city.

The first trip was uneventful, inasmuch as the Chinese were still being held at bay at Hamhung, several miles away. The ships then present loaded out the battle-weary "Chosin Reservoir" Marines and, proceeding singly as they completed their loads, dropped them off at Pusan and returned.

On its second trip, Montague moored to the dock, and those aboard who managed to find time to sleep during that night of hurried loading did so over the angry protests of a battery of 155 MM howitzers that were pounding away from their position close to the deck at the advancing Chinese.

The third trip was a thundering climax to the Hungnam spectacle. From the moment of Montague's arrival the air was filled with the crack of the five-inch guns of several destroyers, the ramble of the eight-inch guns of the cruisers St. Paul and Rochester,

and the occasional far-off thunder of the sixteen-inch guns of the "Mighty Mo," anchored in the outer harbor.

The day designated for the final withdrawal of the rear guard troops was December 24th, the day before Christmas, and there must have been those among the boat crews who manned their boats shortly before "H" hour on that morning who were looking back with a good deal of nostalgia upon happier and quieter Christmas seasons.

The loading of the last troops into the boats was carried off according to plan amid the ear-splitting explosions of supply dumps dynamited by Army and Navy demolition teams to prevent their capture and use by the enemy. As the last troops pulled off the beach, and the boats were being hoisted aboard, another series of blasts began, gasoline dumps, dock facilities, and factories going up in gigantic orange mushrooms, and spreading a thick pall of smoke over the shattered city. As Montague got underway and steamed out of the channel, she got in a few "licks" of her own, in the

form of several rounds of five-inch and 40 MM shells fired from her batteries into targets on the beach.

Christmas night found Montague at dock in Pusan with an enormous full moon casting its reflections on the tranquil harbor, a far cry from the scene of noisy destruction the crew had just witnessed. The troops were unloaded the following day, and soon Montague left for Yokosuka, for another brief rest, and a happy New Year's Eve and New Year's Day spent in a friendly, even if foreign, port.

Nicholas Prokovich

A short bio of USS Montague before, during, and after the Korean War

She departed Morehead City 2 May 1950 for her 3d tour of duty with the 6th Fleet. Receiving orders to support United Nations action in Korea in August, she transited the Suez Canal, arriving Kobe, Japan 9 September. Anchored off Inchon, she disembarked troops and cargo from 8 October to 16 October. After a run to Kobe she embarked troops at Inchon, disembarking them at Wonsan on the east coast. Then she sailed to Chinnampo, the port city of the North Korean capital, to embark refugees. She continued to operate between Hungnam and Wonsan, and the port of Pusan until returning to Japan 29 December. She cruised between Korea and Japan for 3 months, before sailing home, arriving San Diego, April 28, 1951.

Between 1951 and 1954, Montague made three more voyages to the Far East, visiting ports in the Philippines, Japan, and Korea. On her last tour of duty, she departed Japan 2 August 1954, and proceeded to Indochina to take part in operation "Passage to Freedom," shuttling helpless victims of Communist persecution to freedom in South Vietnam. She returned to the west coast, and anchored 9 October at Long Beach. She decommissioned 22 November 1955; was berthed at Mare Island, Calif., as a unit of the Pacific Reserve Fleet; and was transferred to the Maritime Administration 29 January 1960. She remains, into 1969, a unit of the National Defense Reserve Fleet at Olympia, Wash.

Montague received four battle stars for Korean service. <https://www.history.navy.mil/research/histories/ship-histories/danfs/m/montague.html>

Pages from a scrapbook

Memories from my time in Korea

There are probably lots of memoirs enshrined in people's scrapbooks—and squirreled away. This one, from Connecticut native Bob Carlton, is a perfect example. If you have any, please send them in. They would make great inclusions in The Graybeards.

Reach Bob Carlton at 9714 Isles Cay Dr., Delray Beach, FL 33446, 860-985-4403, BonBob912@aol.com

Korean Soldier Praises Local Sergeant in Letter

Editor's Note: Mrs. Fred L. Carlton of 24 Sunset Ridge Drive, received the letter reproduced below, from Sergeant Pak In Jae of the South Korean Army. The Korean sergeant serves in the same outfit as Mrs. Carlton's son Sergeant Robert L. Carlton, and, in picturesque English, wrote her about the esteem Sgt. Carlton is held by the men in his company of which he is the head communication man.

Mrs. Carlton said her son called her from Japan last Saturday and advised her he would "be home before long." Sgt. Carlton enlisted in the Army July 11, 1950 and was shipped to Korea on December 24, 1950. He is a graduate of East Hartford High School, took post graduate studies at Kingswood School and attended Bryant College prior to his entry into the Army. The Korean Soldier's letter follows:

7th of Nov. 1951
at Incheon, Korea
in North Korea

Dear Madam:

When it you received this letter you will be surprised because you might be never heard like this strange name and you

will can't understand who is this guy. But when you know about me you will understand this thing is not abnormal and this is a reasonable thing.

Well I will tell you about myself. I am a Korean soldier and I think I am a one of the best friend of your son Carlton. I have been Korean Army almost 15 months, for we entered August 15th of last year. I have taught at school before I came in Army. We were at mountain almost in my service-time and now I am too. Now I must express my gratitude to you who sent her son to fight against our same enemy.

Your dearest son Carlton is very well now and I guess soon he will rotate, so he will get home soon. He is communication chief of this company and his superior brain, his patience, and his military diligence aid much power to Company. So he was promoted Sergeant. Also here is another thing that I must tell you about your dear son. 18 members R.O.K. (Republic of Korea) soldiers has attached this U. S. organization, and almost this Korean soldier can't understand English, some guy never speak English, so sometimes we can't do or think enough we want. But your son has well understood this circumstances, and he always help us with his humanism character.

Language, custom, and other everything is different between him and us. So all R.O.K. soldiers like him and never forget his sympathy for us forever. He is one of the best soldier as the builder of the world's peace.

I think anyways we have to fight against cruel Communism for the world's justice. Though Communist started this war we must show the power of our peace lovely allied nations. We know how they are doing. Before Communist invade here our Korean people never get experience about communism. But now they will can't say lie, and never make us their slave.

Your dearest son and other GIs show us how a democratic nation's life

is to you. His great track will remain this territory forever in the future and his action will be never vanish on Korean history.

Well I hope at first time you doubt will be clear out from your mind now.

Ok! I am expressing thank to you from the bottom of my heart.

We are now Heartbreak Ridge but we will go down the bottom about 2 more weeks.

Well I will close this letter because I haven't to say else. Regard to you and your all families.

May God Bless on all of you. Good Luck Sejo.

Please pardon me short power of my English knowledge and if you can find any spare of time answer for me.

From your truly,
Pak In Jae

Pvt. R. L. Carlton Takes Part In Korean Action

Private Robert L. Carlton, son of Francis K. Carlton, 24 Sunset Ridge Drive, recently helped stem the Communists' spring offensive in Korea.

A member of the 32nd "Queen's Own" Infantry, Carlton's unit blunted the Red attack in their sector, inflicting 4785 casualties in a seven day period.

Major General Claude B. Farnbaugh, Division Commander, commended the unit for "superior performance of duty, valorous combat and steadfastness of mission" and compared it to the "Bulge" and "Bastogne" of World War II. Carlton is a member of the most traveled division in the Far East. In eight months of action, the Seventh Division has made two amphibious landings, traveled all the way from Pusan to the Manchurian border, and fought on both coasts of the Korean peninsula.

Bob Carlton in the news



Recon Missions

Sgt. Peter Patete, U.S. Army



Sgt. Peter Patete

On the night of November 25, 1950 Sgt. Patete and his comrades in the 38th Infantry Regiment, 2nd Inf. Div. were located on the front line near Kunu-Ri, North Korea, along the Ch'ongch'on River. They were only 60 miles below the Yalu, just a few miles south of the hidden Chinese Forces. All during that night and again on the night of November 26, the CCF attacked, overwhelmed, and drove back the UN units.

The entire 2nd ID was rocked by these numerous attacks. They were outnumbered 10 to 1, and the 2nd Battalion was forced to fall back. Sgt. Patete was killed during the course of this moving battle. His remains could not be recovered or evacuated.

Sgt. Peter Patete was my beloved uncle. If anyone knew him in Korea or remembers anything at all about him, please contact me. Our family will be most grateful.

*Dorothy Antonelli, Gold Star niece, 732-770-7929,
Dmantonelli26@gmail.com*

DPPA seeking information about Korean War MIAs

The Defense MIA/POW Accounting Agency (DPAA) needs your help in locating possible MIAs. If any Korean War veteran has any memories of a skirmish, gunfight, or battle and can write down the date, location of said event and names of any lost personnel that they might have witnessed it would be very helpful to the entire DPAA

research team. This information would be used to assist with possibly identifying found remains.

Any information or letters written should be sent to DPAA, 2300 Defense Pentagon, Washington, D.C. 20301-2300 ATTENTION: Public Affairs.

Chapter 173 MID-Fl. Associate Member Jeannette Sieland has an uncle, Cpl. Nicholas Theodorou, missing in action since April 1951.

Bill Russell, whitehorse52@yahoo.com

Seeking Stories from Korean War Veterans

We are collecting stories of Korean War veterans for a book to benefit the Veterans History Museum of the Carolinas and the Korean War Veterans of America. Author Michael McCarthy would like to interview Korean War veterans who were in-country during the war years 1950-1953.

If you are willing to share your story, please contact mikemccarthy@comporium.net. Mike will arrange to interview you in person or on the phone.

Looking for Mike Lacavali

Jeremiah Farrell lives in Suamico, WI. His phone number is 920-434-3007. He is looking for information about Mike Lacavali. They served together with the U.S. Army in Korea with the 25th Inf. Div., 35th Regt., Company A. After leaving the Army Lacavali worked for the U.S. Post Office in the Kansas City area.

Mr. Farrell, who does not have a computer, is not sure of Lacavali's spelling. Nor had he heard of the KWVA and would like to join.

FACTS from page 40

the 65th Infantry Regiment.

- Japanese-Americans - Approximately 256 were killed in action (this figure does not include others of Japanese ancestry who could have had non-Japanese names.)
- Approximately 8,000 Japanese-Americans served in the U.S. military during the Korean War. Hiroshi Miyamura was a Japanese American recipient of the Medal of Honor. Most of the Japanese-American veterans had been held in internment camps during WW2 and served in the U.S. military during the Korean War to prove their loyalty to America.
- 20,000 Chinese Americans served in the U.S. military during the Korean War
- The Korean War is the first time MASH (Mobile Army Surgical Hospital) units were used. They allowed medics to be closer to the combat zones, which gave them quicker response times, thus saving more lives.
- The Battle of Chosin Reservoir was one of the harshest battles of the Korean War. The battle was fought in the high mountains of North Korea from November 27 to December 13, 1950. The intense fighting occurred in -50 degrees temperatures as UN troops faced an overwhelming force of Chinese communist soldiers.
- Seoul, the capital of South Korea, changed hands 4 times in the first 9 months of the war, from June 1950 to March 1951.

- General William Dean was the highest-ranking American officer to be captured by North Korea. He was captured on July 22, 1950 during the Battle of Taejon.
- The first all-jet dogfight occurred during the Korean War – September 8, 1950. The Korean War was the first war in which jets were used by the U.S. Air Force.
- Though they never followed through in fear of starting World War III, both President Truman and President Eisenhower considered dropping nuclear bombs on North Korea.
- The armistice agreement was signed on July 27, 1953. It was a cease-fire agreement and not a peace treaty. North and South Korea are thus still technically at war.
- Since the end of the war in 1953 to the present day, over 3 million American service members have served in defense of South Korea.
- The Korean War claimed the lives of more than 2.5 million Koreans and separated more than 10 million Korean families, including 100,000 Korean-Americans who have yet to meet their families in the North.

KWVA Online Store

Now you can Order and Pay Online! at kwva.us

You can also order by phone at 217-345-4144

Prices are not including postage.

Shirts 100% polyester



M-XL \$30 XXL \$35



Hats \$16 ea



Windbreaker style Jackets



NEW
Key Fobs \$6.95

NEW!



Freedom

\$10

Coins

Dress Hats \$20
Limited Supply!

60th Annv \$5

70th Annv

\$10

Inside
Klings \$3



Decals \$5 or 3/\$10

Pins \$5 ea + postage of \$8.45 any order

Patches

\$5 ea



Col. James Jabara, first jet ace

James Jabara, the world's first jet ace, was born in Muskogee, Oklahoma, October 1923. Jabara was the prototypical fighter pilot, although perhaps not at first glance. Standing 5 feet 5 inches tall, Jabara was nevertheless larger than life. He was determined to enter pilot training, and he did. He was equally determined to become an ace in his F-86 Sabre, and he did.

Jabara graduated from Wichita, Kansas, High School in May 1942, and immediately enlisted as an aviation cadet at Fort Riley. He graduated from pilot training while still a teenager in 1943 and scored 1 1/2 confirmed and two unconfirmed kills in more than 100 European combat missions in the P-51 Mustang. After two tours of combat duty, Jabara had earned the Distinguished Flying Cross and oak leaf cluster, as well as a reputation as a perfectionist in the air.

After World War II, Colonel Jabara attended the Tactical Air School at Tyndall Air Force Base, Florida, and from 1947 to 1949 was stationed on Okinawa with the 51st Fighter Group.

Jabara arrived in Korea in December, 1950, flying the brand-new F-86 Sabre as a member of the 4th Fighter Interceptor Wing, the top-scoring American fighter unit of World War II. The 4th FIW was rushing the unknown F-86 into combat to counter the Soviet-made MG-15, which immediately outclassed every Western warplane in the Korean theater when it had first appeared a month earlier.

By April, 1951, Jabara and his fellow Sabre pilots had gained the measure of the tough and maneuverable MiGs. Jabara, in particular, caught the attention of the Air Force's top brass after destroying four MiGs in April.

He was earmarked by his commanders as a top contender to become the first jet ace - the first to destroy five enemy jets in combat. When his 334th Fighter Interceptor Squadron rotated back to Japan at the end of April, Jabara was



allowed to remain behind at Suwon Air Base to fly with the sister 335th FIS, giving him one more chance to score his fifth kill before his combat tour was over.

On May 20th, the MiGs came out to spar again - in quantity. Near Sinuiju, in northwest Korea, Jabara and the other members of the 335th encountered 50 MGs ready for a fight. Although outnumbered two to one, the American flight commander called for his pilots to drop their two underwing auxiliary fuel tanks and attack. When Jabara attempted to punch off his tanks only one came off the wing, leaving his fighter dangerously unbalanced and sluggish.

Although procedures called for an immediate return to base in such circumstances, Jabara pressed home the attack with a head-on pass at a group of three MiGs. As the enemy fighters shot past, Jabara led his wingman in a wrenching turn to get behind the scattering MiGs. As Jabara fought his balky controls to get a bead on the MiGs twisting in front of him, his wingman spotted three more enemy fighters closing in from behind.

Ignoring the new attackers for the moment, Jabara sent a long burst of fire from his F-86's six machine guns into the nearest North Korean fighter, which caught fire. Jabara followed the stricken MG downward until the pilot ejected. Jabara had become the first jet ace, although he barely had time to think about

it.

As Jabara coaxed his Sabre back up to the still-raging battle at 25,000 feet, he realized that he had lost track of his wingman, creating a situation just as dangerous as dogfighting with one wing tank. Because a wingman provided crucial cover for his leader's "six o'clock" - his tail - losing one's wingman meant a pilot was to immediately withdraw from combat and head for home.

Another group of MiGs flashed in front of his windscreen, and he scored a hit on one. As the doomed MiG spiraled down below 6,500 feet, his partners caught up with Jabara and began peppering his Sabre with cannon fire. Luckily, two American pilots heard Jabara's calls for help over the radio and were able to drive the MiGs off after a two-minute circling dogfight.

'Just Cautious'

Did Colonel Jabara have a premonition? An old clipping dated July 14, 1953, turned up in The World-Herald reference library. Colonel Jabara told a reporter in Korea that high-speed flying didn't frighten him but he was worried about automobiles.

"Ever since I started flying, I've been driving cars slower and slower," he said. "I can't explain why - just cautious, I guess."

Colonel Jabara made numerous appearances in the Midlands, often speaking before American Legion groups. He also put in a tour of duty at Offutt Air Force Base to familiarize himself with Strategic Air Command procedures.

When Jabara landed back at Suwon, he was greeted with congratulations and a chewing-out for engaging the enemy with a hung drop tank. Hailed as a hero, the modest Jabara was awarded the Distinguished Service Cross and sent home to embark on a nation-wide public relations tour. His hometown of Wichita, Kan., held a parade in his honor.

After a stateside tour as an instructor pilot, Jabara returned to combat and ended the war with 15 MiG kills.

After the war, Jabara continued his career as one of the Air Force's rising stars. Then, in 1966, while moving his family to South Carolina in preparation for a combat tour in Southeast Asia, Jabara and his daughter were killed in a traffic accident. He was 43.

His memory lives on. Wichita's airport was renamed in his honor and the Air Force Academy's Col. James Jabara award annually recognizes academy graduates whose significant contributions to the Air Force set them apart from their contemporaries.

Source: Air Force Link, www.af.mil/information/heritage/person_print.asp?storyID=123006458

Thanks to (SP5) Richard H. Raison, Plymouth, MI for bringing this story to our attention.



Col. James Jabara

Car Crash Kills 1st Jet Ace

DELRAY BEACH, Fla. (UPI) —Col. James Jabara, America's first jet ace, who shot down 15 Russian-built MIG's in the skies over Korea, was killed Thursday in an automobile accident.

Jabara was killed when a compact car driven by his 16-year-old daughter, Carol, went out of control and overturned on a turnpike.

Florida Highway Patrol Trooper G. F. Poston said Jabara was dead on arrival at Bethesda Hospital in nearby Boynton Beach from head injuries. The daughter was reported in critical condition from head injuries.

Poston said Jabara's wife, Nina, and two other daughters, Cathy, 14, and Jeanne, 9, were riding in a car behind him and witnessed the accident.

Jabara, who turned 43 last month, was driving with his family to Myrtle Beach, S.C., from Homestead Air Force Base south of Miami, the highway patrol said.

Jabara commanded the 31st Tactical Fighter Wing at Homestead. He was a World War II flying ace as well as a stand-out Korean War pilot.

The last time a B-29 dropped bombs in anger

When June 25, 1950 rolled around and the North Koreans rolled into South Korea, I was a seventeen-year-old kid with one more year of high school to go. In early June we heard that Fort Sheridan, IL was hiring workers, so we went to check. All the jobs were filled and there was no security at the gate or anywhere else on the post.

Later in July we heard that they were hiring again. This was after the North Korean invasion. There were MPs at the gate, and things were much tighter than before. Several of us were hired for \$1.13 an hour.

My job was in a large warehouse, repainting and renewing army cots, inserting new springs, etc. It was pleasant work, with all the doors open and the breeze blowing through. We were working with older folks who told us of the WWII days, when the fort held a large group of Italian POWs who loved it here and didn't want to go back to Italy when the war ended.

There was a lot of talk about Korea and how things were developed, because things were going very badly for our guys. I worked there until school started again. Little did I think that just three years later I would be engaged in dropping bombs from a B-29 on a far-away land. I got to Okinawa in March 1953 and began flying combat missions immediately. I flew the last B-29 mission of the war—the last time that the B-29 dropped bombs in anger. When I flew over the front lines I was very happy to be five miles above all the hubbub going on below.

As I read and heard then, four years in the Air Force was almost a vacation compared to what so many went through. We really had it made.

Richard Salmi, Daphne, AL 36526, rickidin42@gmail.com

MIAs ID'd

Below is the up-to-date list of the remains of U.S. Korean War MIAs/KIAs identified by the DPAA as of 03/13/2021.

Name	Unit	Date	Place Missing
Chaplain (Capt.) Emil J. Kapaun	3rd Bn., 8th Cav. Rgmt., 1st Cav. Div.	5/23/1951	NK
Cpl. Paul Mitchem	Co. K, 3rd Bn., 34th Inf. Rgmt. 24th Inf. Div.	7/7/1950	Ch'onan, SK
Pfc. Michaux Turbeville	HQ and HQ Co., 3rd Bn., 31st Inf. Rgmt., 7th Inf. Div.	12/1/1950	NK

NOTE: All three warfighters listed were members of the U.S. Army

LEGEND: NK = North Korea; SK = South Korea; SFC = Sgt. 1st Class; ANC = Arlington National Cemetery

What I'd like to say to President Eisenhower

By *Therese Park*

As I read about the new memorial dedicated in Washington D.C. in honor of our 34th U.S. president, Dwight Eisenhower, I thought, "It's about time!"

The article presented President Eisenhower's outstanding achievements when he was a five-star general who served as Supreme Commander of the Allied Expeditionary Force in Europe, his planning/supervising the invasion of North Africa in Operation Torch in 1942–43, and the successful invasion of Normandy in 1944–45.

"He officially joins six other former U.S. presidents whose contributions and characters have been preserved in stones and monuments near the National Mall in Washington," it revealed. But there were no words about how former President Eisenhower ended the Korean War in 1953, which stopped the bloodshed, liberated the POWs from both sides, and allowed the U.N. troops to return to their beloved homelands.

Eisenhower played the role of a peacemaker in Korea, though all he achieved was a "Ceasefire Agreement" between two "enemies," despite the UN's successful landing at Inchon Port on September 15, 1950. The operation turned the losing war to a winning one, thanks to Gen. MacArthur's brilliant orchestration with 74,000 U.N. troops, 6,600 vehicles, and 260 sea vessels. Six weeks later, in late October, 30,000 UN troops found themselves near the Manchurian Border, where 120,000 Chinese "Volunteer Army" troops attacked them, mostly at night, blowing bugles and throwing "satchel bombs."

The UN soldiers, still in their summer uniforms, had not only been unprepared for the bitter Siberian weather and the Chinese troops that far outnumbered them, but they were low on food, too. During the "Battle of the Chosin Reservoir" that happened between From November 27 and December 13, 3,061 U.N. troops were killed, nearly 5,000 were wounded, and about 800 others were captured and forced to march to the North Korean POW camp—a 110-mile



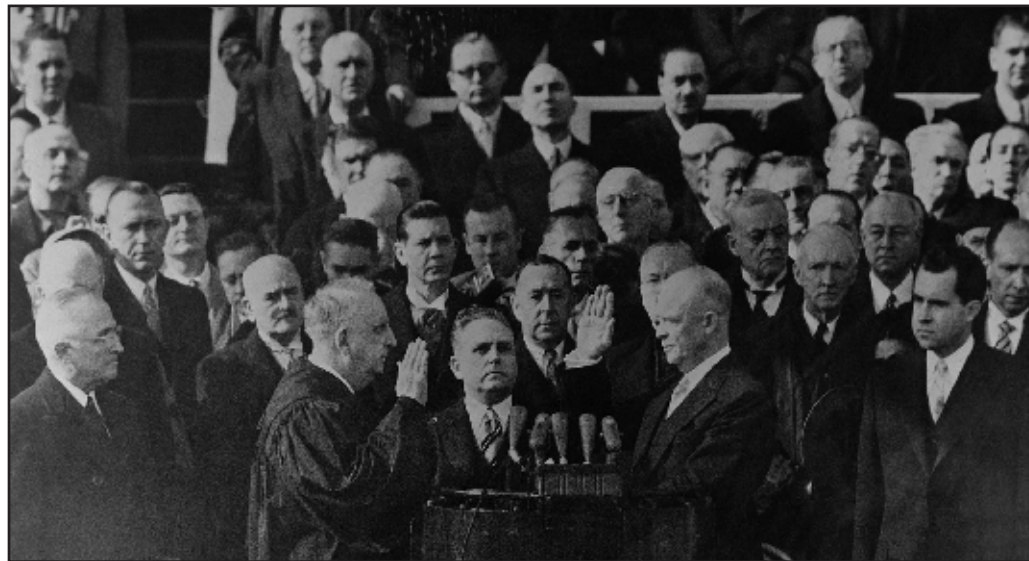
The Eisenhower Memorial

stretch of frozen mountain terrain.

The following spring Gen. MacArthur was removed from Supreme Command in the Far East by President Truman for ordering the troops to cross the 39th Parallel, and the Chinese leaders had second thoughts about their men fighting for North Korea, losing money and lives. By now Russian leaders had lost their trust in Kim Il-sung (Kim

Jong-un's grandfather), who had been trained as a captain in the Russian Army during the Japan's occupation of Korea and earned Russian leader Joseph Stalin's trust and support.

The peace talks between the representatives of the Chinese People's Volunteer Army and the United Nations Command, led by the U.S. military leaders, began that summer and lingered for two long



President Eisenhower on Inauguration Day

years, during which the Chinese officials often stormed out of the meeting room for such reasons as the U.N. representative took the “north side” of the table, which, in Chinese myth, was the “Conquerors’ side” or that Americans showed supremacy over them in their attitudes. But mostly, having lived under “One-Leader, One Nation, One-People” policy, they lacked negotiating abilities.

During his presidential campaign in 1952, Eisenhower repeatedly promised, “I shall go to Korea to end the war,” according to his biographer, John Wukovits, in his book “Eisenhower.” As the president-elect, Eisenhower kept his promise; making a 3-day visit to Korea between December 2-5 (1952) without an official announcement. His first stop was on the front line to fathom the war situation with his own eyes, drinking from “the same canteen” and eating the same food the soldiers ate. Coming back to the U.S., he concluded, “We could not stand forever on a static front and continue to accept casualties...”

Seven months later, on July 27, 1953 the war ended, but with a “Ceasefire Agreement,” not a peace treaty. Still, Eisenhower’s contribution to South Korea is priceless. Not only did 20,000 U.S. troops remain in South Korea after the war ended, but President Eisenhower sent American scientists and engineers of all kinds to repair and reconstruct the bomb-damaged buildings and bridges. Medical doctors, concert artists, and missionary men and women came to our country, too, to heal physical wounds, as well as grief, sorrow, and broken hearts of those who had lost their loved ones.

The U.S. colleges and universities opened their doors to countless South Korean students to come and study to make the world a better place to live under Eisenhower’s leadership. Thousands of them traveled to the U.S. and learned American values and history and served in all areas of American life.

For me, attending Marian Anderson’s solo recital in Seoul as a teenager in the spring of 1957 was unforgettable. The tall black Mezzo Soprano, who had performed for many kings and queens around the world, as well as President Kennedy at the White House, came to Seoul as the Ambassador of Peace sent



Eisenhower shares meal with troops in Korea

share with him my thoughts about his friend Anderson, who I could have met, if only I’d arrived a year sooner.

Bio: Therese Park has written four historical novels based on Korean history. *A Gift of the Emperor; When a Rooster Crows at Night: a Child’s Experience of the Korean War; The Northern Wind; A Forced Journey to North Korea; Returned and Reborn: A Tale of a Korean Orphan Boy.*

by Eisenhower. She performed at a Christian Women’s University auditorium. (The Music Hall had been bombed beyond repair.)

Though the stage lights and the sound-systems in that auditorium could have been better, we, the large audience that had packed the hall, were deeply touched by Anderson’s messages of love and hope for the better worlds as she sang “My Country Tis of Thee,” a few “Negro spirituals,” Schubert’s “Ave Maria,” and more. In 1958 President Eisenhower appointed her as a delegate to the United Nations, where she served with distinction.

Ten years after the Seoul concert, when I joined the Kansas City Philharmonic for its 1966-1967 season, after having earned my Master’s Degree in Cello Performance from L’Ecole Normale de Musique de Paris, I learned to my dismay that Marian Anderson had been the philharmonic’s featured soloist for the previous season during her farewell tour. (She gave her final official performance in New York City on Easter Sunday 1965, although she did make four other appearances after that.)

Unbelievably, while the newspapers praised her accomplishments and listed the kings and queens she had entertained, no hotel owners near the music hall allowed her a room in their “Whites Only” hotels. Anderson had no choice but to commute from an all-black area east of the town to the Music Hall by taxi. No wonder the great singer never returned to Kansas City to perform again.

Someday I will visit Eisenhower’s Memorial to personally thank him for ending the Korean War that could have lingered and cost more lives. I will also

The Memorial

The Dwight D. Eisenhower Memorial is a United States presidential memorial honoring Dwight D. Eisenhower, the Supreme Commander of the Allied Forces in Europe during World War II and the 34th President of the United States.

Located to the south of the National Mall, the memorial is set in a park-like plaza, with large columns framing a mesh tapestry depicting the site of the Normandy landings, and sculptures and bas-reliefs arrayed in the park. Architect Frank Gehry designed the memorial and Sergey Eylanbekov sculpted the bronze statues of Eisenhower in various settings. The memorial’s tapestry artist was Tomas Osinski, and the inscription artist, Nicholas Waite Benson.

On October 25, 1999, the United States Congress created the Dwight D. Eisenhower Memorial Commission, and charged it with creating “...an appropriate permanent memorial to Dwight D. Eisenhower...to perpetuate his memory and his contributions to the United States.” The preliminary design proved controversial.

After several years of hearings and several design changes by Gehry, final design approvals were given in 2017, when dignitaries held a groundbreaking ceremony at the four-acre site in Washington DC. The dedication ceremony was initially scheduled for May 8, 2020, the 75th anniversary of Victory in Europe Day, but was postponed to September 17, 2020 due to the COVID-19 pandemic.

Air Search and Rescue: Unsung Air Force heroes

By Tom Moore

We have heard much about the countless daring rescues performed throughout the Korean War by the helicopter crews of our military. Less is known about the technology of the military application of medical evacuation and air crew rescue by such aircraft as L-5 (Liaison), SC-47 (Transport), SB-17 (Bomber), and SB-29 (Bomber), and the important roles they played in building the U.S. Air Force's overall air rescue capability in the Korean War Theater. Air Rescue is an important chapter in the history of warfare, based not on principles of killing, but on the humane principles of living.

These fixed-wing aircraft were all holdovers from the World War II era. In the summer of 1950, an air crew downed behind enemy lines simply expected to have to "walk out" as best they could. Within a short time it was commonly assumed that an Air Rescue Service (ARSvc) aircraft would make a reasonable attempt to save a fellow airman's life.

In the Korean War, auxiliary aircraft would not be overlooked. One third of the sorties flown by the Far East Air Force (FEAF) in Korea were by auxiliary aircraft. In June 1950 the FEAF had two Air Rescue Squadrons (ARS). The 2nd, stationed at Clark AB, in the Philippines, and the 3d, stationed in Japan, at Ashiya, Johnson, Yokota, and Misawa Air Bases.

On 25 June 1950, when North Korea launched a full-scale invasion into the Republic of South Korea, elements of 3d ARS quickly became involved. On 7 July, two L-5 liaison aircraft and an SC-47 transport aircraft deployed to K-1, the Pusan West Air Base (AB), in South Korea, from Ashiya AB, Japan. They were called Mercy Mission #1. A week later ARSvc Chief, Col. Richard T. Knight, piloted an SC-47 aircraft from Ashiya AB to Korea to escort the first H-5 helicopters into South Korea.

The H-5 outfit, known as "F" Detachment, set up at K-2 (Taegu #1). On 1 August they moved to Pusan. Then came a call for a "medical evacuation"



An SA-16 Albatross

(the original plan called for the helicopters' primary mission to be the "rescue of airmen"). So, the first recorded use of an H-5 helicopter for medical evacuation occurred. A wounded U.S. Army soldier, PFC. Claude C. Crest Jr., was transported from the Sendang-ni area to a U.S. Army hospital. His was the first of thousands more medical evacuations which followed in the three years of fighting that lay ahead.

In August 1950 Lt. Col. Klair E. Back became the new commander of 3d ARS. He was promoted to full colonel one year later, and remained in command until June 1953. The number of personnel assigned to 3d ARS (later the 3d Air Rescue Group) increased from 537 in September 1950 to a wartime high of 1,028 in February 1952.

The 3d ARS had two twin seater Stinson L-5 Sentinel aircraft, which deployed to South Korea in July 1950. They were to fly searches, front line medical evacuations, and other sorties.

In October, two L-5s and four H-5 helicopters evacuated the Sukchon area, north of Pyongyang.

In December, First Lieutenant Donald R. Michaelis and a fighter escort went after downed F-80 pilot First Lieutenant Tracy B. Mathewson of the 8th FBS. After three attempts the L-5 landed on a frozen rice paddy. Under enemy fire, Lieutenant Mathewson ran to the L-5 as the escort fighters strafed the enemy, enabling the L-5 aircraft to take off. At an award ceremony Lieutenant Michaelis, along with two other 3d ARS members, were awarded

Silver Star Medals. In March 1952, the L-5's were transferred to Japan.

For most of the Korean War, the 3d ARS operated three SC-47 Transport aircraft, one of which was generally stationed in Korea. From 1950 to 1953 the Skytrains served the 3d ARSvc by relocating its helicopter detachments during their frequent moves, and by participating in medical evacuations, searches, and escort sorties, all in addition to their bread-and-butter mission of hauling requisite supplies, ammunition, equipment, and aircraft parts. The Skytrains were jacks of all trades.

In early November 1951, an SC-47 picked up a B-29 aircraft crew that was forced to abandon its aircraft over the Yellow Sea. The B-29 crewmen landed near Paengnyong-do Island. Captain Robert L. Sprague landed his SC-47 on the island beach, loaded the survivors aboard his aircraft, and flew them to K-14 (Kimpo).

The 3d ARS had Boeing SB-17G - Flying Fortress aircraft. They were to assist in the rescue of airmen downed in the water. These rescue bombers carried under their bellies a 27-foot boat, the A-1, able to be dropped by parachute and containing enough food, water and clothing for twelve survivors for up to twelve days. The A-1 lifeboat contained twenty watertight compartments and carried two air-cooled engines. It possessed saltwater-activated rocket lines that ejected when the lifeboat struck the water to assist survivors to reach the boat.

The SB-17 aircraft carried a crew of nine. In the opening days of the Korean War, due to a lack of reconnaissance units in the theater, FEAF called on the SB-17Gs to conduct reconnaissance and target weather reconnaissance missions to help FEAF fighters and bombers prepare for some of their Korean War first air strikes north of the 38th. Parallel. The SB-17s searched for missing aircraft and escorted aircraft in distress.

On 22-23 September 1950, SB-17Gs dropped oriental agents from 500 feet by parachute amidst mountains close to

the North Korea-China border. The SB-17Gs escorted B-29s on their bombing runs in the area of Amami-O-Shima Island south of Japan to Okinawa when the B-29s were over water and on flights up to and back home to Okinawa. The SB-17Gs carried their A-1 lifeboats.

In late 1951, the old SB-17G Flying Fortresses were replaced by the Search-Amphibian 16 Albatross (SA-16), with the call sign "Dumbo." The SA-16 was a rugged twin-engine aircraft manufactured by Grumman as a general-purpose amphibian. Its two outstanding features were its reversible-pitch propellers for short landing runs and its jet-assisted takeoff (JATO) capability. The aircraft could carry six passengers, with a crew of up to seven. It was equipped to provide complete first aid for survivors, and could readily accommodate litter patients.

SA-16s orbited over the Yellow Sea off the west coast of Korea awaiting radio transmissions from any friendly aircraft in distress. The SA-16 served in

many other capacities, e.g., searching for overdue or missing aircraft and providing over-water escorts for helicopters, liaison types, bombers, and cargo aircraft. Dumbos were always prepared either to attempt a water landing and pickup or, if rough seas precluded one, to drop a life raft to downed airmen.

At the start of the Korean War, FEAF saw that air operations would place a premium on the ability to retrieve downed airmen from the theater's surrounding waters. At the time, the best ARSvc could offer a downed airman was an H-5 helicopter pickup attempt—if the survivor was within close range—or a lifeboat dropped from an SB-17G. The closest SA-16 was at Lowry AB, Colorado.

At the end of July 1950 four SA-16s from "E" Detachment, 5th ARS arrived in theater after a five-day transpacific flight. On their first combat mission a few days later, an SA-16 received a message about a U.S. Navy pilot in the water and his position. He was located, they landed on the water, and made the

pickup. Soon afterwards the Albatross airmen rescued five other downed airmen.

By March 1951 the 3d ARS had its full authorization of twelve SA-16s. Three were in Korea at all times. Aircraft and crews were rotated every fifteen days between Korea and SA-16 bases at Johnson AB, Honshu, Japan; Misawa AB, Honshu; and Ashiya AB, Kyushu, Japan. These amphibious aircraft were responsible for the rescue of roughly one-third of all airmen downed behind enemy lines, or, in hostile waters.

The Boeing SB-29 Superfortress entered the ARSve inventory to provide long-range rescue coverage for airmen downed beyond the range of the SB-17 Flying Fortress. It also carried a sizeable lifeboat designated the A-3. It was 30 feet long. It had a single inboard engine. Otherwise it was similar to the A-1 boat.

At the beginning of the Korean War, the 3d ARS had no SB-29s. Then, in the fall of 1950, it began operating SB-29s



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R049824 EARL R. 'SONNY' MEYER

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R049828 CHARLES C. SHIPMAN

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A049869 MARTIN MARTINEZ
R049847 CHARLES N. SEAL

NORTH CAROLINA

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LR49820 WILLIAM B. DAVIS JR.
R049829 PETER MACKENZIE

PENNSYLVANIA

A049865 MICHAEL E. ROBERTS

TENNESSEE

R049826 CHARLES W. ANDERSON
R049863 RICHARD A. COFFEY
R049831 THOMAS W. GRANGER
R049870 WILLARD E. SUMMERS

VIRGINIA

R049832 WILLIAM R. GRANDY
R049875 GREGORY SAKIMURA

WASHINGTON

A049840 ELAINE F. BEAUDOIN
A049841 HANK BEAUDOIN

If a B-29 developed trouble, the rescue aircraft rendered immediate assistance by dropping the 30-foot lifeboat.

from Japan, providing rescue coverage for the bomb-carrying B-29s. The SB-29s began operating from Kadena AB, on Okinawa, Japan, in support of the B-29s of the 19th and 307th Bombardment Wings.

The rescue crews worked every day for the entire duration of the Korean War. While the three bomb wings flying B-29s to North Korea would fly to North Korea in turn (every third day), the SB-29s would accompany the B-29s on "every" sortie over the sea. While the B-29s were making their bombing runs over land, the SB-29s would circle over the sea off the Korean coast. They would return to their home base along with the B-29 bombers.

It went like this. Ten minutes before the bomb group's first formation departed Okinawa, the Rescue SB-29 went airborne. The rescue pilot timed his flight so his SB-29 escorted each bomber from take-off until the bomb-laden aircraft was safely aloft. Then, the rescue SB-29 left the bomber, and circled back to the airfield to repeats the escort process.

If a B-29 developed trouble, the rescue aircraft rendered immediate assistance by dropping the 30-foot lifeboat. After all the bombers were aloft, the rescue SB-29 (known as Airdale) took a position ten miles upwind from the bomber stream and followed the bombers to the Korean coast—in point. Reaching the coast the SB-29 occupied an assigned orbit position. It remained there until the lead bomber left Korea. Then the rescue SB-29s continued to a point 30 miles east of the coast—in point.

They orbited until "each" B-29 announced its flying condition. Following the last bomber report, the rescue SB-29s followed the bomber stream home. The Airdales were generally the first ships to leave Kadena Air Base and usually the last to return.

Tom Moore, tm103ps@yahoo.com

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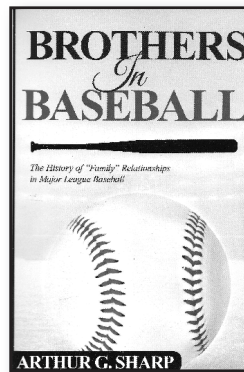
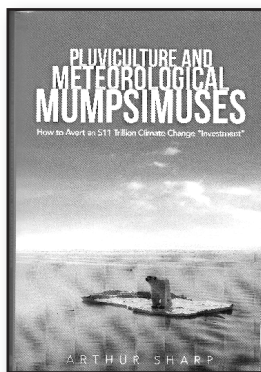
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By the Associated Press

WITH THE UNITED STATES 2d DIVISION, Korea, Mar. 5 [1951].—

When the Chinese swarmed over ridges in an attack on this division in Central Korea recently they blew bugles and whistles—customary tactics aimed at distracting the GIs. Sgt. Clovis Taylor, 30, hiding behind a rock, replied by gobbling like a turkey.

A curious Chinese raised his head. Taylor shot him. Then the sergeant crawled to another position and gobbled again. Another Chinese poked his head out and got a bullet. Taylor shot five more the same way. (Washington D.C. *Evening Star*, Mar. 5, 1951,

What's in a name?

While I was stationed in Korea in 1952 with the 58th FBW our base decided to have a biweekly newspaper and then conducted a contest to "name the paper."

I've attached the list of 261 names submitted. Some were funny and could qualify for the humor section of your magazine. I think many chuckles will be made when reading this list.

The idea was for a committee of NCOs to pick two names for submission to the CO of the base. He would pick the name for the newspaper. As can be seen on the list the two finalists were

numbers 225 and 258.

Apparently, the CO did not like these and picked #207 as the winner. (The Thunder Jet was the name of the airplane our base flew). The person who sent in the winning name got a free R&R. I had entered many names as can be seen by the "checks."

By the way, the name Caravan was our base's telephone exchange name.

Thomas Farnan, (518) 762-5649

1. The Flameout
2. Key The Nuts
3. Testivities
4. The Jet Stream
5. The Informist
6. The Screamer
7. The Thunderjet
8. The Rail Splitter
9. The Topop Trail
10. The Caravan Courier
11. Jet Trails
12. The Contact
13. The Jet Journal
14. The Jet Blast
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himself. Instead, he recorked his scotch and put it away.

"Wait a minute!" I blurted with alarm. "Aren't you drinking, too?"

"Oh no," he answered with a hint of sanctimony in his voice, "I never drink this early in the day!"

I drank to his new queen. All of her. The photos I took that morning were hopelessly out of focus and I didn't get that sneaky rascal's name.

Thanks to Katherine Praytor for submitting this article on behalf of her husband, who went to guard the gates of Heaven on January 10, 2018.

A sixteen-year-old tanker

By Stanley Shapiro

On June 25, 1950 I was with Co. C, 114th Bn., New Jersey National Guard. When I was age 15 I forged my mother's signature, said I was seventeen, and enlisted at the Bridgeton Armory. I turned sixteen on June 10, 1950. I told my mother that I had rejoined the Boy Scouts and had been given a scholarship to go to Boy Scout camp.

When I met Captain Brody he asked me if I could read a map. He tested me, but because I had been a Boy Scout I knew latitude and longitude. We traveled from Bridgeton to Pine Camp by half-track, and I was assigned as the co-driver. I knew how to drive a farm truck, but I did not have a driver's license.

At Pine Camp we were assigned various tasks, including KP. We were trained on the MK4 WWII Sherman tank. I became the tank gunner, the lead gunner in the company, and the lead battalion gunner.

When I returned home my mother had deduced what I had done and made plans to get me discharged. At age sixteen I really had no perspective on the war. Most of my friends thought it would end quickly. That changed when the Chinese entered the war.

Two weeks after I graduated from high school I enlisted in the U.S. Navy, on July 1, 1952. I was discharged on June 29, 1950 as AO2.

I think we should have gotten involved in the war to protect South Korea—and maybe we should have gone into China. Either way I'm glad I did my part.

Stanley Shapiro, 4 Fieldstone Ln., Ocean, NJ 07712

Where's a tow truck when you need one?

By Rego Barnett

One of the lesser known facts about the early stages of the Korean War is that the North Koreans failed to pay for their AAA membership. Or that's the way it looks from the nearby photos of stranded tanks in South Korea.

After their early success in the invasion strange things started happening to the North Koreans. They ran out of gas for their

tanks. Plus, they arrived at a wide river that prevented them from crossing without bridges or flotation devices. They were stopped. Apparently the North Koreans did not have the wherewithal to tow their vehicles. Their solution was to abandon their tanks and other vehicles and flee whence they came. This explanation came to us from Johnny Corcoran, who served at various Marine Corps airbases in Korea. How many allied lives were saved by this lack of gas for North Korean tanks? And, did the problem the North Koreans faced as a result blunt their progress before the Inchon landing?

We would be happy to receive any information you might have on the situation. Send your information to Feedback Editor, The Graybeards, 2473 New Haven Circle, Sun City Center, FL 33573. Thanks.



North Korean tanks stranded for lack of gas

Editor's office hours:

Editor Sharp's office hours, such as they are, are 9 a.m. to 5 p.m. EST, Monday-Friday. He is not an employee of the KWVA, so his hours vary.

Speaking German doesn't get you to Germany

By Dick Malsack

On June 25, 1950, after having completed two years of college at Lawrence University in Appleton, Wisconsin, and beginning a summer job as a director of playground activities in the Milwaukee School System, I got the message about what happened in Korea. Naturally, and selfishly, my first thought was, "Will I get to finish college before I am drafted"? I made it through college and was drafted almost immediately upon finishing college!

My first remembrance was at Ft. Leonard Wood in a mass formation. I was about 21 and thought I had already heard every cuss word there was to hear!!! Nope, I was incorrect. The sergeant added at least ten new ones!

Next, we were shipped to Ft. Bliss, Texas for basic training! We were housed in WWII five-man huts, which were particularly porous during wind storms. At Ft. Bliss we were trained by Mexican cadres, who were Korean vets and fantastic individuals. Next, we moved on to Ft. Lee, Virginia for Unit Supply Specialist training. Subsequently, we were shipped to Ft. Lewis, Washington and on to Korea.

During this entire time, I was fluent in German and thought I was a shoo-in for Germany. Another oddity was when it came time to ship out, I was the only military person removed from the ship, after which I got to live in a WWII barracks strictly alone for a month doing—you guessed it—NOTHING!!! Eventually, after the ship turned around for 24 hours due to a storm, we finally arrived in Korea and I volunteered to serve in the 7th Division Infantry MP Company.

After a month of MP duty and 11 days of reinforcing the MLR, things settled down and the war ended about two months later! I went back to MP duty, but Colonel Harold K. (Deke) Reynolds learned of my clerical and typing skills. I was assigned to his office and spent the rest of my tour there performing clerical duties and anything else Colonel Reynolds wished!!! Under the leadership of Colonel Reynolds, several people from his office, including me, were very generous with candy for children at Christmas.

Colonel Reynolds was a very easy-going, laid-back leader. Eight of us on his staff thought the world of him and he repaid that respect to us at all times. Colonel Reynolds would often come into our tent after evening chow to play cards, dice, etc. Two unusual visits during our tour came from General Taylor and General Ridgway. Colonel Reynolds introduced them to each of us and we each got to shake their hands!

Subsequently, Colonel Reynolds became the Provost Marshall of Yokohama, Japan. Not long after, two of us followed him, our ship stopping in Yokohama. We contacted him. He got us off the ship, fed us, and possibly got us to drink a bit too much!

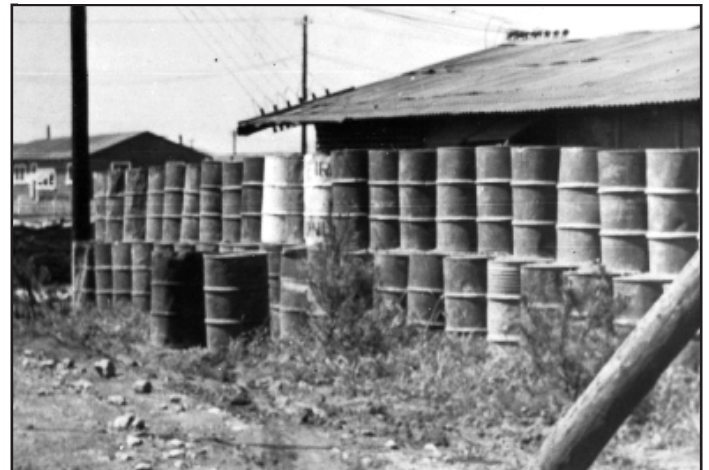
Some 60 years later, my wife and I participated in the Return Visit Program to Korea, and found an amazing country in process of much success. I came home with the conclusion South Koreans were the only people that truly liked Americans. It was

an amazing visit and taught us so much.

With that said, I would repeat my service today if the political situation were similar to that of the 1950s, but would look for an



Looking down the path toward the pilots' quarters at 25th Fighter-Interceptor Squadron, K-13, August 20, 1952



Communications Center, 51st Communications Squadron



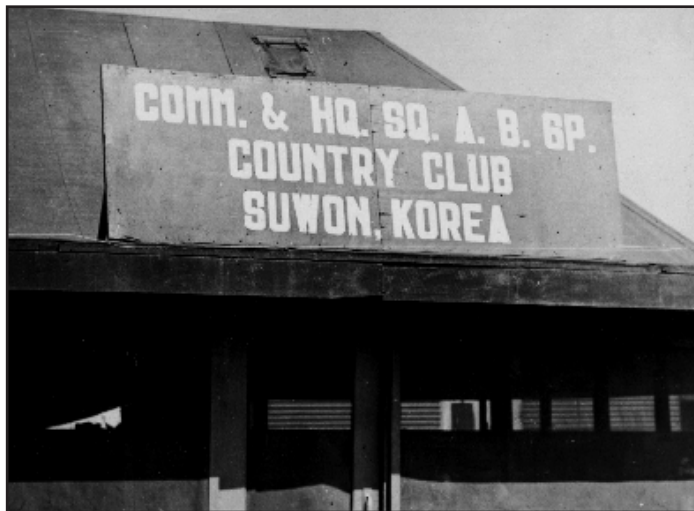
Group HQ at K-13

excuse not to if today's politics prevailed!!!

Dick Malsack, Kaslam2001@yahoo.com

A bayonet and a micro phone too?

I was stationed in Suwon, South Korea at K-13, the home base of the 51st Fighter Interceptor Wing. This Wing was the home



51st Comm Squad break room at K-13, Suwon



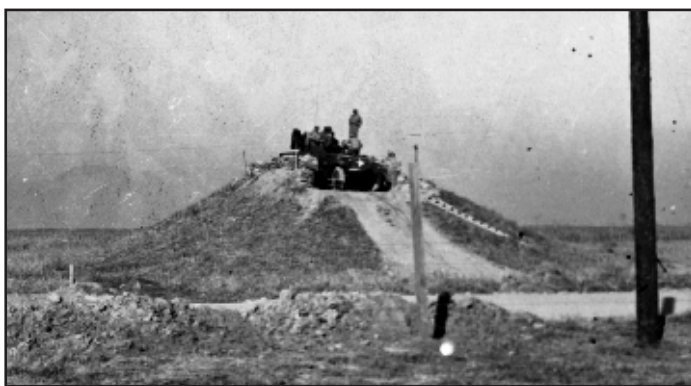
Inside 51st Comm radio shack at K-13, Suwon

to the vast majority of the 'Air Aces' of the U.S.A.F., which include Colonel 'Buzz' Aldrin.

I was the supervisor of the ground radio maintenance unit. I arrived at the base in June 1952 and stayed until November 1953.



Another view of the 51st Comm Center



Gun position outside K-13, Suwon

The Air Force allowed a voluntary extension of the regular 12 months for 6 additional months, which is what I opted for.

When I first arrived at K-13, the First Sgt. handed me a M1 carbine with a bayonet. Let me repeat that: an M1 carbine with a bayonet. Actually, that was the first time in my life that I actually saw and touched a bayonet.

In the early years all the Air Force guys had to take turns guarding the perimeter of the base. In retrospect, Praise the Lord that we were never attacked by ground forces because, I hesitate to say, I might have been the weak link. Although, occasionally, some troublemaker would shoot at the base.

When the supervisor of the unit rotated back to the U.S., I was called in to the Squadron Commander's office and told that I would be put in charge. And then a shocker. a Marine officer who was sitting in the dark area of the room got up and sat next to me. The Squadron Commander told me the Radio Maintenance Supervisor also had important and secret duties for the base. I am certain that I swallowed 100 times.

It turns out that the position was the interface with the Marine's Forward Observer unit. The Marine officer next to me was in fact the officer in charge of that unit. (I cannot remember the actual unit's designation).

I was told he would share secret passwords with me and alert me

when our base was to be bombed or to be prepared for a ground attack. In that case I would receive a telephone call from someone in their unit, we would exchange passwords, and then the imminent message would be shared with me—such as, “the enemy’s planes are headed your way, announce it now.”



A3C Charles Garrod by transmitter

The Air Force in its wisdom put the base’s loud speaker system in a secret cabinet in the chapel. So I would run two blocks to turn on the electron tube amplifier (some of you might remember them). When the amplifier warmed up I would speak into the microphone these words (giving my voice as much authority that a kid from New Jersey could) “RED AIR ALERT. DOUSE YOUR LIGHTS AND FIRES. MAN YOUR WEAPONS AND STATIONS.”

No white phosphorous for me

Glenn D. Clegg

I was with the Third Battalion, S-1, 9th Regiment in Korea. One of my main jobs was going around to the line companies and picking up the morning reports every day.

The front was stationary when I arrived in Korea. At this time we were in the Iron Triangle. King Company held very low terrain and the Chinese very high terrain, so there was a flat plane in front of King Company that we had to traverse every day. The Chinese had this zeroed in perfectly. They could kill anything that moved on it—and they frequently did. It was called “Dead Man’s Alley.” So we did this every day, coming and going.

I shared a jeep with the battalion mail clerk, Corporal McGucken. He was in charge (I was a private at the time) and the jeep driver. I don’t recall what month it was, but we came up over the rise into “Dead Man’s Alley” and we had quite a shock. Every inch was covered with white phosphorus explosions.

With white phosphorus, in case you don’t know, a little piece will burn all the way through you. That’s what they were using. Corporal McGucken and I sat there for a while stunned, although we always knew this could happen at any time.

He said, “Glenn, you can walk if you want. This vehicle is not going down here.”

Glenn D. Clegg, 714 Francis Ave. Apt D,
Bexley, OH 43209, 614-239-9137

THE DAY OF THE VETERAN

The guns would still
One day
And the veterans
Would find home
Freedom and peace
He would never touch
The tools of war again
Nor offer
An explanation
For their use
However,
They were implanted
Within his heart
He had many other
Trials, joys

And sorrows
But nothing like
The tarnished trove
Which he had
Locked away
Until his eternities
Were imminent
And questions
Only whispered from his grave
Few would understand
The private pact
Held for his
Brothers in war

Tailhook Jack

Not all the threats were in Korea

By John Messia, Jr.

According to Korean War records the First Marine Division was the only U.S. Marine division to serve in Korea. Technically that is true. But the division was so short-handed at the outbreak of the war that it had to “commandeer” a regiment from the equally understaffed 2nd Division based at Camp Lejeune, NC.

Between June and July 1950 the 6th Marine Regiment sent virtually all its units and personnel to the 1st Marine Division for Korea, including one battalion on a Med Cruise, and then began rebuilding. No Marines in the 2nd Division were immune from being invited to join their counterparts in Korea. That included John Messia, Jr.

John Messia, Jr. was a patriotic young man. Even though he was not old enough to join the military in WWII he did what he could to support the war effort. This story he wrote attests to that:

The Little Red Wagon

The date is December 7, 1941, Pearl Harbor had been attacked by the Imperial Japanese Forces. The President of the United States had declared war against the enemy countries of Japan, Germany, and Italy. A young lad approximately seven or eight years old had decided he wanted to help the war effort. As a true American citizen and a member of his Junior Boy Scout chapter, he removed his little bright Red Ryder’s wagon from his cellar. Along with his best friend “Poker,” a white and black mongrel dog, he decided to help his country.

The young boy took his bright red wagon and dog “Poker” to several area neighborhoods collecting scrap metal, tires, papers, cardboard, ropes and various other items to be delivered to the proper collection area for government pick-up for the war effort. The young boy and his dog had witnessed his ten loving uncles go off to war. With his love for all his uncles and family members he displayed his Junior Boy Scout uniform on his travels to show

his pride and patriotism to his country.

Proving to be a true American citizen, the young boy and his dog were well respected by his neighbors and family members. Young Johnny, as he was called, Poker, and the bright little red wagon were known by everyone.

The author was ready when the Korean War began. This time he was of age. He was a member of the Marine Corps Reserve, and his unit was activated. PFC Messia, Jr. was assigned to the Marine Barracks Quantico, VA as a member of B Co., 1st Bn., 2nd Marine Division, FMF. He had one memorable experience there in 1953.

Messia was manning a security post at Camp Upshur, located at Quantico's main entrance. His duties included checking all IDs and passes and motor vehicles to ascertain the reason for personnel coming aboard the base. One day the Post Sergeant contacted him at the gate to warn him that a Marine was trying to leave the base with his M1 rifle. The sergeant's order was to intercept him and confiscate the weapon.

Messia had already done just that. He had requested the MPs to respond and take the Marine and his weapon into custody. Several months later the camp commander signed a promotion to corporal for Messia as a reward for his swift action. It seems like not all the threats in the Korean War occurred in Korea.

*Reach John Messia at 9 Emory St.,
Brockton, MA 02301, 508-587-5858*

From 1896 to K-2

By Thomas J. Farnan

My topsy-turvy experience in the military really started back in 1896 when my father was born on the hallowed grounds of a key Revolutionary War battle at Saratoga in upstate New York. His folks were sharecroppers at that location for many years. My mother was raised on another farm that eventually was purchased by New York State when it operated that park back in the early 1930s.

Later my dad served in World War One in the trenches of mainland Europe. In 1940 my folks purchased a 50-acre farm that bordered on the

Tom Farnan's dad Tim as a recruit in WWI at Ft. Slocum NY. Tom was at the base for school in 1953



Saratoga National Park, so they were "home again" so to speak. Much later, in 1985, a truly noteworthy military achievement was the graduation of my dad's granddaughter, and my niece, Mary Ann Gilgallon Sharkey, from West Point. She retired in 2006.



Tom Farnan at age 11 plowing on the family farm in 1942

Franklin D. Roosevelt was a big promoter of the Saratoga Battlefield, as it first became a State Park and then the Saratoga National Historic Park in June 1938. My Oct. 14, 2014 letter to a Schenectady, New York, *Gazette* newspaper, copied below, explains my near encounter with President Roosevelt. This took place in October 7, 1940.

Father taught respect for FDR presidency

In June 1938, President Franklin D. Roosevelt signed the LeRett-Copeland bill creating the Saratoga National Historic Park. For years before, especially when he was the New York state governor, he continually promoted the project to make Saratoga a national park.

On Oct. 7, 1940, as president, he scheduled a trip to visit and inspect some sites. His motorcade drove from Fraser's Knoll—future site of the present visiting center and museum—to other sites in Schuylerville. He was to pass by my farm, located at the corner of the now Farnan Road and the then-Routes 4 and 32.

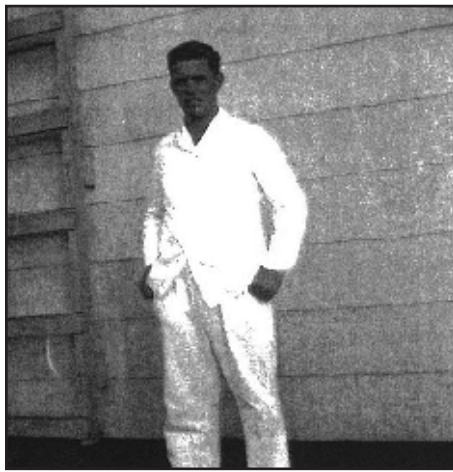
As our friends and relatives showed up to cheer on FDR I started to climb a nearby apple tree. My father, Tim Farnan, knew I, at nine years old, was objecting to FDR's unprecedented third term as president.

I told dad that I was going to throw an apple to show my objection. He ordered me down and to join the crowd to show respect for the man who—with his Depression program and other tough lessons in world affairs—was a savior to our citizens.

I conformed.

Fast forward past World War Two when four of my first cousins were stationed in various locations in Europe, to December 1950, when I enlisted in the U.S. Air Force after a couple years of college. For a whole year it looked like I wouldn't get close to a combat area as I spent all that time at Lackland Air Force Base in San Antonio, Texas. It wasn't the usual training, then school, then job scenario that most people go through.

After just eleven days into my training I was transferred to the



Tom Farnan as a medic in 1951 at Lackland AFB

hospital group at Lackland on an emergency basis. Seems as if there were a great many people enlisting in the Air Force then, and the weather was very cold for Texas that winter. Many recruits were assigned to tents instead of barracks, and a lot of them trained in their civilian clothes until military clothing became available. The results

were that many recruits got sick and the base hospital became very busy.

Guys like me with a college background were selected to help the hospital until the emergency was over. It has been reported that Lackland was built for 22,000 personnel, but during that period there were 71,000 people there. Weeks passed and the weather got better, but I still was in the medical group.

I learned that we hadn't done the firing range part of the training and this was needed before I could go to school. After much time I was assigned one day to the firing range with the hope that I could qualify. The day we went there was very rainy, so they canceled us. After much arguing I convinced them to process me that day, rain or no rain. I remember lying in a prone position in a ditch with the water running down it. I also remember peeing in my pants lying in that flowing warm water. Fortunately, I qualified.

After that, weeks went by and I didn't hear anything about going to school. I got to know some people in the hospital post office and I was able to transfer to that group. We were very busy there as we served a few other military bases and the air evacuation section. With people constantly moving in and out of the hospital and the air evacuation section, it was quite difficult to keep up with the changes.

The air evacuation section handled service people injured overseas who were being shipped to the USA for further treatments. From this section they were sent to a military hospital that could handle their problems. Another object was to get the patients close to home if possible.

I liked the post office job very much. Everybody likes to see the post office people coming with the mail, especially someone in a hospital far away from home. It was especially enjoyable at Christmas time. On the day before Christmas we made sure every letter or package was delivered that could be delivered. We went back with straggling mail in the evening and everyone was having a party which, of course, they asked us to attend.

San Antonio was a nice city to be near. It had many theaters, churches, parks and "The Alamo." The Riverwalk area that is now very popular was off limits to military people when I was there. The University of Texas at Austin wasn't too far away and

I went there for big university football games. San Antonio had a big fiesta parade every year. In 1951 a large welcome home parade was held there for Gen. Douglas MacArthur when he came back from his war duties.

Just before Christmas our officer advised us postal workers that our job number in our records was wrong and that he would get it changed. After our busy season over the holidays I went home to Stillwater, NY on leave. While I was there I was called from Texas and told that I was going to the Far East. I went back to Texas and packed my things and said my goodbyes. I didn't ask if my job number had been corrected, since I was so glad to go somewhere else and see the world. My cousin Joe was still a medic and stayed that way for the whole four years. Joe had enlisted with me and he was placed to work in the hospital.

On my trip by ship to Japan my job was to tie mops together and throw them off the back of the ship to soak in the ocean water. They came back very clean and white. (We lost a few mops doing this). In Japan I took a train to Itazuke AFB in southern Japan. At night the seats were turned into beds so we could sleep fairly comfortably. I got to my new base in late February 1952 and was greeted as their new "clerk-typist." This was the first time that I learned what my incorrect job number was. They didn't need any postal clerks there, unfortunately.

The people of Itazuke told me that even though this base was in Japan, where the tour of duty was 30 months, everyone in this outfit would only have to spend one year there, as it was a rear maintenance base for a combat outfit in Japan. I felt I would "believe this when I saw it," as having been engaged recently I didn't want to be away for 30 months. Shortly thereafter I was offered an Information and Education Specialist job at K-2 Air Force Base in Taegu, Korea. I think that my having some college under my belt helped me to get that job. At this time it looked like things were turning for the better for me—and they did.

Upon arriving at K-2 my first sight was a bunch of F-84 Thunderjets lined up waiting to take off to bomb an enemy 100 or so miles away. My thoughts were that our base must have been a big target for enemy planes to bomb. It turned out that for my whole year's time there we were never bombed. In fact, there was never even an air raid warning. I guess either the enemy didn't have a big arsenal of bombers or that our great F-80 Sabrejets kept them away. The Quonset hut that I lived in was near the bomb dump and every day hundreds of bombs were carted past our living area. Luckily there were never any problems.

My job was very interesting and rewarding. I attended weekly



Airmen, including Tom Farnan, relax in their Quonset hut

briefings about what our planes were doing and I passed this information out to people who conducted regular information meetings for each squadron on the base. I also conducted meetings with our base prisoners. They weren't too interested in the war. All they wanted to know was about sports. Our office also ran the base newspaper, which was a great way to get information to the troops.

There were two Air Force wings at K-2 and each had 3 squadrons of F-84s. This was a lot of firepower to throw against the North Koreans, and up to 3 or 4 missions were flown against the enemy each day as weather permitted.

Each evening a movie was shown either at the outdoor theater or at the new indoor theater in the winter. Outdoors we sat on metal racks that bombs came in. Every evening our returning planes used to fly right over our theater and we could not even hear audio of the movie. I always felt the pilots did this on purpose because they couldn't be there. We also had movie stars and other dignitaries visit us. I remember seeing Cardinal Spellman, Eddie Fisher, and Rory Calhoun over my stay there.

Our base commander wanted us to promote our educational programs so that all the troops knew what we had to offer, as the war seemed to be nearing an end and he wanted maximum participation by the troops. The biggest educational program that we offered was the United States Armed Forces Institutes (USAFI) correspondence courses. For only \$2 a soldier could take such a course in the elementary, high school, and college levels, plus a bunch of vocational courses. If one completed his course satisfactorily he didn't have to pay any more for future courses. I had read back then that the increase in the use of USAFI programs overall increased dramatically from 1951 to 1952, and I was glad to be part of it.

We had available the GED exam for those who didn't finish high school. For those who needed brushing up before taking the exam we had on-base evening courses to supplement the correspondence course for them. I taught high school mathematics and made a little extra change doing so. Our office administered GED tests and the final correspondence exams. For this work I also picked up some extra pay. These tests were usually given after normal work hours.

The University of California operated popular college degree classes on the base on a continual basis. I earned 6 credit hours in 2 American History courses. Later I picked up 2 more credits from the Boston College Evening College. And, our department arranged for a variety of practical courses such as Photography, Cooking, Auto Mechanics, Bookkeeping, etc. All we had to do was find a qualified teacher and do some advertising and the troops would show up.

I was involved in a couple interesting incidents while at K-2. The first one involved me going to the nearby city of Taegu and picking up films about the war and bringing them back to the base to show the troops at their information meetings. Once I picked up a film that was titled "Hill #1," which I figured was about a first battle in one of the Korean hills. I didn't review the film before its first showing, which I attended. Lo and behold it was a religious film about biblical times. I grabbed the film and returned to my office. Before I got back the Head Chaplain in

Korea had called with complaints about the film. I had some tall explaining to do. Fortunately I never heard another thing about it.

Another incident concerned naming the new base newspaper, which would be published every other week. Troops could submit as many names as they wanted. 260 names were submitted, some profound and some funny. Among them were Kimchi Courier, The Napalm News, Furstus Vit The Mostus, The Air Scoop, On Target, The Honey Bucket Journal, The Rail Cutter, Caravan Contrails, The Rocket Special, The Missionaries, The Rice Paddy Gazette, Hot Air, Plain Talk, Teagu Tattler, The Caravan Figma, The ThunderJet Express, The K-2 Times, Korean Blues, The Targeteer, Plane News, The Caravan Cryer, and The Obstracter.

The NCO Selection Committee picked "The K-2 Times" and the "Caravan Cryer." (Caravan was our telephone exchange at K-2). These two names were forwarded to the base CO, who was to pick the finalist. He didn't like either of the names and went back to the list and picked "The ThunderJet Express." The Caravan Cryer was my name and I thought I would have a good chance of winning. So much for following the rules.

I went on two R&R trips to Japan while I was in Korea. One was to a nice small seaside hotel where it was quiet and relaxing. One day I went for a long bicycle ride and stopped to watch some teenagers play baseball. In between innings a player called me to come on the field and take a couple of swings. I hit the ball well and they really appreciated it, as did I.

On the way back to Korea I ran into a problem. Our flights were on hold because "Ike" (President Eisenhower) was on an inspection trip to Korea right after he won the 1952 election. Nobody could fly while he was in the air. I tried to get a place to sleep and go back the next day, but I was told a plane was leaving later that night and I had to go on it. It was windy and rainy that night, and the plane was a C-46, which I had heard bad things about. I tried again to get a bunk somehow for overnight, but I was denied. I prayed a lot on that long night and during our stops at about three places.

In the other R&R to Tokyo I flew on a C-124 Globemaster that held 400 people. When that big plane banked it felt as if it would never level off. My first cousin, Helen Mehan, was a Mess Sergeant in a large mess hall in Tokyo and she really took care of me. The food at K-2 was very good. The only thing I didn't like was the reconstituted milk, which tended to be lumpy.

When it came time to rotate back to the states I was to be assigned to the Air Force Cambridge Research Center in Cambridge, Massachusetts, which was only about 125 miles from home. When you received your orders the common notation on the sign-out board in our office was FIGMO. I won't tell you what the "F" stands for, but the "I" was I, the "G" was Got, the "M" was My, and the "O" was Orders.

I don't remember much about the trip home except that it was nice to be heading there and sailing across the International Date Line and under the Golden Gate Bridge once again. I remember eating rabbit for one meal on the ship. I don't recall what job I had on that trip home.

It was great to be back with my family and my fiancée. On the last day home my folks took me to Hoosick Falls, NY, where I



**F-84 jet bombers
at K-2**



Movie time at K-2



**Where Tom
Farnan worked
at K-2**

caught a milk train to Boston. Before reporting to my new base before midnight I saw a pro hockey and a pro basketball game at the Boston Garden. I reported to my new home just five minutes before midnight and was greeted by a civilian guard who was upset that I played it so close.

It so happened that this was an office building where I would work until Hanson AFB was occupied, as it was under construction. The guard saw my last name and announced that I was his second cousin. He had settled in Massachusetts after World War II. What a coincidence. He got me a room in the local YMCA for the night, and I was to stay there from then until the time I got married and settled into a nice apartment in Cambridge. This was in 1953.

When I got to work the next day after arriving I was greeted as their "Clerk-Typist." My shipping orders carried the wrong job number even a year later? Fortunately I was assigned to the I&E office there and later was sent to the I&E School at Ft Slocum, NY. (This was the base that my father had been stationed at in 1917 right after he enlisted.)

We loved the Greater Boston area. Our first child, Colleen, was born in the Murphy Army General Hospital at Waltham in October 1954. Eventually I went to work at the new base and worked with

SSgt Melvin Jordan until I was discharged. I marched in two Patriots Day parades, the first in Concord and the next year in Boston and Bunker Hill. After the last parade I was told that my uniform was too tight and I had to go before our Sergeant Major. This was in April 1954. I told him that I rarely had to wear that Class A uniform, but that I would try to lose weight. He said that since my enlistment was up in nine months he would go along with me.

In October I was up for promotion. In my interview I told him that if I got the promotion I might stay in the service, since if I ever went overseas again my family could go with me. I was promoted, but after much thought my wife and I decided to leave the service and go home and hopefully I could finish college. We certainly hated to leave the Greater Boston area, as before our daughter was born we went to all kinds of entertainment and sporting venues plus nice eateries and historical places, besides visiting my second cousin Fred Gravelle and his family.

After I was discharged I worked various part-time jobs and graduated from Siena College in 1956. We had two more daughters. All three of them graduated from four-year colleges. Colleen graduated from McGill in Montreal, Canada. Joyce graduated from Siena, and Marybeth earned her degree from what is now Southern New Hampshire University in Manchester, New Hampshire.

I worked at a power utility for 34 years in various supervising positions, mostly in the Gloversville-Johnstown NY area. I would love to hear about some of my service friends who I still talk about, including Tom Gordon and Jim Thompson of California, Bob Mayworm of Illinois, Bob Duis of Nebraska, Norm Rubin of Texas, and anyone else who I served with over the years.

In 1991 I moved into a very nice apartment complex in Johnstown, NY, where I plan to spend my retirement years. I am 88 now and I live across the street from another military setting as a New York State historical site that is located there. It features the Baronial home and grounds of Sir William Johnson, who was a British Major General in the French and Indian war in 1755 when the French were turned back at the Battle of Lake George. He later became superintendent of Indian Affairs. Unfortunately he died soon after. Since his family had sided with the English in the Revolutionary War, they all relocated to Canada.

I attend many reenactments that take place on the ground, including Pow-wows with present-day Indian people. Nowadays I sit on my porch and listen to period music and the gun fires and cannon fires over there. Most of all I enjoy the aroma of the campfires. My companion Loretta is teaching me how to keep house and to fish at my family's camp at Saratoga Lake.

My only connection with the military now is belonging to the Adirondack Chapter 60 of the KWVA. This is a very active outfit with monthly meetings, monthly luncheons, and a big community involvement.

*Thomas J. Farnan
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C-124 R&R to Japan

Where was I on June 25th of 1950?

By James Lantz

After my 17th birthday in June 1949, I joined the Marine Corps Reserve at Pico Rivera, CA, a 105 artillery outfit. On June 11, 1950 I graduated from high school and prepared to leave on June 15th for a two-week "summer cruise" at Camp Pendleton and then to celebrate my 18th birthday on June 21st.

We all know what happened on June 25th. At the end of June we were given a ten-day leave to go home and take care of all personal matters. On returning to Pendleton we were placed in a causal company until orders came through on August 15 to report to Tent Camp 2 for six weeks of advanced infantry training.

In October we headed out as the Second Replacement unit for Korea, with a short stopover in Japan. We finally landed at Wonsan in early November before heading up to Udam-Ni.

The rest is history to us of the KWVA.

*James Lantz, 1/3/11 & FO, B/1/7,
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A Tragic Story with no Final End after 62 Years

By Claude M. Allison

This mystery began at Kimpo Air Force Base (AFB) in South Korea in October 1952. I was a medical administrative supervisor in charge of Medical Supply in the hospital of the 67th Medical Group, 67th Tactical Reconnaissance Wing, Fifth Air Force. It involves the only casualty of the Korean War for the 67th Medical Group.

The medical records registrar had rotated and I was temporarily assigned to fill that position until a new registrar was deployed. One of the bright spots in that position was A/lc William H. Wimbish, who was the morning report clerk. He handled admissions, discharges, and correspondence for Major Spiegel, hospital commander.

Wimbish was smart and popular with the medical and nursing staff. One difficulty was typing reports on old Royal typewriters that had been stored on Guam since WWII. Most of them were in poor condition. Major Spiegel would not sign a report with a strike-over or mistake. (Remember, in those days we used carbon paper to make multiple copies, which were often required. It was, after all, the military.)

A seminar was being held at Taegu on the southern tip of Korea, which the hospital registrars were ordered to attend. That meant that I was on orders to attend. If I remember correctly, the seminar was to be for parts or all of three days, beginning on October 16, 1952. Airman Wimbish kept begging to go in my place, because he had a relative there.

At the very last minute, I had the orders changed to send Wimbish, since he was eager to go and was involved in the casualty reporting requirements covered by the seminar. Courier planes were not allowed into Kimpo, because it was a fighter/bomber base. Therefore, I took him to Seoul AFB, and I saw that he got on

a C-46D courier plane at about 1700 hours. I loaned him my chrome-plated .45 side arm.

The plane was to make an interim stop above the 38th parallel on the east coast of Korea. It landed there safely and left at 0055 hours with 25 passengers and crew aboard. The flying time to K-3 was about 45 minutes. The C-46D was due at K-3 at 0135 hours. After take-off, the C-46D and all aboard disappeared. The date was October 16, 1952. I left Korea in May 1953. No report of the plane's finding or any of its occupants was made back to our headquarters or in the news by the time I left for home.

I got to be friends with 1st Lt. Virgil (Gus) Grissom, who was flying F-86 sabre jets out of Kimpo AFB and went on to become an astronaut and was asphyxiated in 1967 at Cape Canaveral, FL. Grissom was involved with the original NASA project as an astronaut in a pre-launch test of the Apollo I Mission spacecraft. The accident happened atop the launch pad in the command module when it caught fire and he and two other astronauts, Edward H. White and Roger Chaffee, died in what was ruled an accident. This Apollo I Program was to culminate in placing a man on the moon.

Grissom was in charge of tracking the whiskey allotment for flying personnel in 1952. I was the Medical Supply NCO, and he had to get it from me. Gus, having completed 100 missions over North Korea, had rotated back to the states at the time of this event.

However, one of the pilots he left in charge of the whiskey allotment told me that he heard a rumor from one of his Navy contacts on the east coast of Korea that the Navy had accidentally fired on an unidentified aircraft along the 38th parallel that very night.

It is important to point out here that General Mark Clark, commander of the allied forces in Korea, and the Navy commander, possibly with the approval of President Truman, planned a "mock" invasion on North Korea while one naval command was rotating and the other was being deployed. The site of the invasion was Kojo Harbor, just south of Wonsan Harbor, at the bottleneck on the east coast of Korea, about thirty miles above the battle line.

The Navy command dubbed it "a feint amphibious operation," meaning "a simulated attack intended to catch the enemy off-guard" and frighten the North Koreans at Panmunjom into bringing a quick end to the war. The time was 0700 hours, on October 15, 1952. The fact that it was a "mock" invasion was not communicated to our troops involved until after it was over. All indications were that it was the real thing.

There were over 100 ships involved, along with the 8th Cavalry Regiment of the 1st Cavalry Division that had been pulled back from the front lines. As the naval forces approached Kojo Harbor, the seas were heavy as landing craft were being launched. However, supposedly because of the rough seas and mine fields deployed by the enemy, no troops were deployed. Nevertheless, the coast line was heavily bombarded by aircraft and ships' guns.

The first report we heard was that President Truman had called off the big invasion at 0650 hours. That story was never mentioned again. All subsequent reports were that the practice invasion was a success.

Troop morale plummeted because everyone believed that we



A C-46D courier plane

could have won that war that week. It apparently did little to benefit its original purpose, even though Gus Grissom's

fellow pilots felt they had killed tens of thousands of enemy troops who had been pulled back from the front lines, expecting an actual invasion. I believe to this day that with all the ships and planes on the east coast of Korea that night the original rumor that one of the F-86 pilots heard was true and that the plane was fired on and disabled and tried to make it back to K-18. (There was another rumor later about the possibly disabled plane circling the K-18 airport sometime after it took off that did not get checked out. This rumor was also discounted.)

The lost plane mystery has bothered me almost every day for 62 years: not knowing what happened, what the family was told... What would they think if I were able to locate them and relate what I knew? I set out to find out.

Besides knowing Wimbish personally, I knew he was from rural Virginia and that I sent his personal effects to his mother, who had a Fort Bragg, NC address. This meant that she was probably the wife of a Fort Bragg soldier. The other fact that bothered me was just how close I came to being on that plane, especially with a pregnant wife back home in North Carolina.

Some answers came in 2007 when I found an internet posting regarding Korean War aircraft losses. Lo and behold, that C-46D courier plane that I came close to being on was listed, along with the roster of all aboard. (See the roster attached)

The supplemental information gave me the home of Airman William H. Wimbish as Sutherlin, VA, a small town about fifteen miles from Danville, VA. I placed an article in the Danville newspaper asking if anyone knew of any "Wimbish" families in the area. I did not receive a response.

A few months later there was an article in *The Graybeards* about a Korean veteran in Danville who was raising money to build a Korean War Memorial in Danville. I called him to see if he could find anyone named Wimbish in the area. After a few months, he emailed me that he had found an elderly minister near Danville who had married a Wimbish woman. I called him and found "one of the needles in the haystack." He had married the sister of Airman Wimbish's mother. And, he added, he still had a half-sister living and working in Winston-Salem, NC. He gave me her phone number.

I called her; she was shocked to hear from me and to find out what had happened to William. She said she was about ten years old when he joined the Air Force, that his mother had died several years ago, and that they only knew that he was missing in a non-combat airplane crash. The only other correspondence they had received was a request for a DNA sample in 2004 from a KIA-MIA organization at Randolph AFB in Texas. She said that Airman Wimbish's father was in Korea then, and that is who he wanted to visit.

I wrote a long email and related all the information that I had at the time. She answered my questions regarding how she felt about my involvement in his disappearance. She had no animosity toward me. She also indicated that she was very happy to find the facts about his disappearance, but she was not interested in any further communication.

Well, I was not satisfied with that information on the internet about the plane's loss. In that data, it simply said that "Airman Wimbish was a passenger on a C-46D commando transport plane on a courier run between Kangnung, Korea (K-18) and Pohang, Korea (K-3), near Taegu, when it crashed into the sea, killing all 25 on board. And his remains were not recovered."

That plane had to have been found at some point, due to the detail on the roster, which indicates that eight bodies, or parts thereof, were found sufficient for identification.

I have corresponded with every MIA/KIA organization based at Randolph AFB, TX; HQ AFGRA/RSA, Maxwell AFB, AL, where all records are now stored; the secretary of the Air Force; and the Pentagon to try to determine where the plane was found, what condition it was in, and if any of them had evidence of the plane being fired on. One problem was that, not being a relative, I had to resort to requesting information under the "Freedom of Information Act."

Finally, I received a stack of every report about the early loss of that plane, even copies of the telegrams sent to the next of kin. Included was a one-page memo dated October, 1955—three years after the fact—stating that a plane had been found by Korean fishermen in seven feet of water, two miles from the end of the K-18 runway, and that the salvage equipment and crew would have to come from Inchon, over 100 miles away. The report indicated that it could be the C-46D missing since October 16, 1952. That memo is absolutely the last report of findings that any organization has.

The stack of information outlines a long list of mistakes and mismanagement of reporting, the disappearance, and deployment of the air/sea rescue for that plane. Regulations require that when an aircraft does not arrive at its destination within thirty minutes of its ETA (estimated time of arrival), it must be reported missing. This plane was due at K-3 at 0135 hours, but was not reported missing until 0730 hours. Then, air/sea rescue had to come from Seoul, 98 miles away, and did not get deployed until 1230 hours. Apparently, several officers were disciplined.

One body listed on the plane's roster washed ashore, found by Koreans, about 1500 hours, the 2nd day, 4 miles from the base, with a Mae West vest half inflated, and the parachute removed. Another body was found by a Korean vessel 20 miles at sea, on the 3rd day, with an unopened parachute and an uninflated Mae West. No autopsies were done, but it was determined that both men died due to drowning, with no noticeable bodily injuries. This was strange.

I traveled by air 15-18 times between Korea and Japan on courier or supply planes, and I never wore a Mae West or parachute. Another action that was criticized was that air/sea rescue was called off on October 18th, after only 2-1/2 days. If Korean fishermen could find that plane in seven feet of water, apparently intact, why did USAF forces not find it? In seven feet of water, I was told by a former C-46D pilot, the tail would have been sticking above water.

It is also strange that there are no reports on file anywhere after the plane was found. My contacts at Maxwell AFB and the Pentagon have indicated that it appears that the subject of that plane was "classified" after its condition was found, giving me one more reason to believe that the C-46D that I came close to being on was indeed fired on by "friendly fire," and the pilot was trying to make it back to K-18, from where he took off.

There was a note made in the official reports that several people reported hearing a plane circle the base sometime after midnight, but that report was discounted because the air controller did not hear it. It was even speculated at the time the plane went missing that the air controller probably went to sleep and turned the runway lights off.

His written report was a part of the papers that I received, but he certified that he was an air controller at K -12, not K-18. I know that some air controllers turned runway lights off and went to sleep late at night if no incoming traffic was expected. The senior tower operator certified that he watched that plane gain altitude and bank back toward its southerly destination, which would have been 8-10 miles out. If that was true, why was that plane apparently found two miles from the end of the runway?

If any reader of The Graybeards or KWVA member recognizes any of the MIAs on the attached roster, please contact me for more information about anyone included. Also, if any one knows any more than I do about this story, please contact me.

Resources: much of this story is from memory and other extracts from the research I have done on the internet and the web site "KORWALD." I have also read everything that I could get my hands on about the war. Please forgive if some of what I have written is not reported exactly. I believe the dates that I have used are pretty accurate.

Claude M. Allison, 6002 Chester St., Wilmington, NC, 28405, (910) 313-9650, callison830@ec.rr.com, former S/SGT, USAF

Korwald Summary

There are 25 names listed on KORWALD as passengers aboard the C-46D with the Tail # 44-77538. Ironically, four of them are listed as KIA (killed in action), while 13 are listed as NBD (non-battle death). According to the list, eight bodies were recovered (RCV).

Circumstances of Loss: Scheduled courier flight, crashed into the sea off the coast of Kangnung after take-off from K-18 enroute to K-3, extensive SAR (search and rescue) effort

Arrington, Alfred W. (RCV)
Bevilacqua, Vincent J. (NBD)
Bishop, Billy R. (RCV)
Booth, Carnell E. (NBD)
Bowerman, Robert C. (KIA)
Bryan, Fred V. (NBD)
Butts, Lemon, Jr. (RCV)
Davidson, Thomas L. (NBD)
Deeter, Robert A., Jr. (KIA)
Dehart, Oliver P. (RCV)
Freeman, George A. (RCV)
Gammage, Harry C. (KIA)
Graper, Victor B. (KIA)

Harmon, Norman C. (RCV)
Hicks, Paul J. (NBD)
King, James P. (RCV)
Kyle, James A. (NBD)
Ruby, Daniel G., Jr. (NBD)
Rusk, Richard G. (NBD)
Rutledge, Walter K. (NBD)
Sarkilahti, Melvin E. (NBD)
Thurman, John E. (NBD)
Ulinski, Valerian (RCV)
Wilson, Bobby R. (NBD)
Wimbish, William H. (NBD)

The C-46D Story

The Curtiss C-46 Commando is a transport aircraft derived from the Curtiss CW-20 pressurized high-altitude airliner design. Early press reports used the name 'Condor III,' but the Commando name was in use by early 1942 in company publicity.

It was used as a military transport during World War II by the United States Army Air Forces and also the U.S. Navy/Marine Corps, which used the designation R5C. The C-46 served a similar role to its counterpart, the Douglas C-47 Skytrain, but was not as extensively produced. At the time of its production, the C-46 was the largest twin-engine aircraft in the world, and was the largest and heaviest twin-engine aircraft to see service in World War II.

After World War II, a few surplus C-46 aircraft were briefly used in their originally designated role as passenger airliners, but the glut of surplus C-47s dominated the marketplace and the C-46s were soon relegated to primarily cargo duty. The type continued in U. S. Air Force service in a secondary role until 1968. However, the C-46 continues in operation as a rugged cargo transport for Arctic and remote locations with its service life extended into the 21st century.

The final large production-run C-46D arrived in 1944-45, and featured single doors to facilitate paratroop drops; production totaled 1,430 aircraft. The twin-engined C-46D Commando, used for personnel and paratroop transport aircraft, was fitted with an extra door on the port side. There were 1,610 built.

Photos Submitted for Publication in The Graybeards

Whenever possible, please identify the subjects in photos you submit. We realize that is not always possible, especially in group photos. But, when you can, identify them, use designations such as (R-L), (L-R), (Standing, L-R), (Seated, L-R), etc.

And, please write subjects' names as legibly as possible. We can usually figure out who the KWVA members are, but we cannot guess at non-members' identities.

AT ALL COST

By Corporal Robert Harbula, USMC, George Company- 3rd Battalion- 1st Marines, 1st Marine Division

Preface

I was a machine-gun squad leader with George Company (G-3-1) for five campaigns during the Korean War that included Task Force Drysdale. Over the years it has become very disheartening to read negative articles and books mentioning Task Force Drysdale in the battle of the Chosin Reservoir, North Korea during the winter of 1950.

Several famous writers continue to write untruths about this mission, e.g., “Task Force Drysdale was a disaster,” “Task Force Drysdale was massacred,” “Task Force Drysdale was destroyed,” “Task Force Drysdale was ambushed,” “The attempt to relieve Hagaru-ri produced General O.P. Smith’s only defeat.” With faulty research and their pens they changed an important part of the history of this battle. As a veteran of this action, I cannot leave these comments unchallenged.

For example, in Clay Blair’s book “The Forgotten War,” p. 505, he writes “fighting back from exposed positions on the road, often heroically, the American and British forces tried but failed to crack through to Hagaru.” (If we failed to crack through to Hagaru, then who was on East Hill the next day holding off a regiment of Chinese? Our ghosts?) On p. 511 he says, “in view of the disaster which had befallen Task Force Drysdale.” (What disaster? We completed the mission.)

In Shelby Stanton’s book, America’s Tenth Legion, he writes on p. 255 “Unfortunately, the destruction of Task Force Drysdale was just one of many adverse events along the main supply route.”

In Eric Hammel’s book, Chosin, p. 171, he writes “There had been a tragedy of the first magnitude in the making on the MSR between Hagaru and Koto-ri. On p. 357 he writes, “The road to the north of Koto-ri had been closed by the destruction of Task Force Drysdale.” On p. 359 he writes, “The Chinese who had stopped Task Force Drysdale.” (There was no tragedy of the first magnitude and Task Force Drysdale was not stopped or destroyed.)

Mr. Hammel also wrote a story for *Military History* magazine on 12 June 2006 that was reprinted in historynet.com in 2010. In bold print it is titled “Death of Task Force Drysdale.” (So the untruths continue.) He also makes Drysdale look like a reckless British cowboy charging up the MSR from Koto-ri. Nothing was farther from the truth.

In an article written by another well-known author, he says “The attempt to relieve Hagaru-ri produced General O.P. Smith’s only defeat.” (General Smith had no defeats at Chosin. How could you classify Task Force Drysdale as a defeat? This was a tough mission, and we had numerous casualties, but we were not defeated. The mission was completed.)

Many writers miss the dire straits Hagaru-ri was in and how desperately they needed reinforcements. The 150 men of George

Company, 100 Royal Marines, and the 16 tanks answered this need the following night on East Hill.

What has resulted is that few writers give George Company (G-3-1) and 41 Independent Commando (Royal Marines) their just due and proper recognition in military history. With all these negative comments this might be part of the reason the Marine Corps hasn’t included George Company (G-3-1) in their Hall Of Honor, which is the Marine Corps Museum in Quantico, Virginia.

Most military task forces are hurriedly put together out of desperation and sheer necessity and usually don’t accomplish what they set out to do. This task force may have been one of the few exceptions. All that was asked of this small contingent of men, without any rehearsal or training, was to do something that the planners had probably never done and likely had never been done in prior Marine Corps history.

Their dual mission was to take a convoy of 141 vehicles up an 11-mile snow and ice covered road, through 12 roadblocks and thousands of Chinese who held all the high ground and reinforce the besieged and surrounded town of Hagaru-ri. Then the next morning, 30 November, provided they got through, George Company was to attack and hold the most vulnerable and prominent land feature in the area, East Hill.

Against all odds they did this. In turn they helped save the 1st Marine Division from destruction. The thing to ask as you read this story is what would have happened to Hagaru-ri and the 1st Marine Division if George Company and Task Force Drysdale had failed in either of their two missions?

To help you understand the story better, I have included an excellent foreword from a book, “Green Berets in Korea,” by Fred Hayhurst. The foreword was written by Lt. Gen. Stephen Olmstead, a PFC with George Company in this battle.

Foreword

“November 28, 1950 was a numbing cold and snowy day on the highest plateau of the Chosin Reservoir in the Taebeck Mountains of hostile North Korea. It was on this day, at the beleaguered village of Koto-ri that I first encountered future lifetime friends and staunch comrades in arms: 41 Independent Commando Royal Marines.

“During the evening hours, along with other junior enlisted Marines of George Company, Third Battalion, First Marines (G-3-1), while trying to keep warm, we chatted and shared hot drinks (Cow-Cow) with these proud men wearing green berets. Little did we know that the next morning we would jump off in the attack together in Task Force Drysdale.

“The next thirty-six hours of fierce combat in abysmal weather and against a numerically superior and well-armed enemy proved that Hell was an eleven mile road from Koto-ri to Hagaru-ri.

“Dozens of roadblocks covered by machine guns, mortars and small arms fire were pinning us down and had to be overcome. The hills flanking the road were alive with Chinese, who as darkness fell became emboldened to move closer to the road to fire

point blank at the troops of Task Force Drysdale in an attempt to cut the column and annihilate the force.

“Within this Task Force, acts of uncommon bravery by Marines of 41 Commando and G-3-1 were universal. Each road block was assaulted and overcome by the time-tested principle of aggressive combat inculcated in the Marines of both Corps. We suffered severe casualties: a third of the Task Force was killed or wounded in Hell Fire Valley. The Chinese were tough, veteran fighters; the Marines were tougher!

“The indomitable leadership of 41 Commando’s Lieutenant Colonel Douglas Drysdale and G-3-1 Captain Carl Sitter, combined with the cool professional competence of both units’ junior officers and NCOs, brought the force through this maelstrom of violence and suffering.

“Task Force Drysdale’s reinforcement of tanks and infantry was crucial to the defense of Hagaru. Without the security of this village at the foot of the Chosin Reservoir the First Marine Division’s march to the sea would have been imperiled, if not impossible.”

The map on the following page shows the four key Marine enclaves on the Chosin Reservoir plateau- Yudam-ni –Toktong Pass-Hagaru-ri-Koto-ri. It also shows the Chinese units involved and the direction of their attacks.

Place: Chosin Reservoir, North Korea

Date: November 1950

By 27 November 1950 a massive force of over 150,000 Chinese was under orders to surround and annihilate the 1st Marine Division that was on the Chosin Reservoir plateau and then destroy the rest of X Corps in the Hungnam area. (There seems to be some dispute as to the number of Chinese involved, but Gen. Edwin H. Simmons, a renowned Marine historian, on page 122 of “Frozen Chosin, Marines in the Korean War Commemorative Series,” quotes Chinese leader Gen. Peng’s chief of staff saying that the Ninth Army Group had started across the Yalu with 150,000 troops. Who am I to argue the point with two generals?)

The rest of X Corps that was operating east of the plateau on the coastal region would be of little help in this battle because of logistics. The only road up to the plateau ran through the 4,000-foot Funchilin Pass and was in the process of being severed by the Chinese. The 8th Army was 80 miles to the west and on the other side of the Taebaek Mountains. They were also under heavy attack by over 200,000 Chinese, so no help could or would be expected from them. This left the Marines out on the proverbial limb. It became apparent their only chance of survival was in their own hands.

The town of Hagaru-ri, located at the southern tip of the Chosin Reservoir, became the key for survival of the division. The division headquarters was located here and the town contained a build-up of supplies, food, fuel and ammunition for the various types of weapons in use. Its defense was assigned to Lt. Col. Ridge and his 3rd. Battalion, 1st Marines, minus his Company G (G-3-1) that, because of transportation problems, was still in Koto-ri. Elements of other units helped fill in the four-mile defensive perimeter that really required a full regiment with supporting arms.



There were three main avenues of attack for the Chinese. H and I companies covered two of these that were located on the flat south and western part of the perimeter. The third, East Hill, a glaring weak spot, was also the most prominent feature in the area. It covered most of the eastern landscape and loomed over the only road out of Hagaru-ri to the south and Koto-ri.

The worst defensive position a Marine in Hagaru could draw was East Hill. This barren wind-swept monolith had few fox-holes and none of them were reinforced with concertina wire or booby traps. To dig a new foxhole in this frozen ground would be a monumental task. Marines were heavily laden with layers of clothing, weapons, ammunition, grenades and c-rations that sapped every ounce of their energy as they tried to just get to the top. The lack of the luxury of warm-up tents or the heat from vehicle engines to cook frozen c-rations and melt snow for water made East Hill a very ugly place.

Originally, on 27 November, elements of the 7th Marines’ anti-tank company and the 1st regulating detachment were covering East Hill. The intent was to replace them with Company G as soon as they arrived from Koto-ri, but because of transportation problems Company G didn’t arrive at Koto-ri until 28 November. By that time the Chinese had arrived in force and had

severed the Hagaru-Koto-ri road, stopping all northbound traffic at Koto-ri.

Growing indications of an enemy attack for Hagaru on 27 November resulted in adding three more units to the East Hill defense. One was from the 4th Signal Battalion, X Corps, of about platoon strength. The others were D Company 10th Engineers and elements from H&S Company X Corps. These were service troops with a high percentage of green ROKs (Republic of Korea soldiers) whose combat abilities were suspect. A Marine officer and radio operator were assigned to each of them to give them some technical support.

About 2230 on 28 November the Chinese started heavy attacks on Hagaru in the H and I Company's vicinity. Some penetrations were made, but were quickly sealed by the troops in the area. At 0200 on 29 November an assault on East Hill began. Just as predicted the defensive force was quickly brushed aside, causing numerous gaps in the line. Direct artillery fire slowed the Chinese penetration, but the situation was deteriorating rapidly.

Major Reginald Myers, the Battalion Executive officer, rounded up all the service personnel, mechanics, cooks etc., that he could find. He led this rag-tag outfit of about 300 men in a counterattack up the slopes of East Hill to help restore a defensive line. By morning this force was reduced to less than half that number, and they were hanging on by their fingernails. (Major Myers received the Medal of Honor for this action.)

Frontline help was desperately needed. If the Chinese controlled East Hill they could have had a devastating effect on the headquarters, hospital, air field and supply depot in the town below. If Hagaru-ri fell and the Chinese captured the supply depot, there would be little chance of escape for the 5th and 7th Marines, who were fighting their way south through the mountains from Yudam-ni.

Koto-ri

The only chance for help for Hagaru would have to come from Koto-ri, which was 11 miles to the south. Because the road to the north had been severed, Koto-ri had become a collecting point for units trying to rejoin their parent outfits. Early on 28 November General O.P. Smith, the division commander in Hagaru, called Col. Lewis (Chesty) Puller, whose 1st Marines headquarters was in Koto-ri, and ordered him to have the 2nd Battalion that was manning the perimeter defense there try and reopen the road to Hagaru. The 3rd Battalion in Hagaru would also try from its end.

At 1330 D Company, 2nd Battalion started from Koto-ri and got about 1,500 yards when they encountered heavy small arms, machine-gun and mortar fire. They were supported by artillery and air strikes. Casualties started to mount, so a platoon from F Company was sent at 1615 to assist in evacuating the casualties. At 1735 all units were ordered to disengage and return to Koto-ri. Total casualties were 4 KIA and 34 WIA.

A small tank-led force from H Company left Hagaru-ri at 1245 and ran into several roadblocks and sizable Chinese forces. They were in danger of being outflanked. At 1530 they were ordered to disengage and return to their perimeter. Casualties were 1 KIA and 5 WIA.

The Main Supply Route (MSR) was definitely closed and in

the hands of the Chinese.

Task Force Drysdale

In the afternoon and early evening of 28 November, Puller started to assemble a larger relief force. Originally, it would consist of 235 men of the 41 Independent Commandos (British Royal Marines), 205 men of G Company (G-3-1), 190 men of B Company, 31st Infantry, USA, and Marine service and headquarters personnel, for a total of 712 men and 65 vehicles. The headquarters and service personnel had to revert to their original training as riflemen and defend their section of the convoy.

The Task Force formed at Koto-ri, North Korea would be called "Task Force Drysdale," named after the commanding officer of the Royal Marines commando unit, Lt. Col. Douglas Drysdale. It is now known that the Chinese had four divisions operating in the Hagaru-Koto-ri area, and they held all the high ground in between. They had numerous automatic weapons and mortars. Most of these were U.S. made and taken from the Nationalist Chinese after their civil war. The heaviest weapon the Marines had was a .75mm recoilless rifle mounted on a jeep. That was not much firepower to attack roadblocks with.

Once the task force entered the hornet's nest it would be mostly on its own. There were no other backup or support plans. Most of the time there would be little room to maneuver and each vehicle's contingent would have to defend themselves. There would be no rehearsals or training for this mission.

So all that was expected from this small, piecemeal force was to go up this narrow, snow and ice covered road, which had at least twelve roadblocks and battle thousands of Chinese who held all the high ground in -20 to -30° snowy weather. Many questions and situations were going to surface and would have to be resolved on the spot:

- What happens if your truck driver is put out of action? Are there extra drivers in the column? Remember, at this point, many of the young Marines didn't even have driver's licenses and were unfamiliar with trucks.
- What happens if a truck is disabled or slides off the road? Have the troops ever practiced using a winch that is on the front of the trucks?
- What happens if the truck is on fire and has ammunition on it? How do you get it off the road and keep the column moving?
- What happens to the occupants of the disabled vehicles? Where do they ride? Keep in mind that a truck is designed to carry about a squad of 12 men and their gear.
- What happens when the WIAs and KIAs must lie in a prone position and take up all the space? Where do the occupants of that truck ride?

To call this a suicide mission is a gross understatement. With all the chaos that was going to be occurring, it was more like a deadly Chinese fire drill.

But Col. Puller had little choice about sending these men on such an impossible mission that was destined to have a high casualty rate. There was no time for training: how do you even train for such a desperate mission? The critical need at Hagaru was dictating the events.

In a letter dated 17 December 1950 to the Commandant of the Marine Corps, General Smith, outlined what took place in the

Chosin Reservoir battle and the importance of the Drysdale force reinforcing Hagaru-ri to protect the air strip and the supplies. He also said, "The conclusion was inescapable that a considerable force would be required to open up the MSR between Hagaru-ri and Koto-ri. We would not have any such force until the 5th and 7th Marines (two regiments of 8,000 men) joined us at Hagaru-ri." This again shows the monumental task that was in store for the undermanned Drysdale column.

The weather had turned extremely cold and snowy. Temperatures were dropping below -30 degrees, with wind chills as low as -100 degrees. It was one of the coldest winters on record, and this Siberian wind whistled down the entire Korean peninsula. Weapons cannot operate efficiently in this type of extreme weather. They would be sluggish and constantly a problem. It's hard enough trying to survive outdoors in this kind of weather, let alone being engaged in mortal combat.

A bright spot was that, weather permitting, Marine air, the ground Marine's beloved Blue Angels, would be on station during daylight hours. But fog and snow clouds are always a big problem in winter and would hamper their operations.

What really was needed was some type of armor that could be used to punch through the numerous Chinese roadblocks. Tanks were on their way to Koto-ri from Chinhung-ni, but wouldn't

Drysdale told his men that this was not going to be a walk in the sun. In typical British fashion, he said, "All right lads; let's give it a bloody go." And bloody it would be.

arrive until the middle of the afternoon. The urgent need for reinforcements at Hagaru-ri prevented the task force from waiting for them. Without armor, and being outnumbered at least 10-1, the operation definitely had all the makings of a disaster.

Military planners usually recommend that an attacking force should have a 3 to 1 troop advantage over a defending force in fixed positions. The odds are greatly in favor of the defenders. In this case the enemy controlled the front and the flanks and all the high ground. Smaller groups of men can stop much larger forces if they hold the high ground in key locations, as was proven by the gallant stand of the 7th Marines' Fox Company on "Fox Hill" on the Yudam-ni-Hagaru road.

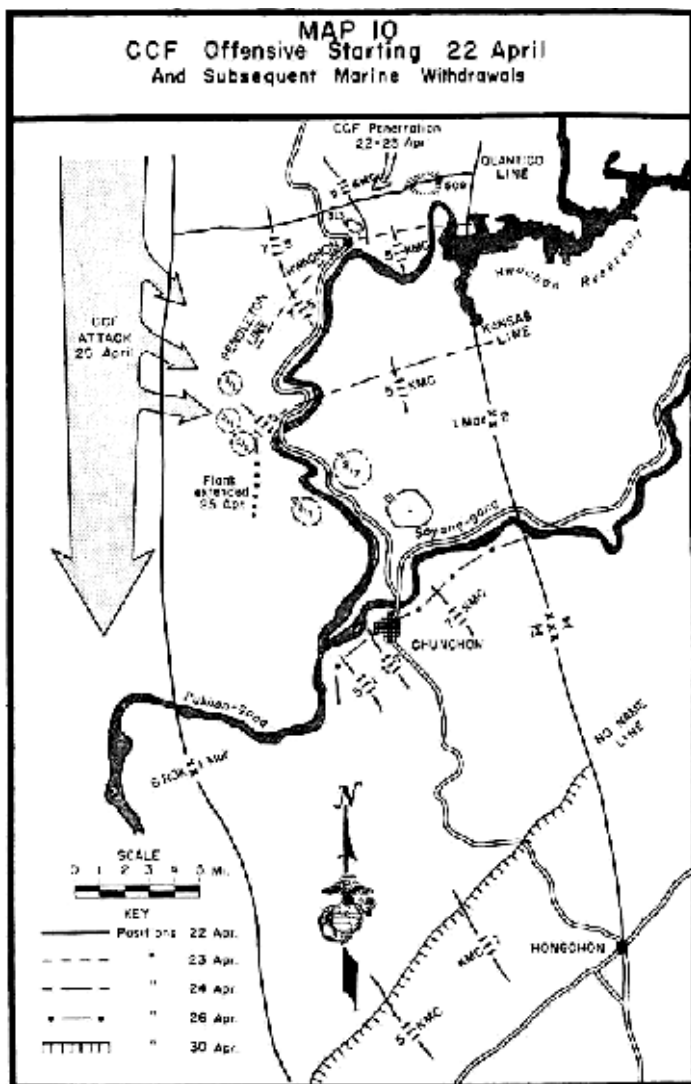
Drysdale told his men that this was not going to be a walk in the sun. In typical British fashion, he said, "All right lads; let's give it a bloody go." And bloody it would be.

At 0945 29 November the 41 Commando attacked the first hill and had little trouble taking it. Not to be outdone, George Company swung around and attacked the second hill. After a much more intense fight, it took control of the second hill. The army's B-Company would lead the truck convoy and stay parallel with the attacking Marines.

The Marines had reservations about the ability of the Army unit and would not rely on them too heavily. Forty-two percent of their personnel were KATUSAs who didn't speak or understand English. (These are Korean Augmentees to U. S. Army who bolstered its unit sizes and helped train the South Korean soldiers.) The other Marine units in the convoy were mostly headquarters and service personnel.

One must question the wisdom of sending this type of troops on such a perilous operation that was fraught with so much danger. They lacked the communication and assault tactics that would be needed for this type of mission, and would suffer heavy losses as events unfolded. Unit integrity and the lack of fire teams, machine gun squads, and mortars would prove to be critical for them. The men of George Company and 41 Commando knew that the success of this mission would be on their shoulders.

Both Marine companies came off the hills they had just captured and moved up astride the MSR toward their next objective. When they did this, the Chinese immediately reoccupied their previous positions. With the Commandos now in the lead and George Company right behind, they started their assault on the next hill that was about a mile away and had well-placed mortars and heavy machine guns. As the Marines assaulted these positions, they ran into a hailstorm of bullets and mortars. They were



ordered to break off action, withdraw to the road, and await further instructions.

Casualties were mounting and no replacements were forthcoming. A steady firefight waged while the Marines regrouped and evacuated casualties back to Koto-ri. It became apparent that they didn't have the time or a large enough force to take every hill on both sides of the road between Koto-ri and Hagaru-ri. Attrition would have wiped out the command.

Around 1130, as Drysdale pondered his strategy, he was informed that seventeen tanks of Company D, 1st Tank Battalion would be available to him at 1300, and another twelve at 1500. He decided to wait for the first group of tanks. Although the tanks would have little room to maneuver, their firepower would definitely destroy the roadblocks and keep the column moving. But they would also be restricted to the same, narrow, icy road as the unarmored vehicles.

The addition of the tank outfits brought the task force up to 922 men, 141 vehicles and 29 tanks. It was almost a battalion in number, but nowhere near the combat cohesiveness and ability of a regular Marine infantry battalion.

Drysdale requested that the tank commander stagger his tanks throughout the column to give the unarmored vehicles some protection and better communications. The tank commander refused to split his command; his decision would heavily influence later developments. The only communications in the column now was through the tank radios and runners. The severe weather played havoc with field radios and they became useless.

At 1350 the attack commenced again with the seventeen tanks in the vanguard. The other twelve tanks, due at 1500, would then have to attach to the rear of the task force. Progress was slow due to the many pockets of resistance, roadblocks, and craters in the road that the tanks and trucks had to make their way around.

The icy roads wreaked havoc with the tanks and other vehicles. Many slid off the road and had to be towed or pushed back on them. One of the tactics the Chinese used would be to hunker down and let the tanks go by and then open fire on the soft vehicles. The way the tanks were dispersed, they could do little to help the trailing column of men and vehicles. In essence, each vehicle had to defend itself. The vehicles had to stay closed up to prevent any dissection of the column. Dissection was always one of the Chinese main battle strategies. Maximum firepower must come from each vehicle occupant to ward off these attacks.

Drysdale's commandos had been hit the hardest so far. They were losing their trucks at a faster rate than the rest of the convoy and his men were starting to be spread out and interspersed with other units. Again the lack of communications prevented him from knowing what was happening to his command and how many casualties it had suffered so far.

Around 1615 the attack ground to a halt about four miles north of Koto-ri. The tank commander advised Drysdale that he thought the tanks could get through, but because of the increased enemy fire and road conditions, it would prove very costly to the rest of the task force to proceed. The incessant enemy fire was taking its toll on the convoy. Destroyed vehicles that were blocking the road had to be pushed out of the way.

At this point, Drysdale had little knowledge about how bad a beating his force was taking. He had seen many of his commandos' trucks put out of action, and he didn't know that many of his men were strewn throughout the column. In fact a group of 60 commandos ended up back in Koto-ri. If this was happening to his commandos, what was happening to the rest of the convoy?

Through a tank radio Drysdale reported his situation to Hagaru-ri. Gen. Smith, in view of the dire straits and urgent need for reinforcements at Hagaru-ri, had little choice and ordered the task force to proceed "at all cost."

The order was clear. Task Force Drysdale must fight its way through the Chinese or die trying. There were no alternatives or possibilities of other help for Hagaru-ri. There were no other Army or Marine units coming to their rescue.

By the time the tanks refueled, nightfall had set in. The rest of the battle would now have to be fought in darkness, which would add another dimension to the convoy's problems. Unit integrity would be almost impossible to keep. Fire team leaders and machine gun squad leaders tried desperately to keep their units together. Ammo carriers had to be kept close to maintain a steady firebase.

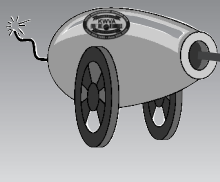
Nightfall also brought on the Chinese night attack strategy of bugle and whistle blowing and the shooting of flares. This normally is quite unnerving the first time one experiences it, but the Marines at Koto-ri had warned the column of these tactics.

Drysdale's commandos had been hit the hardest so far. They were losing their trucks at a faster rate than the rest of the convoy and his men were starting to be spread out and interspersed with other units. Again the lack of communications prevented him from knowing what was happening to his command and how many casualties it had suffered so far. In view of this he had George Company replace the commandos in the lead.

The line of march would now be the tanks, George Company, Royal Marines, Army Company B, Marine Headquarters and service personnel and the rest of the tanks. Each road block had to be assaulted and eliminated. This would cause a concertina effect with the trailing convoy of vehicles.

The orders were the same as they had been all day. Keep it closed up and keep pushing forward. As had been the custom all day, the Marines would board the trucks and ride a short way. When the column came under heavy fire and stopped, they would go to ground and return fire. They took advantage of whatever cover was available and stayed close to the column because there was little warning when the convoy would start to move again.

It was only natural for the Chinese to concentrate their automatic weapons fire at the large targets of tanks and trucks. Seeing that every fifth round in a machine gun ammunition belt is a trac-



Feedback/Return Fire

This section of The Graybeards is designed to provide feedback—and generate more feedback. It gives readers the opportunity to respond to printed stories, letters, points of view, etc., without having to write long-winded replies. Feel free to respond to whatever you see in the magazine. As long as it's tasteful and non-political, we will be happy to include it. If you want to submit ideas, criticisms, etc. that you prefer not to see in print—with your name attached to it—then we will honor that. Make sure to let us know, though.

Mail your "Return Fire" to the "Feedback Editor" at 2473 New Haven Circle, Sun City Center, FL 33573-7141; E-mail it to: sharp_arthur_g@sbcglobal.net, or phone it in to (813) 614-1326. Whatever the medium you choose, we welcome your input.

Joseph J. Gatto is alive and well

We mistakenly listed member Joseph J. Gatto of Danbury, CT in our "Last Call" section in the Jan/Feb 2021 issue. He advised us that he is alive and well.

We apologize for the error.

Thanks for the book

Your book arrived in fine shape. I will enjoy reading it.

I trained in artillery on the 105 Howitzer at Fort Sill in the spring of 1953. Then the Army took note of my college degree in chemistry and physics and assigned me as a chemist in the post hospital's laboratory.

I had intended to enclose a copy of my photo of Tokyo General Dispensary from the summer of 1954, but it will have to wait.

Paul D. Larson, 1111 Division St., Cresco, IA 52136

Editor's Note: *The book to which Mr. Larson refers is my award winning "Atomic Cannons and Nuclear Weapons: A Mystery of the Korean War." I still have a few copies available, and I am sure amazon.com, barnesandnoble.com, etc., do as well. (See order form on p. 52.)*

A deserter in plain view

This event happened in November 1952. We were lined up in alphabetical order to board the ship to Korea. There was a sergeant at the edge of the ship's ladder checking us by name as we prepared to go up the steps. He said a name just before mine, but the guy was not there. A couple days later I heard his name called to report for KP duty. A few days later his name was called again, so I supposed he was on board.

During all eighteen days on the ship I was not called for any duties such as KP or guard duty, even though I was only an Airman 2nd class. Three days from Japan we were all to report to a room on board to receive our destination orders. When I arrived the man in charge of the room said I was reported to him as being a deserter. Evidently the sergeant name checker when we were coming on board had marked me as not being there, instead of the other guy.

When I arrived at my duty station in Pusan, Korea my mail caught up with me and my mother had written that the FBI had visited Clarksburg, Indiana and also came to the family farm near Clarksburg looking for me as a deserter.

I'll bet that to this day there are people in Clarksburg who still think I was a deserter!

(Major) David N. Baker, USAF (Ret),
313 39th Ave. East Moline, IL 61244

Editor's Note: *Whatever happened to the guy who was really missing? Or was he really missing and nobody bothered to look for him? Ah, a mystery.*

Gen. Maxwell Taylor's 1953 Thanksgiving Visit



Gen. Maxwell D. Taylor

Several days before Thanksgiving in 1953 our Company Commander informed the 568th Ord. H.M. Co. that General Taylor planned to visit us during our Thanksgiving meal. (In June 1953, he was sent to Korea, where he commanded the Eighth United States Army during the final combat operations of the Korean War.) We were also told that we were NOT to come to attention as he entered, as he did not want to disrupt the meal. The CO and other officers were waiting for General Taylor at the front gate. However, he came in the back way on a 20" wide foot

bridge over the creek.

We had been told to sit at attention, although we were not exactly sure how. The cooks started stirring the potatoes, etc., ready to serve him. He got a tray and pointed to the edge of each pot for the coldest scrap of food, tasted each cold portion, and said he thought we were getting a good meal, then wished us a happy Thanksgiving and left.

To the best of my knowledge the officers never saw the general. Apparently Gen. Taylor had a penchant for slipping into places unnoticed. Mr. Casbeer enclosed a newspaper article referencing the Battle of the Bulge in December 1944. The article read in part:

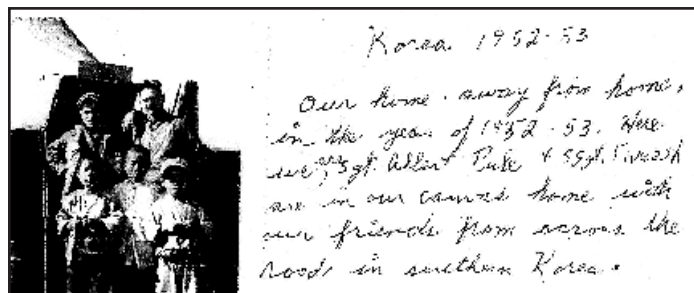
"McAuliffe took charge of all troops in the Bastogne pocket until the arrival of commanding officer Maj. Gen. Maxwell D. Taylor, who left Washington Christmas Eve when he heard of the outfit's predicament and flew the Atlantic.

"Taylor arrived in Belgium Dec. 26, made his way through enemy lines and reached Bastogne early Dec. 27. Armored elements and stragglers from various infantry units were hemmed in the town along with the 101st."

Robert B. Casbeer, 8th Army, 59th Ord. Group,
30th Ord. H.M. Bn., 568th Ord. H.M. Co.,
3027 Lakefield Rd., York, PA 17402

Our home away from home

Albert J. Pule, 4894 Upper River Rd.
Grants Pass, OR 97526, 541-476-0500,
ApPule@clearwire.net



Info wanted about ASCOM City

I am hoping you can help me learn something about a compound at which I was stationed in 1958-59. It was called Ascom City, just outside Inchon. The address was APO 911, Sec. Detachment MP Det. 8224. I have included a few photos of men who were there when I was.

Any information would help.

Norman S. Wiener, 600 Beach Ave. E,
Brigantine, NJ 08203, 609-266-1359,
StormaNornan1@verizon.net



The benefits of coincidence

I arrived in Korea Sept 52 and departed Aug 53. I was assigned to 3rd INF Div Heavy Mortar Company. Toward the later part of 1952, we received our winter clothing. Some of the boxes contained the parkas and the boxes were labeled Kravin Park Clothes, Atlantic City NJ.

The president of the company, Mr. Sam Kravitz, and my mother were first cousins. I asked my mother to send me Sam's address. I wanted to write to him about the parkas. After I was released from active duty, I went to Atlantic City to see my relatives. I spent a nice afternoon with Sam and his wife Ethel.

Being back in civilian life, I needed a new wardrobe. Sam called his son Sonny and told him I was coming down to the factory in Woodbine New Jersey for a new wardrobe. On subsequent visits to Atlantic City I always stopped in at Sam's office to say hello.

On one particular visit, my friend and his wife and my date tried to get reservations at the 500 Club to see the Dean Martin and Jerry Lewis show. The club said they were sold out. I mentioned this to Ethel and she called the club manager. She told him her nephew just returned from Korea. The manager said he would take care of us.

Bud Mitnick, 3116 Gracefield Rd., Apt VP, 419
Silver Spring, MD 20904, 301-557-9760,
bud.mitnick1@gmail.com

Note: The 500 Club, which was located off Missouri Avenue in Atlantic City, was the venue for some of the most popular performers of the 1950s and 1960s, including Frank Sinatra, Dean Martin, Jerry Lewis, and Patti Page.

Keep your rifles clean

After the time I spent in Korea and Valley Forge Hospital, PA, for treatment of shrapnel wounds. I was assigned to Ft. Belvoir, VA to help train new recruits as combat engineers. While there my platoon fell out for a rifle inspection.

When the inspecting officer asked a soldier what his name was, he replied "Among, sir."

The officer inspected the rifle and returned it, saying with a little laugh, "There's fungus among us."

Needless to say, I laughed, as did the whole platoon. Even Among laughed, and he had to clean his rifle again.

Thomas Horas, 8th Engineers, 205 Highway A1A, Satellite

THE GRAYBEARDS DEADLINES

Articles to be published in the *The Graybeards* must be received by the editor no later than the 15th day of the first month of that issue. —Editor.

Jan-Feb	Jan 15
Mar-Apr	Mar 15
May-June	May 15
July-Aug	July 15
Sept-Oct	Sept 15
Nov-Dec	Nov 15



Last Call

All of us in the Korean War Veterans Association extend our sincere sympathy to the families and friends of those listed below. May they rest in peace.

ALABAMA

JOHN R. BURTON
WALTER C. ISHAM

ALASKA

ROY J. BURKHART

ARIZONA

WILLIAM A. LUKE
PETER J. ORPHANOS
BERT Q. RINCON

CALIFORNIA

ALFRED S. CARMONA
KENNETH W. CLAYS
ANTHONY P. GURULE
WALTER E. HEIM
RICHARD P. HOLMAN JR.
HYO S. KIM
GEORGE T. SPEER JR.

CONNECTICUT

PHILIP H. CERRONE JR.
MARGARET 'PEGGY' HARTELL
JOHN E. KOPERNO SR.
GEORGE C. PETERMANN
CHARLES F. ROEHL
WILLIAM H. YOPP

DELAWARE

JOANN Q. SEDEI
JOHN W. WELDENHOF

FLORIDA

RAYMOND E. BABCOCK
JOHN C. BIELUNSKI
WALTER SCOTT BLOMELEY
RONALD J. CHERUBINO
ANTHONY T. CRICCO SR.
HENRY J. DANILOWSKI
MAURICE FASS
LEWIS FELLER
HOWARD L. HILER
DAVID KLAPOW
PETER K. MCCAGG
ALAN A. MCFARLAND
WALTER F. STARR JR.
HENRY TAYLOR

RICHARD P. ZETTMLOYER
DR. WARREN ZUNDELL

GEORGIA

CHYUNG M. KIM

HAWAII

FRED J. ITO
MITSUO MIYATAKE

IDAHO

TED M. BOYCE

ILLINOIS

GERALD A. CRANDALL
MARVIN J. DAHLHAUSER
GAYLEN F. LAEL
MILAN LAKETA
E. SCOTT LAPLANTE
DALE H. LOVEKAMP
KENNETH L. MUSSER
RICHARD N. THERIAULT

INDIANA

MELVIN L. ALDRIDGE
EDMUND R. LELITO
WILLIAM E. SMITH

IOWA

ROBERT M. WELTER

KANSAS

SAMUEL W. HARRELL
CHARLES A. ROULT

KENTUCKY

ROBERT D. FOLLOWELL
MAURICE E. MEISNER

MARYLAND

THEODORE E. 'TED' CARLSON
ED M. DOZIER
JAMES F. 'JIM' DRAY
DONALD L. FUNK
CHARLES D. MEDINGER
EDWARD E. RICE

MASSACHUSETTS

HENRY J. AUGUSTINE
RICHARD F. BATES
KENNETH J. BILODEAU SR.

WILLIAM S. CARRINGTON
BURTON T. CHANDLER
CHARLES W. CLARK
NORMAND A. LAROCHE
ORESTE A. 'RUSTY' TRAMONTE

MICHIGAN

JOHN R. DOYLE
DONALD A. LYONS
LEO F. RICHARD

MINNESOTA

CHESTER D. HRDLICKA

MISSOURI

WILLIAM J. 'DOC' ANDERSON
ORLO L. BURKHOLDER
JAMES A. CUIDON
LAWRENCE C. 'LARRY' DAGIT
WAYNE E. FICK
SPENCER S. HECOX
MILT HERRICK
DONALD B. HOLLISTER
OSCAR H. KRIESEL
CHARLES F. MIKUSCH
ROY W. NELSON
ROBERT E. RAKE
JOHN S. VOORHEES

NEBRASKA

EDWARD R. SLADOVNIK

NEVADA

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ANNA M. ENGLAND
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Death Notice of a Member of KWVA

The following notice is submitted for publication:

Name of deceased _____

Date of death _____ Year of Birth _____

Member # _____ Chapter _____

Address _____

☐ Army ☐ Navy ☐ Marine Corps ☐ Air Force ☐ Coast Guard

Primary Unit of service during Korean War _____

Submitted by _____

Relationship to deceased _____

Send to: **Membership, P.O. Box 407, Charleston, IL 61920-0407**

Now Hear This:

All comments concerning, or contributions for publication in The Graybeards should be sent to:

Art Sharp, Editor
2473 New Haven Circle
Sun City Center, FL 33573-7141
or emailed to:
sharp_arthur_g@sbcglobal.net

Official Membership Application Form

The Korean War Veterans Association, Inc.

PO Box 407, Charleston, IL 61920-0407 (Telephone: 217-345-4414)

DO NOT WRITE IN THIS SPACE

Assigned Membership Number: _____

KWVA Regular Annual Dues - \$25.00 | Associate Membership - \$25.00 | MOH, Ex-POW, Gold Star Parent or Spouse & Honorary - \$0.00
Regular Life Membership: (May be paid in lump sum or 6 equal payments by check over a 12 month period.)

Ages 35 and Under: \$600

Ages 36 - 50: \$450

Ages 51 - 65: \$300

Ages 66 - 79: \$150

Ages 80 & up: \$75

Please Check One: ☐ New Member

☐ Renewal Member # _____

Please Check One:	<input type="checkbox"/> Regular Member (<input type="checkbox"/> KATUSA?)	<input type="checkbox"/> Regular Life Member (<input type="checkbox"/> KATUSA?)	<input type="checkbox"/> Associate Member	<input type="checkbox"/> Medal Of Honor
<input type="checkbox"/> Ex-POW			<input type="checkbox"/> Gold Star Spouse/Parent	

(Please Print)

Last Name: _____ First Name: _____ Middle Initial: _____

Street _____ City _____ State _____ Zip _____

Apartment or Unit #(if any) _____ Phone _____ - _____ - _____ Year of Birth _____

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Chapter Number/Name (if applicable) # _____

-All applicants for Regular Membership please provide the following information-

Unit(s) to which Assigned

Division _____

Regiment _____

Battalion _____

Company _____

Other _____

Service Branch

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☐ Air Force

☐ Navy

☐ Marines

☐ Coast Guard

Dates of service:

WithIN Korea were: (See criteria below)

From: _____ To: _____

Without Korea were: (See criteria below)

From: _____ To: _____

How did you hear about the KWVA? ☐ KWVA member, ☐ Internet, ☐ Google, ☐ KWVA Website, ☐ Facebook, ☐ Email, ☐ Magazine, ☐ Newspaper, ☐ YouTube, ☐ Twitter, ☐ Other: _____

"I certify, under penalty of law, that the above information provided by me is true and correct."
[If you are applying for membership in a category other than Section 1, par A.1., of the "Criteria for Membership" listed below, complete the "Certification of Eligibility for KWVA Membership" Form on page 2.]

Applicant Signature: _____ Date: _____

Make checks payable to: KWVA - Mail to: KWVA Membership Office - PO Box 407 - Charleston, IL 61920-0407.

(Or you may pay by Credit Card)

Credit Card # _____ ☐ VISA ☐ MASTER CARD ☐ Discover ☐ AMEX

Expiration Date ____/____/____ V-Code _____ Signature _____

CERTIFICATION OF ELIGIBILITY FOR KWVA MEMBERSHIP

In addition to completing the KWVA Membership Application Form on page 1 above, persons applying for, and qualifying for, membership under one of the categories listed below, are also required to fill in the appropriate blanks, sign in the space provided below and attach this page to the completed Membership Application Form on page 1.

Check Only One Category

- ☐ **KATUSA:** I served in the Korean War as a member of the Korean Augmentation to the United States Army Forces. I have since relocated to the United States and became a United States Citizen on: Month ____ Day ____ Year _____. (Verification will be required)
- ☐ **Medal of Honor:** I am a Medal of Honor recipient and the date on which it was awarded was: Month ____ Day ____ Year ____.
- ☐ **Ex-POW:** I was held as a Prisoner of War by the North Koreans, Chinese, or Russian forces at some time during the period June 25, 1950 to the present, From: Month ____ Day ____ Year ____ To: Month ____ Day ____ Year ____.
- ☐ **Gold Star Parent:** I am the parent of: Name [print] _____, who was () killed in action, () missing in action or () died as a Prisoner of War during the Korean War on: Month ____ Day ____ Year ____.
- ☐ **Gold Star Spouse:** I am the spouse of: Name [print] _____, who was () killed in action, () missing in action or () died as a Prisoner of War during the Korean War on: Month ____ Day ____ Year ____.
- ☐ **Associate:** I have a legitimate interest in the affairs of the Korean War Veterans Association and agree to accept the terms and conditions set forth in its charter and bylaws. I do not qualify to be a Regular member.

"I certify, under penalty of law, that the above information provided by me for the purposes indicated is true and correct."

Applicant Signature: _____ Month ____ Day ____ Year ____

Check HERE If GIFT Membership

- ☐ **GIFT Membership:** I certify, under penalty of law, that to the best of my knowledge, ALL of the information I have provided about the Applicant is true and correct. I have included the required payment with this application.

Signature: _____ Month ____ Day ____ Year ____

Relationship to Applicant: _____

Adopted 3/13/2019, R3 Approved 10/27/2020

[KWVA Membership Application Form Page 2]



Membership is Our Strength

It's not the price you pay to belong, It's the price you paid to become eligible to join



CRITERIA FOR MEMBERSHIP IN THE KOREAN WAR VETERANS ASSOCIATION, INC.

Section 1. Qualifications of Members. Membership in this Association shall consist of Regular, Associate and Honorary Members. No person shall be excluded from membership because of race, color, creed, sex, national or ethnic origin, or physical or mental disability, as long as the individual meets the criteria of service requirements as stipulated below. Only Regular Members as defined in A. below have a vote in National or Department matters.

A. Regular Members.

1. **Service in the United States Armed Forces.** Any person who has seen honorable service in any of the Armed Forces of the United States, defined as Army, Navy, Marines, Air Force and Coast Guard, is eligible for membership if:
 - a. Said service was within Korea including territorial waters and airspace at any time, September 3, 1945 to Present, or
 - b. Said service was outside of Korea, June 25, 1950 to January 31, 1955, or
 - c. Said service was as a member of the Korean Augmentation to the United States Army (KATUSA) any time September 3, 1945 to Present, who has relocated to and become a citizen of the United States of America.
2. **Medal of Honor.** Any person qualifying to be a Regular Member, who is a Medal of Honor recipient, is eligible for free life membership. A signed statement of their eligibility for membership must be provided for approval.
3. **Prisoner of War.** Any person qualifying to be a Regular Member and was held as a prisoner of war by the North Koreans, Chinese, or Russian forces during and after the period of hostilities from June 25, 1950 forward, is eligible for free life membership. A signed statement of their eligibility for membership [Application Form page 2] must be provided for approval.

B. Associate Members.

1. Must not be eligible for Regular membership.
2. Any person with a legitimate interest in the affairs of this Association and who wishes to support its aims, and not being eligible for Regular Membership; and who agrees to accept the terms and conditions set forth in the KWVA Charter and its Bylaws and Standard Procedure Manual, shall be eligible for Associate Membership in the Association. A signed statement of their eligibility for membership [Application Form page 2] must be provided for approval.

C. Gold Star Parents. Any person whose son/daughter was killed in action, or was missing in action, or died as a prisoner of war while serving within Korea including territorial waters around and airspace above during the Korean War (June 25, 1950 to the present) is eligible for free life membership. A signed statement of their eligibility for membership must be provided for approval.

D. Gold Star Spouses. Any person whose spouse was killed in action, or was missing in action, or died as a prisoner of war while serving within Korea including territorial waters around and airspace above during the Korean War (June 25, 1950 to the present) is eligible for free life membership. A signed statement of their eligibility for membership must be provided for approval.

E. Honorary Members. Any person of good character may be elected as Honorary Member by vote by the KWVA NATIONAL Board of Directors.

F. Ineligible. Any person who has been separated from the service of the Armed Forces of the United States under conditions other than honorable shall be ineligible for membership in this Association.

WEB SITE: www.kwva.us

Adopted 3/13/2019, R3 Approved 10/27/2020

The Graybeards Submission Guidelines

Ongoing Series

Remember that we have ongoing series for which we are always looking for submissions. Among them are:

- Where I was on July 27, 1953
- Humor in Korea
- How I joined the KWVA

We will continue the series as long as we receive your stories. Please send your submissions to Arthur G. Sharp, 2473 New Haven Circle, Sun City Center, FL 33573.

Editor's Office Hours

Bear in mind that the editor is not a full-time employee of the KWVA. He maintains approximate office hours. They are 9 a.m. – 5 p.m. eastern standard time, Monday through Friday.

Photo Captions

Whenever possible, please identify the subjects in photos you submit. We realize that is not always possible, especially in group photos. But, when you can, identify them, use designations such as (R-L), (L-R), (Standing, L-R), (Seated, L-R), etc. And, please write subjects' names as legibly as possible. We can usually figure out who the KWVA members are, but we cannot guess at non-members' identities.

Photo Limits

From time to time we have to limit the number of photos we include with Chapter or Tell America news. We receive a lot of submissions in both categories, and we have a limited number of pages. So, in the interest of fairness, we try to spread the coverage.

About halfway to Hagaru-ri, in a place later called Hellfire Valley, the column was split in two by a mortar round hitting a truck, setting it ablaze, and causing a roadblock. The front of the column had no idea that this had happened.

er bullet, the Marine gunners would aim at the origination point and usually silence the enemy machine gun. In the dark, the enemy's gun flashes made easy targets for the Marines to shoot at. It was like thousands of fireflies blinking in the distance and so there was never a shortage of targets.

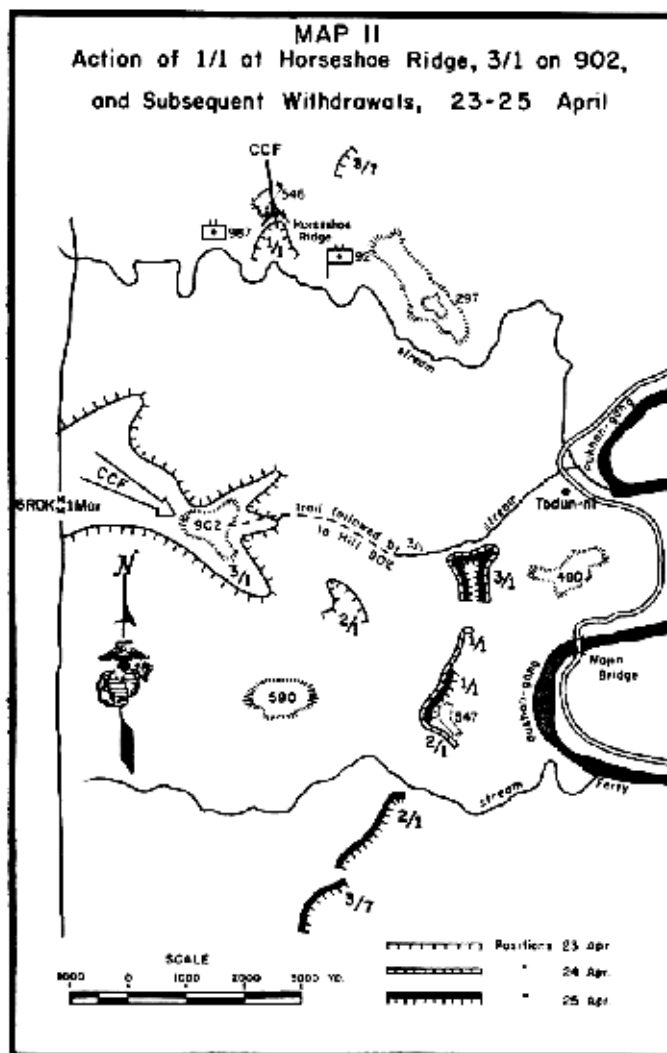
Some of the trucks had .50-caliber machine guns mounted on them. There was George Company's 1st Sgt. Rocco Zullo blasting away at the Chinese. This was reassuring to his young Marines as they would get glimpses of him at different intervals as the road made its twists and turns. Their big brother was leading the way as usual and looking out for them. Just as long as the men saw this they knew they had a chance.

When the trucks started to move out, squad leaders would shout, "Saddle up." The Marines would disengage and run after them, always trying to make sure that no wounded were left behind. In the dark, many would board the wrong truck. It became utter chaos as the troops started to intermingle. As a result of this, and the loss of trucks to enemy fire, many Marines lost their backpacks. Their treasures of life, i.e., personal belongings, photographs of loved ones, letters, clothing, wallets, money and the all-important sleeping bag, were lost forever. Without a sleeping bag they stood a good chance of freezing to death.

Meanwhile the Chinese were getting bolder and coming closer to the column. Both sides of the road had to be protected. Here unit integrity was crucial, as the machine-gun and rifle fire teams had to be moved to either side that was under the heaviest attack. It was fortunate for the Marines to be able to carry extra hand grenades and ammo on the vehicles. The grenades, which were used frequently, usually broke up the close-in attacks. At times the fighters couldn't see the enemy because of the road embankments, but they could hear them and direct their actions accordingly.

About halfway to Hagaru-ri, in a place later called Hellfire Valley, the column was split in two by a mortar round hitting a truck, setting it ablaze, and causing a roadblock. The front of the column had no idea that this had happened. As stated previously, the only radio communication available was through the tanks. Runners had been used earlier, but most of these had been killed or wounded. One of the runners that did not become a casualty was Pfc. Stephen G. Olmstead. (He survived the war and retired from the Corps as a Lt. General.)

The Army's B Company, sixty commandos, and all the Marine headquarters and service troops were now cut off and on their



own. If they couldn't make it back to Koto-ri, very little could be done to help them. Many became casualties of war, but twelve tanks and approximately 300 men did find their way back.

Had the tanks been dispersed throughout the column, as was requested by Drysdale, this situation might not have happened. The lack of firepower, communications, and muscle of the tanks was critical at this time. But, without the tanks at the head of the column blasting through the numerous roadblocks, this mission had little chance of success.

The Chinese missed a golden opportunity to destroy the whole column when it was split in two. There was very little that could have been done if they attacked the rear of the forward part of the severed convoy, as this was the weakest point. The Marines would have only a few men and no heavy weapons to ward off such an attack. The Chinese could have rolled up the front half of the convoy from the rear.

The head of the column was making good progress and was now in sight of Hagaru-ri when it came under an intense machine gun and mortar attack. One of the tanks was put out of action by a satchel charge. The Marines formed a perimeter and fought off the attack. Drysdale was wounded in the arm in

this encounter, but continued with his command.

By this time the commandos had lost most of their borrowed trucks. Some were now sharing George Company trucks. They also joined other Marines that became separated from their trucks and had hitched rides on top of some of the tanks. This actually paid dividends.

When the tanks came close to an overhang, the Chinese dropped burning bundles of straw on them, but the Marines riding atop the tanks kicked them off. When some of the Commandos, who were further back in the column, caught a glimpse of the air strip floodlights, they went cross-country and came into the perimeter held by How Company. Fortunately for them, the severe arctic weather formed a crust over the mine field in front of How Company's positions and they didn't detonate when their trucks passed over them.

Shortly after daybreak in Hagaru-ri, RSM Baines asked one of his men, Cpl. Ron Moyse, to get a head count on how many Commandos had made it into the perimeter. When he reported back that 37 were counted in the near vicinity, it was observed that tears were welling up in Col. Drysdale's eyes. As the day wore on this headcount improved to about 100.

It's amazing that any of the soft vehicles and Marines attached to them made it to Hagaru-ri. They were greatly outnumbered and the Chinese held all the high ground. For the Chinese it was virtually a shooting gallery. Many Marines thought this was their last day on earth. Fortunately, when involved in a battle of survival, they didn't have time to dwell on this.

Marine Corps grit and natural survival instincts played a large part in these men completing their mission. Steadiness and composure under fire enabled these two Marine units to carry the day. The individual squad and fire team leaders played a big part as they directed their men to confront and block the enemy attacks on their assigned vehicles. Keeping their units together was crucial throughout the battle.

Total battle losses for Task Force Drysdale were 321 men, 74 vehicles, and 1 tank. George Company suffered 23% casualties, while the Commandos had 26%. The Army's B Company sustained 63%. Over half of the force didn't make it to Hagaru-ri, but the ones that did were front-line combat veterans, just what was needed! Hagaru-ri had its reinforcements: 16 tanks, with their 32 machine guns, their powerful 90mm cannons and 100 men of Company D, and AT Company 5th Marines, 157 men of George Company and about 100 ready for action British commandos.

It was about 1900. After twelve hours of continuous fighting, the men were frozen, hungry and totally exhausted. There were no tents, hot showers, hot food or warm beds waiting for them. George Company received its defensive positions for the rest of the night and bedded down on a wind-blown icy field that faced East Hill. Because of the numerous casualties in Hagaru, and the availability of a supply depot for the Division, most of the men were able to replace their lost sleeping bags.

Unable to dig foxholes in the frozen ground, they stacked the bodies of the dead Chinese for protection against the Siberian wind and the enemy. After cleaning their weapons as

best they could, as all Marines are taught from day one, the men tried to get some sleep.

East Hill

Early in the morning of 30 November the officers and squad leaders aroused the exhausted, frozen men of George Company and informed them of their next assignment. They knew when they left Koto-ri they were to reinforce the garrison at Hagaru, but they didn't think they would draw the crappiest and most vulnerable assignment of East Hill.

Through the fog-shrouded mist they stared at the huge hill in front of them. Some grumbling and griping could be heard among the men.

"Why us, are we the only Marines here?" was a common phrase.

A sharp rebuke by a squad leader of "Knock it off; we're Marines and this is what we do" quelled any further negative remarks.

For breakfast there was no way to heat their frozen food, so they again sucked on their Tootsie Rolls and gathered ammunition for the assault.

At 0800 George Company, with a troop of about thirty Royal Marines in reserve, commenced their attack against the deeply entrenched enemy on East Hill. The hillside was a sheet of ice from previous traffic. For every two steps forward they would slide back one. They hacked away at the frozen earth with their entrenching tools and bayonets, trying to get a footing. Through blistering fire the Marines fought and helped each other up the steep, snow-covered hill.

Near the top they paused to regroup for the final push to take the hill. Suddenly, some airbursts showered George Company with deadly shrapnel, causing several casualties. This was unusual, because we had not experienced this type of artillery before. It may even have been friendly fire. One of the casualties was my assistant gunner, Joe Rice, who was hit behind the head and died in my arms. I doubt he knew what hit him.

The happiest people in Hagaru were the Marines we relieved on East Hill, as they had been watching the Chinese gathering for another attack. (Sgt. Joe Liebee, an NCO with this group, called me about 59 years later. My name was listed in several military publications as the contact point for a G-3-1 reunion. He said "I have wanted to talk to a member of George Company and personally thank him for saving my ass on East Hill. We thought we would all be dead after the next attack.") They probably would have become casualties if the Chinese had carried out their scheduled attack on the night of 29 November.

Many of the proposed attacking force had been pulled out of position trying to stop Task Force Drysdale on the MSR as they neared Hagaru. They wouldn't be able to attack until 30 November. They also expended a lot of their ammunition trying to stop the Task Force.

Resupply was always a big problem for the Chinese, which limited their operations. They had limited vehicles and no chance for airdrops. Our air cover made this almost impossible.

After securing the military crest of the hill we set up our

defenses for the night and the counterattack that we knew would be coming. The 3rd Platoon was strung out down the hill on the left. The 1st Platoon held the center and the 2nd Platoon stretched up and over the crest on the right. Each platoon had its usual complement of two machine-guns, which were positioned for the best crossfire effect.

Shortly after dark thousands of screaming Chinese came at George Company's line. All hell broke loose. Mortars and artillery cut into the charging enemy. The tanks that were at the base of the hill on the left flank had a clear field of fire into their flanks. George Company's line was holding except for the center, where both of their light .30 machine-guns went out of action. One was frozen and wouldn't fire, and the other was overwhelmed by the sheer weight of the attack. The troop of 41 Commando came into action and helped seal the breach.

Another pickup force rounded up by Lt. Richard Carey also came into the fray. Lt. Carey was the battalion's intelligence officer and former CO of George Company's 1st platoon. (He later retired from the Corps as a Lt. General.) The carnage of thousands of Chinese casualties lying in front of George Company's line was a gruesome sight. The frigid weather meant that all these bodies would be frozen in a short period of time and eliminate any sniper, odor, or health problems.

George Company held East Hill until 5 December when it was relieved by the 5th Marine Regiment. Captain Carl Sitter, George Company's commanding officer, received the Medal of Honor for these actions. For the rest of the men of George Company there were no special unit awards or citations for their heroic actions on Task Force Drysdale or their staunch defense of East Hill. It was just another day at the office.

Major General Oliver Prince Smith

If the Korean War is known as the Forgotten War, then this is the Forgotten General. Most people have never heard of him. Yet, he is probably one of the greatest generals this country has ever had. Prior to the Chosin Reservoir battle he led his 1st Marine Division in the successful amphibious landing at Inchon and then the liberation of the South Korea capital of Seoul.

No general has ever faced such staggering odds, sub-zero weather conditions, and tactical incompetence of his Army superiors as he did in his next campaign at the Chosin Reservoir in North Korea. He lived and ate with his men in the field, not like most other generals. The situation at the Chosin Reservoir was so dire that many in the news media and government had written off his command. On 4 December 1950 the Peking Radio boasted "The annihilation of the United States 1st Marine Division is only a matter of time."

General Smith's leadership and brilliant tactics enabled 12,000 men, mostly Marines, to victoriously make it out of the battle from the frozen hell known as the Chosin Reservoir. Because of his brilliant analytical skills, this battle was won before it was fought.

Prior to the battle he strategically fortified five key enclaves on the MSR at Chinhung-ni, Koto-ri, Hagaru-ri, Toktong Pass and Yudam-ni and ordered the air strip to be built at Hagaru-ri. This gave his men a fighting chance against the hordes of

Chinese. Each one of these enclaves played a major role in the coming battle. Also, when the key town of Hagaru-ri came under siege, he ordered Taskforce Drysdale, despite its heavy casualties, to "proceed at all cost" to reinforce the besieged garrison. It was a tough, but necessary, decision.

Remember, the Chinese mission at Chosin was to "annihilate the Marines as you would snakes in your homes." The Marines' mission was to fight through the Chinese to the port of Hungnam. There was no debate about who succeeded in their mission and destroyed a Chinese Army Group. During his tenure in Korea, Smith's troops never lost a battle.

A mountain in Alaska has been renamed Chosin, and a navy cruiser has been named USS Chosin. Sadly, have you ever seen any parks, streets, towns, ships, military bases or statues bearing General Smith's name? Do they even teach his accomplishments in schools?

In Conclusion

It seems that some writers follow others' leads. Once an untruth is published it sets the tone for future writings and sometimes changes its history. One of the things I noticed was that very few, if any, Taskforce Drysdale interviews were held with George Company personnel. Most were held with the part of the Task Force that didn't make it to Hagaru. As you have read, Task Force Drysdale was not a disaster, defeated, stopped, massacred, destroyed, ambushed or any other negative adjective.

It wasn't until 2010, some sixty years later, that Patrick O'Donnell finished interviewing members of George Company and wrote his book "Give Me Tomorrow." It outlines the true story of many of George Company's battles in the Korean War.

In five separate battles George Company (200 hundred men) took the brunt of attack by an enemy regiment (3,000 men) and stood tall after each of these engagements. The names of these battles are Seoul, Task Force Drysdale, and East Hill at the Chosin Reservoir, Hill 902 during the 1951 Chinese Spring Offensive, and Boulder City.

The company had 3 Medal of Honor recipients and received 3 Presidential Unit Citations. It suffered over 180 KIAs and over a thousand Purple Hearts--justly earning its nickname, "Bloody George."

In 2014 the American Heroes Channel, (formerly the Military Channel) aired a new documentary called "Against the Odds." This was a six-segment program that highlighted the valor of six different units during World War II, Korea, Viet Nam and the Gulf Wars. George Company's actions on Task Force Drysdale and East Hill in the Chosin Reservoir battle was the only one selected for the Korean War. The segment is called "Bloody George at the Chosin Reservoir."

In late 2015 two additional productions have started. One is a full-length film about the Chosin Reservoir battle and another is a new two-hour documentary for PBS that should be aired sometime in early 2017.

Stay tuned.



The 84th ECB “Final Passing” banner

Battle of the Bands

The Marine Band they weren't. But the “musicians” of Weapons/1/1st Marines at the Chosin rivaled any of history's great musical moments in terms of brass—as in audacious, not melodious.

Lt. William Masterpool, so the legend goes and grows, equipped his very fine ragtag, not ragtime, Marching and Fighting Music Appreciation Society with toy banjos, saxophones and other miniature instruments he had his father send over.

His bandsmen never quite mastered the kinds of sounds

that stir men's souls. But they tried, Lord they tried, which delighted their buddies and really didn't disturb the peace and quiet of the war that much.

Then came their moment of triumph.

As the Chinese signaled their attack with bugles, trumpets, whistles and whatever, Masterpool's musicians, not to be outdone, rallied behind their instruments and—a-one-and-a-two-and-a-three answered with a defiant, “Twinkle, Twinkle, Little Star.”

Korean War Veterans Association, P.O. Box 407, Charleston, IL 61920



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Town Patrol:

A KATUSA translator walks with a 51st Security Forces Squadron town patrol member at Osan Air Base, Republic of Korea, March 12, 2021. Korean Augmentation To the United States Army members often patrol with U.S. Air Forces members to bridge the common language barrier. (U.S. Air Force photo by Senior Airman Noah Sudolcan)