

AIR FORCE SPECIAL OPERATIONS AND RESCUE KOREAN WAR CHRONOLOGY

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1950

25 Jun 50 North Korean People's Army attacks south across the 38th parallel, initiating the Korean War.

03 Jul 50 21st Troop Carrier Squadron C-47 aircrews and maintenance personnel begin operating out of Ashiya AFB, Japan, in support of the US/UN effort in Korea.²

01-31 Aug 50 21st Troop Carrier Squadron operates an average of thirty-three C-47 aircraft during the month; squadron airlifts cargo and passengers, airdrops personnel, supplies, ammunition, water, and leaflets.

23 Sep 50 Flight A, 3d Air Rescue Squadron, operating SB-17 aircraft, conducts one Top Secret mission at the direction of Far East Air Forces.³

24 Sep 50 Flight A, 3d Air Rescue Squadron, conducts one "TOP SECRET" mission at the direction of Far East Air Forces.

20 Oct 50 21st Troop Carrier Squadron participates in parachuting the 187th Regimental Combat Team north of Pyongyang, near Sukchon, North Korea, in an attempt to capture retreating North Korean troops and key personnel. H-5 helicopters belonging to 3d Air Rescue Squadron evacuate injured paratroopers from the drop zone.

30 Oct 50 21st Troop Carrier Squadron completes its nineteenth leaflet drop mission, totaling nearly 41,000 pounds of leaflets dropped on "all major cities and towns in South Korea as well as many of the major cities in North Korea."

¹ This chronology is dedicated to the memory of those special operators, military and civilian, American, Korean, and allied, who risked their lives in order that the Republic of Korea might remain free.

² Most data pertaining to the 21st Troop Carrier Squadron and its subordinate unit, Unit 4 or Unit 4/SAM, was extracted from 21st unit histories located at the USAF Historical Research Agency (AFHRA hereafter), Maxwell AFB, Alabama (call letters K-SQ-TR-CARR-21-HI). Note that during the Korean War era, overseas bases such as Ashiya and Clark sometimes were referred to as "AFB" (Air Force Base) rather than "AB" (Air Base).

³ Most data pertaining to 3d Air Rescue Squadron and its subordinate units was extracted from 3d unit histories located at AFHRA (call number K318.221-3).

01-30 Nov 50 B-29 aircraft of the 98th Bombardment Group, Yokota AB, Japan, perform propaganda leaflet drops. Initially, such missions are single-ship, daylight sorties; the group experiments with two-ship, daylight sorties, then decides upon single-ship, night sorties as the best means of minimizing enemy fighter opposition.⁴

01-31 Dec 50 The “Boat Detachment” or “Boat Section” of the newly-activated 6160th Air Base Group, Itazuke AB, Japan, performs a total of fifty-one missions. The section receives one 104-foot boat, one 63-foot boat, and two 24-footers.⁵

B-29 aircraft belonging to the 98th Bombardment Group drop propaganda leaflet bombs. Missions are flown almost exclusively at night to minimize attacks from enemy fighters.

18 Dec 50 HQ Far East Air Forces awards the 21st Troop Carrier Squadron its fifth Distinguished Unit Citation for participation in the Chosin Reservoir evacuation between 28 November and 10 December 1950. The 21st evacuated nearly 4,700 US Army and Marine battle casualties from two small airstrips at Hagaru-Ri and Koto-Ri, North Korea. 21st aircrews conducted landings and takeoffs “directly into enemy small arms fire and were simultaneously subject to attack from enemy aircraft.”

1951

01-31 Jan 51 The Boat Section, 6160th Air Base Group, performs a total of forty-two missions.

Aircraft (probably SA-16s) belonging to Flight C, 3d Air Rescue Squadron, operating from Misawa AB, Japan, perform “some cover missions of Top Secret nature.”

29 Jan 51 “Support Unit 4” (“Unit 4” hereafter) of the 21st Troop Carrier Squadron conducts a radio intercept mission near Yonan-Chinnampo.

31 Jan 51 Unit 4 drops one UN agent near Yonan.

01 Feb 51 Unit 4 drops five UN personnel near Chorwon-Ip’ori.

01-28 Feb 51 The Boat Section, 6160th Air Base Group, performs fifty-eight missions, resulting in the rescue of sixteen seamen from a downed US Navy PBM (flying boat).

⁴ Most data pertaining to the 98th Bombardment Group was extracted from 98th histories located at AFHRA (call letters K-GP-98-HI (BOMB)). Probably other bombardment units performed propaganda leaflet drops during the war as well, but I have not attempted a comprehensive search for such units.

⁵ Most data pertaining to the Boat Section, 6160th Air Base Group, was extracted from 6160th histories located at AFHRA (call letters K-GP-AB-6160-HI). Note that in January 1952 the section was designated as Detachment 1, 6160th Air Base Group; and, in June 1952 the detachment was activated as the 22d Crash Rescue Boat Squadron, after which point most data pertaining to the unit was extracted from 22d histories located at AFHRA (call letters K-SQ-RESC-B-22-HI).

03 Feb 51 B-29 aircraft belonging to the 98th Bombardment Group perform leaflet drops.

13 Feb 51 Unit 4 conducts a radio intercept near Hamhung.

20 Feb 51 As directed by HQ 315th Air Division, HQ 374th Troop Carrier Wing (Heavy) establishes a “Special Air Mission Det” to be located at K-37 (South Taegu). The detachment (“Unit 4/SAM” hereafter) operates five C-47, one VC-47, and one VB-17 aircraft. Of the seven aircraft, four are assigned from Fifth Air Force (the two VIP aircraft and two “Voice” C-47s); three C-47s are assigned from the 21st Troop Carrier Squadron detachment located at K-2 (Taegu). The mission of Unit 4/SAM is “to provide air transportation for U.S. Ambassador Muccio, Republic of Korea President Rhee, Lieutenant General [Ridgway] . . . and to operate psychological missions [leaflet drops and voice broadcasts] as requested by 8th Army.” Also, Unit 4/SAM conducts radio intercepts and UN personnel and supply drops behind enemy lines.

21 Feb 51 Unit 4/SAM conducts one radio intercept, one supply drop at XC 6553.

22 Feb 51 Unit 4/SAM conducts two supply drops near Tokchok-to and Taechong-do; two radio intercepts and two personnel drops near Yonan-Chinnampo.

01-31 Mar 51 Three Unit 4/SAM aircraft receive major battle damage, five receive minor battle damage.

The Boat Section, 6160th Air Base Group, rescues six persons and recovers one body. The section receives two 63-foot boats to assist in carrying out its mission.

02 Mar 51 HQ Far East Air Forces activates the 6004th Air Intelligence Service Squadron. The unit develops from a project (known as “Wringer”) involving the interrogation of Japanese repatriates from World War II returning from Communist-controlled areas.⁶

08 Mar 51 HQ Fifth Air Force issues operating instructions for “Special Activities Unit Number One,” 6004th Air Intelligence Service Squadron, which include “intelligence operations of a positive nature,” “sabotage and demolition,” assisting agencies responsible for aiding the evasion and escape of downed UN airmen, and coordinating with other UN intelligence agencies.

23 Mar 51 Following a request by the US Navy through Far East Air Forces, an SA-16 belonging to Flight D, 3d Air Rescue Squadron, drops an eight-man liferaft alongside

⁶ Most data pertaining to the 6004th Air Intelligence Service Squadron and its subordinate units was extracted from HQ Far East Air Forces (FEAF) reports covering the activities of the 6004th and from 6004th unit histories. These are located at AFHRA (call number K720.02 for FEAF; call letters K-SQ-INTEL-6004-HI for the 6004th). The FEAF reports are especially valuable from an operational standpoint.

the cruiser *St Paul* in Wonsan Bay, North Korea. The raft is to be used for a “special mission.”

31 Mar 51 Detachment F, 3d Air Rescue Squadron, employs the first YH-19 helicopter sent to Korea for field testing in the pickup of eighteen “UN personnel from behind enemy lines.” Details of the Top Secret mission have not been uncovered, but most likely this was a mission involving agents and/or Korean guerrillas—under the control of “Mr. Donald Nichols”—who had been operating in the enemy’s rear areas.⁷

01 Apr 51 Unit 4/SAM, under the command of Major Harry C. Aderholt, becomes responsible for “all special missions previously assigned to the [21 Troop Carrier Squadron] K-2 detachment.”

01-30 Apr 51 Unit 4/SAM conducts 84 leaflet drops, 48 voice broadcasts, 19 radio intercepts, 7 personnel drops, and 7 resupply drops.

The Boat Section, 6160th Air Base Group, saves one individual, assists three others, recovers one body, and recovers the wreckage of one aircraft.

H-5 helicopters and the YH-19 belonging to Detachment F, 3d Air Rescue Squadron, perform eleven Top Secret missions in enemy territory at the direction of Fifth Air Force. Probably a number of the missions involve drop-off or pickup of agents and/or Korean guerrillas. The YH-19 receives combat damage on one “highly classified” mission.⁸

21 Apr 51 An SA-16 from Flight A, 3d Air Rescue Squadron, attempts to pickup a downed enemy “YAK” pilot for intelligence purposes. Upon landing in the mudflats near Chinnampo and deploying a raft for the attempted pickup, intense enemy mortar and small arms fire forces the SA-16 to execute an emergency takeoff, damaging the hull on rocks below the water surface, and egress the area.

30 Apr 51 One Unit 4/SAM aircraft is reported missing during a leaflet drop mission behind enemy lines near Kumhwa-Wonsan. This is the third 21st Troop Carrier Squadron crew killed or missing since the start of the war.

01 May 51 Mr. Donald Nichols, commanding officer of Special Activities Unit Number One, addresses the issue of deployment of personnel in North Korea in a letter to HQ Fifth Air Force. Nichols states, “Korean personnel from this office will be deployed in various areas in North Korea for the purpose of keeping enemy airfields under observation, gathering vital target information, indoctrinate other agents as to information of air force interest, establish routes of escape for escape and evasion operations.” Nichols plans that some agents will operate with friendly guerrilla units operating in North Korea, others will infiltrate into the mainland from islands off the east and west

⁷ For more information on Nichols, see the chronology entries for 1 May 51 and following.

⁸ For an earlier Top Secret mission most likely of a similar nature, see chronology entry for 31 Mar 51.

coasts of Korea, and some will be air dropped into North Korea to perform sabotage against enemy objectives.

01-31 May 51 Unit 4/SAM conducts 77 leaflet drops, 21 voice broadcasts, 3 radio intercepts, 12 personnel drops, and 4 resupply drops.

An intelligence gathering sub-unit of Detachment 2, 6004th Air Intelligence Service Squadron, is established on the island of Kanghwa-do. American personnel assigned there at various times through 31 December 1952 are Airman Second Class Carson, Airman Third Class French, and Staff Sergeant Hanselek.

The Boat Section, 6160th Air Base Group, saves three lives and evacuates two hundred guerrillas from behind enemy lines to safety. Lack of boat personnel and communications personnel are “the most pressing problems.”

08 May 51 The Joint Operations Center, Korea--located at K-37 (South Taegu)--requests 3d Air Rescue Squadron provide one SB-17 and one SA-16 for a “special mission.” The mission is assigned to Flight D.

17 May 51 An intelligence gathering sub-unit of Detachment 2, 6004th Air Intelligence Service Squadron, is established on the island of Cho-do. Its area of responsibility includes the islands of Napsom, Chamchae-do, Taehwa-do, Orang-do, Chang-do, Osun-do, Unmu-do, Chira-do, and Sok-to. American personnel assigned there at various times through 31 December 1952 are Master Sergeant Roderick, Sergeant Eubanks, Captain Foster, Lieutenant Marmaud, and Airman Second Class Clemens.

19 May 51 Special Activities Unit Number One, located at K-2 (Taegu), is redesignated Detachment 1, 6004th Air Intelligence Service Squadron.

01 Jun 51 Fifteen Koreans trained at the Korean Air Force Special Activities Unit at Taegu (collocated with Mr. Nichols’ unit) parachute into North Korea for the purpose of conducting sabotage and retrieving parts from a crashed MIG-15. Unfortunately, the mission ends in failure as Chinese Communist Forces capture all fifteen Koreans. Mr. Nichols concludes that projects of this nature—sabotage against vital and well-defended targets—would require forces *larger* in size than his organization is able to organize, train, and equip.

01-30 Jun 51 Unit 4/SAM conducts 66 leaflet drops, 25 voice broadcasts, 3 radio intercepts, 18 personnel drops, and 1 resupply drop.

The Boat Section, 6160th Air Base Group, completes a total of sixty-three missions, resulting in at least two lives saved. One boat operating in the Yellow Sea north of the 38th parallel is used to insert friendly guerrillas behind enemy lines and to transport Chinese POWs to the proper authorities in the south.

Major John J. Dean, Commander of Detachment F, 3d Air Rescue Squadron, flies an H-5 helicopter “deep into enemy territory” in an attempt to retrieve a UN agent. His aircraft is escorted by a C-47 of Unit 4/SAM which attempts, unsuccessfully, to establish contact with the hidden ground party. After searching for as long as possible for signal panels, Major Dean returns to K-16 (Seoul). Two days later, another H-5, piloted by Lieutenant Donald J. Crawford, succeeds in making the pickup. The H-5 encounters anti-aircraft fire on the return flight but is undamaged.

07 Jun 51 The 104-foot vessel stationed at Tsu-Shima and belonging to the Boat Section, 6160th Air Base Group, catches fire for reasons undetermined and is a total loss.

01-31 Jul 51 Unit 4/SAM, now under command of Captain Rex W. McDowell, conducts 36 leaflet drops, 28 voice broadcasts, 0 radio intercepts, 2 personnel drops, and 1 resupply drop. By month’s end, Unit 4/SAM possesses only three aircraft and three crews.

The Boat Section, 6160th Air Base Group, completes a total of sixty-five missions, resulting in at least six lives saved. One vessel operating in the Yellow Sea north of the 38th parallel evacuates South Korean troops in addition to Chinese POWs from behind enemy lines. Shortages of boats and communications personnel continue to be problems for the detachment.

14-21 Jul 51 Detachment 1, 6004th Air Intelligence Service Squadron, conducts operations to recover a downed MIG-15 off the west coast of Korea. Initially, a boat dispatched from the unit’s sub-detachment at Cho-do island fails to find the aircraft, but aerial photos taken by British carrier pilots pinpoint the MIG’s position in the water. Mr. Nichols confers with British Royal Navy Rear Admiral Scott-Moncrief on a plan for retrieving components of the aircraft, which results in a combined operation involving an Army vessel with a crane, a South Korean Navy minesweeper to lead the Army vessel into the area, a Royal Navy destroyer for fire support, British carrier aircraft for low cover, and Fifth Air Force aircraft for high cover—a fine example of the abilities of Mr. Nichols to negotiate as well as to plan, organize, and carry out unique and complex military operations. The operation recovers “much more of a MIG” than did a similar operation in April.

16 Jul 51 An intelligence gathering sub-unit of Detachment 2, 6004th Air Intelligence Service Squadron, is established on the island of Yonpyong-do. Its area of responsibility includes the islands of Taesuap-to, Sosuap-do, Mu-do, Yongmae-do, Ohwa-do, Sunwi-do, and Kul-to. American personnel assigned there at various times through 31 December 1952 are Captain Foster, Captain O’Connell, Sergeant Sims, Airman Second Class Suzanne, Airman Third Class Matheney, Sergeant Fribley, and Sergeant Dorroh.

23 Jul 51 The 581st Air Resupply and Communications Wing is activated and assigned to Mountain Home AFB, Idaho. It begins training for its wartime mission, which is “waging propaganda warfare in the form of leaflets and radio broadcasts,

placing personnel and equipment behind enemy lines, supplying [resistance] movements in the field, and to remove and evacuate personnel.”⁹

25 Jul 51 HQ Fifth Air Force activates a new Detachment 1, 6004th Air Intelligence Service Squadron for the purpose of collecting technical intelligence information (particularly captured enemy air materiel, such as aircraft components) in Korea. The Seoul-based detachment is under the command of Captain George F. Gillespie. The former Detachment 1 (previously designated Special Activities Unit Number One), is redesignated **Detachment 2, 6004th Air Intelligence Service Squadron**, whose covert intelligence collection mission makes it the first tactical covert collection agency in Air Force history.¹⁰ Detachment 2’s broad mission statement allows the unit to grow in size; it establishes sub-units located at Cho-do, Paengnyong-do, Kanghwa-do, Kyodong-do, Youngdung-po, Suwon, Wonju, Chunchon, and Kangng, all of which are manned by Korean Air Force Special Activities Unit personnel and civilian support personnel. Only the sub-unit on the island of Cho-do has an American advisor.

01 Aug 51 Colonel John K. Arnold, Jr. assumes command of the 581st Air Resupply and Communications Wing.

01-31 Aug 51 Unit 4/SAM appears to lose its unconventional missions--the 21st Troop Carrier Squadron history makes no mention of any activities of Unit 4/SAM, and the mission description for the K-37 detachment (Unit 4/SAM) is a conventional one: “to furnish aircraft for the Eighth Army and the United States Ambassador to Korea.”

Mr. Nichols coordinates with the Eighth Army on the island of Paengnyong-do such that target information collected by guerrillas and passed to the Army henceforth will be transmitted by radio to Detachment 2 headquarters in Seoul, and from there to the Joint Operations Center, Fifth Air Force, for immediate action.

The Boat Section, 6160th Air Base Group, completes a total of ninety-four missions, saving at least eight lives. One boat transports twelve enemy POWs to the proper authorities.

01-30 Sep 51 The K-37 detachment (formerly Unit 4/SAM) relocates to K-2 (Taegu); Major Rex McDowell commands the combined K-2 detachment, whose mission appears to be wholly conventional (VIP transport).

The Boat Section, 6160th Air Base Group, completes a total of 152 missions, resulting in at least seven lives saved. Operating off the west coast of Korea north of the 38th parallel, vessel R-1-676 is fired upon by North Korean shore batteries on two occasions. Corporal Jim Johnson is wounded during one of these incidents.

⁹ Most data pertaining to the 581st Air Resupply and Communications Wing was extracted from 581st unit histories located at AFHRA (call number K318.85-581).

¹⁰ Hereafter, **Detachment 2, 6004th Air Intelligence Service Squadron**, is referred to simply as Detachment 2.

01-25 Oct 51 Mr. Nichols and ten Korean personnel make several parachute jumps from C-47 aircraft for training. The parachute training is conducted by the Special Activities Unit school in Seoul.

01-31 Oct 51 The Boat Section, 6160th Air Base Group, performs a total of seventy-two missions, resulting in one life saved, one body recovered, and wreckage of a B-26 aircraft recovered.

Flight C, 3d Air Rescue Squadron, is on standby status all thirty-one days of the month for support of Far East Air Forces "Special Missions." Though not described explicitly, this standby status appears to be in support of the 91st Strategic Reconnaissance Squadron which flew Top Secret reconnaissance missions. Throughout the course of the war, 3d Air Rescue Squadron provided rescue support for the 91st. Such missions were generally referred to as "Charlie Randall" missions.

20 Oct 51 Recognizing the island of Cho-do as an important location for infiltration and exfiltration of agents, interrogation of refugees, and as a base for intelligence activities along the west coast of Korea, Mr. Nichols confers with Eighth Army and US Navy representatives resulting in the expansion and coordination of intelligence activities on the island.

01-30 Nov 51 An intelligence gathering sub-unit of Detachment 2 is established on the island of Chumun-do. Sergeant Fribley is the first American advisor on the island; Sergeant McLean is the second.

A sub-unit of Detachment 2 is established on the island of Kyodong-do. In November 1953, a Far East Air Forces report stated, "It had a great intelligence gathering potential because of its proximity to the enemy mainland and the ease with which agents could be dispatched from its shores." Airman Second Class Porter advises this sub-unit from its inception through 31 December 1952.

A sub-unit of Detachment 2 is established on the island of Yo-do. First Lieutenant Becker is the American advisor.

The Boat Section, 6160th Air Base Group, performs a total of 163 missions, resulting in twenty lives saved. Lack of marine equipment continues to be a problem.

Flight C, 3d Air Rescue Squadron, is on standby status all thirty days of the month for support of Far East Air Forces "Special Missions."

28 Nov 51 Representatives of all intelligence-gathering organizations in Korea meet at Far East Command, Liaison Division, to discuss how to coordinate the activities of the various organizations. A new command is established, known as Combined Command for Reconnaissance Activities in Korea (CCRAK). Mr. Nichols represents Detachment 2 on the CCRAK staff.

30 Nov 51 Enemy forces attack the island of Taehwa-do north of Cho-do; friendly personnel escape to Cho-do. An air strike by Fifth Air Force aircraft dislodges the enemy and the island is retaken by friendly guerrillas a few days later.

01-31 Dec 51 The Boat Section, 6160th Air Base Group, performs a total of 110 missions, resulting in one medical evacuation and one body recovered.

Flight C, 3d Air Rescue Squadron, is on standby status for the entire month for support of Far East Air Forces "Special Missions."

Detachment 1 (formerly Detachment F), 3d Air Rescue Squadron, flies a total of thirteen helicopter sorties evacuating thirty-seven POWs who have escaped behind enemy lines.

11 Dec 51 Three Korean members of Detachment 2's sub-unit located on the island of Yongmae-do are killed when they step on a landmine while preparing for an intelligence mission in North Korea.

1952

01-31 January 52 The Boat Section is redesignated as Detachment 1, 6160th Air Base Group. The detachment's rescue boats perform a total of ninety-four missions.

15 Jan 52 The total number of personnel in Detachment 2 and its sub-units grows to 665, including 8 American officers, 28 American airmen, 148 Korean Air Force members, and 481 Korean civilian personnel. Distributed among thirty-five sub-units covering the most important strategic outlets in North Korea, the detachment comprises "a formidable intelligence collection agency."

30 Jan 52 Detachment 2 opens a new agent training school on the island of Chebu-do. The location is deemed ideal because it is remotely located, sparsely populated, but only twenty minutes by air from Seoul.

31 Jan 52 One hundred twenty North Korean troops attack the island of Mu-do using three sailboats and one large rubber raft. Friendly losses are six guerrillas killed, three wounded, and thirty-one captured. The Korean Air Force personnel on Mu-do manage to steal an enemy boat and escape to a nearby unoccupied island.

01-29 Feb 52 Captain Neil C. Peterson becomes the Deputy Commander of Detachment 1, 6160th Air Base Group. The detachment's rescue boats perform a total of forty-five missions. Two boats operating in North Korean waters are forced to remain in Inchon due to heavy icing conditions.

04 Feb 52 One hundred eighty friendly guerrillas--led by Major Donald J. Maus and First Lieutenant Robert L. Saum of CCRAK and Captain Harold J. O'Connell of

Detachment 2--retake the island of Mu-do; the enemy had just evacuated the island, but not before executing a Korean agent belonging to Detachment 2. Several weeks later, Major Maus, five US Navy personnel, three British Royal Marine officers, and one Korean Navy officer are killed in another operation near Mu-do.

24 Feb 52 Mr. Nichols confers with the CCRAK staff and requests five 30- to 35-foot boats to be used in agent and refugee operations (transporting refugees from the mainland to the islands for interrogation prior to their movement south). With CCRAK's interest aroused, two days later Nichols increases his request to include three 90-foot and six 60-foot motor junks, for use in far northern waters near the Yalu River and possibly for MIG recovery operations. However, Nichols' requests are slow in being met--by early May no boats have been received through CCRAK channels.

01 Mar 52 Prior to this date, radio communications between Detachment 2 headquarters--whose radio site is located on a mountain eight miles south of Seoul--and its sub-units is limited to a few of the main islands. After this date, acquisition of SCR-188, SCR-399, and ANG-9 radios allows for instant communications with all sub-units.

01-31 Mar 52 Detachment 1, 6160th Air Base Group, rescue boats complete a total of eleven rescue missions.

02 Mar 52 An H-5 helicopter belonging to the 3d Air Rescue Squadron searches for a downed F-94 which was carrying classified radar equipment. The H-5 pilot, Captain Walter Hodgson, locates the one-man life raft from the F-94. Over the next several weeks, extensive search efforts fail to recover the aircraft, which is presumed to have exploded in mid-air or to have disintegrated upon impact.

17 Mar 52 The last of a series of L-5 aircraft landing strips is completed at Yonpyong-do. Landing strips now are located on four other islands: Kanghwa-do, Kyodong-do, Chebu-do, and Chumun-do, and will facilitate the transmission of intelligence information. Two other islands, Paengnyong-do and Cho-do, possess beaches well-suited as landing strips during low tides.

01 Apr 52 HQ Fifth Air Force redesignates the 6153d Air Base Squadron as HQ 6167th Air Base Group. The group operates and maintains Seoul City Air Base (K-16). One of the group's four assigned units is the **6167th Operations Squadron, of which "B" Flight**--flying unarmed C-46, C-47, and B-26 aircraft--is responsible for all combat missions.¹¹ "B" Flight is responsible for "firefly" operations, dropping flares for the purpose of illuminating areas, both on the ground and in the air, during night combat (the flares possess one million candlepower and at an altitude of 2,000 feet illuminate an area of about one square mile); "psywar operation," missions--such as leaflet drops and voice broadcasts--assigned by the psychological warfare sections of Fifth Air Force and Eighth Army; classified missions such as "Transporting and supplying personnel and units operating behind enemy lines, both on the mainland and on . . . [off-shore islands] either

¹¹ Hereafter, **"B" Flight, 6167th Operations Squadron**, is referred to simply as "B" Flight.

for the purpose of gathering intelligence information and covert activity or for the purpose of aiding rescue, escape or evasion;" and, "other missions" assigned by Fifth Air Force. On personnel drop missions, agents jump from only 500-feet above ground level.

01-30 Apr 52 "B" Flight flies a total of 188 leaflet sorties, 10 voice broadcasts, and 66 classified sorties. Three C-47 aircraft are damaged by enemy ground fire and one enlisted man from the Psychological Warfare Section is killed by flak.

Detachment 1, 6160th Air Base Group, rescue boats perform a total of 128 missions. One of the unit's 85-foot boats completes "the long run from North Korean operations," returning to Fukuoka, Japan for much-needed repairs. Another 85-footer operating in northern waters sustains battle damage when fired upon by a North Korean junk.

17 Apr 52 Detachment 2 opens a school in Seoul for training Korean interrogators. The students are all Korean Air Force personnel; instructors are both Americans and Koreans. The first two classes graduate in May and June, respectively.

01-31 May 52 "B" Flight, under the command of Captain James S. Garrison, flies a total of 188 leaflet sorties, 21 voice broadcasts, and 69 classified sorties. Garrison is assisted by Captain Donald L. (or "J.") Clark.

Detachment 1, 6160th Air Base Group, advises, "The special duty assignments of our 85 foot boats in north Korean waters are 'running the boats ragged'. They are in bad need of repairs due to the strenuous type of work they are performing in the hazardous waters of that area and due to the very full operating schedule they are required to perform." Also, the detachment reports that its 114-foot vessel, designated as Air Force vessel U-52-1197, has completed successfully its first mission in Korean waters. "Using this vessel as a supply boat," the unit affirms, "will enable Air Force Rescue Boats of this Detachment to serve in the combat zone longer and with much greater efficiency."

07-09 May 52 At the direction of Far East Air Forces, Flights A and C, 3d Air Rescue Squadron, coordinate to transport Lieutenant Colonel Brooks of FEAF "to a highly classified area [Nemuro, on the southern tip of Hokkaido, Japan] on a special mission." The mission is accomplished using SA-16 aircraft which make two open sea landings.

18 May 52 The 6167th Operations Squadron gains "D" Flight, which relocates from K-14 (Kimpō).

19-20 May 52 At the direction of Far East Air Forces, an SA-16 of Flight C, 3d Air Rescue Squadron, flies Rear Admiral Perkins of the US Coast Guard "to a classified island on a highly classified mission." Perhaps connected to the classified mission of 7-9 May 52 (above), this mission is to Matsumae, "a site on the southeast point of Hokkaido."

01-30 Jun 52 “B” Flight flies a total of 170 leaflet sorties, 19 voice broadcasts, and 81 classified sorties. “D” Flight, commanded by Captain George W. Peterson, flies 129 “firefly” (flare) sorties. Peterson is assisted by Captain Robert N. Hatfield.

Eighty-five-foot boats of Detachment 1, 6160th Air Base Group, continue operating in “Far North Korean waters as they have been doing in past months.” A 63-foot boat, operating “in the tricky shoal waters of the Kunsan area” off the west coast of Korea, rescues five persons and recovers one body. Indicative of the maintenance work required to keep the detachment’s boats operational are the “drydock” statistics for the month. The following boats are drydocked (for between one and several days) during June: R-1-664, for major overhaul; R-1-667, for bottom repairs, propeller changes, port main engine; R-1-676, for bottom repairs, shaft and propeller change; R-2-717, for pilot house replacement, deck and bottom repairs; and, R-2-1196, for bottom and hull repairs.

12 Jun 52 Captain Donald Clark becomes the new commander of “B” Flight. He is assisted by Captain Richard C. Timberlake.

14 Jun 52 Mr. Nichols writes a letter to Fifth Air Force, outlining a plan designed to obtain a MIG aircraft or pilot. He envisions using Detachment 2 personnel already stationed on several islands off the North Korean mainland in coordination with Fifth Air Force fighter aircraft to obtain the objective. The friendly fighters would attempt to decoy enemy aircraft into the vicinity of the islands from which, if a MIG were shot down, Detachment 2 personnel using crash boats or other vessels could retrieve the aircraft or capture the pilot. Still seeking more vessels for his “fleet,” Nichols requests that two PT boats assigned to the Korean Navy be transferred to his organization.

15-23 Jun 52 Mr. Nichols and Captain Pogrebneak, using a crash rescue boat, conduct a reconnaissance of islands off the northwest coast of North Korea for the purpose of determining their suitability as sub-unit locations. Sub-units are already located at Napsom and Chamchae-do. Personnel from the Napsom sub-unit, using sail boats and small motor junks, range far north near the mouth of the Yalu River, capturing three Chinese boats and three North Korean boats. In addition to gaining valuable intelligence information, the mission augments the Detachment 2 fleet. At about the same time, Fifth Air Force provides funding for three boats and Nichols’ personnel salvage two others from the Han River in what was dubbed “Operation Mudbank.”

16 Jun 52 The 22d Crash Rescue Boat Squadron is activated, attached to Headquarters, 6160th Air Base Group. Formerly, the unit was designated as Detachment 1, 6160th Air Base Group. The squadron is authorized a total of 31 officers and 232 airmen. Major James T. Beene is the commander.¹²

¹² From this date forward, data pertaining to the 22d Crash Rescue Boat Squadron was extracted from 22d histories located at AFHRA (call letters K-SQ-RESC-B-22-HI).

29 Jun 52 Six Korean personnel from the Chamchae-do sub-unit are wounded in a fire fight north of the island. Inclement weather prevents their evacuation until the next day and, by then, only one of the wounded men is still alive.

01-31 Jul 52 "B" Flight flies a total of 142 leaflet sorties, 13 voice broadcasts, 69 classified sorties, and 79 flare sorties. The 6167th Air Base Group history makes no mention of "D" Flight, which may have been subsumed by "B" Flight.

Detachment 2 now has a total of twenty-three sub-units operating around the perimeter of the Korean area "north of the bomb line."

The availability of L-20 aircraft (with considerably greater payload than the L-5) allows for a plan whereby L-20s periodically will airdrop fresh fruits and vegetables, recreational equipment, and reading material to Detachment 2 personnel located on the islands.

Boats belonging to 22d Crash Rescue Boat Squadron perform nine rescue missions and 220 other missions, saving two lives and assisting forty-five others. One boat tows a US Navy PBM forty miles into a Korean port, saving a valuable asset.

01 Jul- 31 Dec 52 "B" Flight curtails voice broadcast sorties *at less than* 5,000 feet altitude "Due to battle damage and scarcity of speaker parts. . . ." The 6167th Air Base Group reports its primary problem as "lack of qualified personnel," especially navigators.

During this period, Detachment 2 produces a total of 3,548 Air Intelligence Information Reports, compared with a total of 2,415 for the preceding six-month period.

18 Jul 52 After sixteen days at sea, the majority of the 581th Air Resupply and Communications Wing arrives at Clark AFB, Republic of Philippines, becoming the first wing of its type to transfer completely to an overseas location. Another of the wing's missions will involve "the housing, training, equipping, transporting, and receiving of guerrilla warfare-type personnel." The wing operates B-29s primarily for tactical leaflet drops, and C-118, C-119, SA-16, and H-19 aircraft primarily for personnel transport and resupply missions.

01-31 Aug 52 "B" Flight flies a total of 182 leaflet sorties, 37 voice broadcasts, 79 classified sorties, and 73 flare sorties.

Boats belonging to 22d Crash Rescue Boat Squadron perform 7 rescue missions and 274 "missions other than rescue."

06 Aug 52 In an effort to increase the effectiveness of evasion and escape operations on behalf of downed UN airmen, HQ Far East Air Forces organizes Detachment 3, 6004th Air Intelligence Service Squadron. The unit recommends or experiments with various measures, such as airmen carrying North Korean currency with which to bribe civilians; the use of brightly colored scarfs for airmen to use in signaling rescue aircraft; and, the

use of “snatch” (C-47) aircraft and what was termed a “personnel evacuation balloon” for those cases in which a downed airman is beyond the reach of a rescue helicopter. Also, Detachment 3 emphasizes the need for aircrew training in emergency procedures, the use of radios and survival equipment, and helicopter rescue procedures.

28 Aug 52 SA-16s of Flight C, 3d Air Rescue Squadron, fly cover for “a highly classified operation” staged from Misawa AB, Japan. The “Dumbos” fly four separate missions.

01-30 Sep 52 “B” Flight flies a total of 214 leaflet sorties, 29 voice broadcasts, 69 classified sorties, and 96 flare sorties.

The Napsom sub-unit of Detachment 2, under Mr. Kim Ki Yul, captures three Chinese junks (one within the mouth of the Yalu River) and eighteen enemy personnel within a two week period.

Boats belonging to 22d Crash Rescue Boat Squadron perform at least eight rescue missions, saving one life and recovering three bodies (data incomplete).

19 Sep 52 Two SA-16 aircraft belonging to Flight A, 3d Air Rescue Squadron, fly classified missions.

01-31 Oct 52 “B” Flight flies a total of 202 leaflet sorties, 34 voice broadcasts, 88 classified sorties, and 116 flare sorties.

Three 85-foot boats belonging to 22d Crash Rescue Boat Squadron operate in North Korean waters. Boat R-1-664 captures a North Korean junk (including two enemy personnel) as it attempts to enter a harbor on the island of Cho-do.

01-30 Nov 52 “B” Flight flies a total of 203 leaflet sorties, 25 voice broadcasts, 77 classified sorties, and 88 flare sorties.

At least two 85-foot boats belonging to 22d Crash Rescue Boat Squadron operate in North Korean waters.

29 Nov 52 HQ Fifth Air Force issues a letter to units flying “north of the bomb line” describing how a downed pilot is to erect the newly-developed “personnel pick-up ground station” in order to effect a rescue in those cases in which the pilot cannot be picked-up by other means (such as when beyond the range of a rescue helicopter). Known as the “snatch” recovery system, it involves a C-47 aircraft specially equipped with a hook and winch assembly. On snatch missions, upon establishing communication with a downed pilot, an aircraft (such as an F-86 with a pod) drops a kit to the pilot, who rigs a 19-foot high two-pole ground station with a nylon rope between the poles in a cleared area or mountain top. He straps on a harness assembly and attaches a rope from his harness to a slack portion of the rope, the other portion of which is taut between the tops of the poles. The C-47 flies low and slow (70 knots), snatches the taut section of the

rope with a hook dangling from the belly of the aircraft and gradually winches the individual into the aircraft (from a winch located inside the side door). The system is similar to the procedure used for retrieving mail pouches in remote areas of the US, and has been developed by All-American Aviation of Wilmington, Delaware.¹³

01-31 Dec 52 "B" Flight flies a total of 137 leaflet sorties, 10 voice broadcasts, 47 classified sorties, and 13 flare sorties.

Technical Sergeant McFarland, boatmaster of one of the crash boats, takes his vessel into the mouth of the river south of the town of Chinnampo, North Korea, in an attempt to rescue a downed UN pilot. Intense enemy fire forces him to withdraw, but "The crew showed high courage in proceeding under enemy fire as far as they had."¹⁴

A flight of four H-19 helicopters belonging to the 581st Air Resupply and Communications Wing becomes operational at K-16 (Seoul). The aircraft are to be used in covert and clandestine intelligence activities. Shortly thereafter, Mr. Nichols proposes using the H-19s for night infiltration of agents on the mudflats along the North Korean coast. Two H-19s, one piloted by Captain Joseph E. Barrett and Second Lieutenant Robert F. Sullivan, the other flown by Captain Frank J. Westerman and First Lieutenant Frank M. Fabijan, fly a series of experimental agent insertion sorties between 27 and 31 December 1952 to determine the feasibility of the plan. Results of the test sorties indicate the preferability of the following procedures and techniques: 1), the H-19 should fly north along the mudflats prior to the insertion--and remain pointed north during insertion--in order to keep the engine exhaust flame out of the enemy's field of view from the mainland (the exhaust port is on the aircraft's left-side); 2), while the helicopter is in about a ten-foot hover, the agent should jump or should be lowered by hoist to the ground in order to provide him the safest and "cleanest" landing on the mudflats (a mud-covered agent would be compromised by his appearance); and, 3), the moon should be in the one-half to three-quarter phase in order to provide the pilot with sufficient illumination (but not so much as would allow the enemy to spot the aircraft). The closing paragraph of one of Mr. Nichols' letters to HQ Fifth Air Force during this time offers an excellent example of the rare combination of innovation, sound logic, and confidence possessed by the man

¹³ Most data pertaining to the 6167th Operations Squadron and its subordinate unit, "B" Flight, was extracted from 6167th Air Base Group unit histories located at AFHRA (call letters K-GP-AB-6167-HI). Of particular importance is a document entitled, "Combat Doctrine, "B" Flight, 6167th Operations Sq.," dated 1952.

¹⁴ Note that this incident is recorded in two separate histories (i.e., *claimed* by two organizations): Detachment 2, 6004th Air Intelligence Service Squadron, and the 22d Crash Rescue Boat Squadron. However, the operational relationship between these two organizations is unclear from the sources. Emphasizing the impossibility of drawing clear distinctions between "rescue" and "special operations" during this era is a letter from Captain Peterson, Deputy Commander of Detachment 1, 6160th Air Base Group, in which he states that his detachment (predecessor to the 22d Crash Rescue Boat Squadron) has been under the operational control of yet a third organization--the *3d Air Rescue Squadron*--since the beginning of the war! See Captain Neil C. Peterson to Commanding Officer, 6160th Air Base Group, 28 April 1952 (filed under K-GP-AB-6160-HI).

most responsible for the successes of USAF intelligence activities during the Korean War:

*The element of surprise is with us at all times. The enemy has little or no experience with helicopters. Since the Chebu-do tests proved that even men experienced in hearing and seeing such craft had difficulty distinguishing it, certainly the most an enemy could do would be to report an exhaust flame. It will take at least one minute for his report to go anywhere, by which time the agent will have touched down and the helicopter will have left. The enemy may be able to track the helicopter by radar, but there will be no course of action open to him, other than to hope it will come within range and visibility of his beach guards which the helicopter will not do.*¹⁵

08 Dec 52 An unarmed B-26 belonging to “B” Flight flies a classified observation mission near the town of Ullyu, North Korea. The aircraft’s call sign is “Night Cap (NC) 50.” Upon completing its assigned mission, the Joint Operations Center requests NC 50 to remain in the area to direct first one, then a second, strike of F-80s against enemy trucks near Ullyu which could pose a threat to friendly ground forces. While passing over the target for the second strike package, NC 50 is hit in the cockpit area with a 40-mm shell, seriously injuring the pilot, Major Lawrence E. Freligh, and knocking out the VHF radio, interphone, and IFF. The engineer, T/Sgt James H. Ledford, assists Major Freligh on the controls. Freligh has a fist-sized wound on his left side, cannot move his legs, and is in shock. The navigator, 2nd Lt Forrest L. Hicks, moves from the nose to the pilot’s compartment, but due to the cramped quarters, must navigate the aircraft by facing to the rear. Ledford handles the throttles and gas tanks, while Hicks uses hand motions to direct the pilot to fly “up,” “down,” “left,” or “right” on a general heading toward Seoul. Twenty minutes later the right engine quits; all gas tanks read empty. Ledford switches to the main tanks and, somehow, the right engine fires up. Two minutes later NC 50 is over friendly territory, but smoke and haze make it difficult to find the airfield. As Hicks recalled, “The major was in extreme shock and pain; only indomitable fortitude could keep him going as he had lost much blood. Perhaps the cold air entering the hole along side his wound froze the blood, clotting the wound somewhat. . . .” Seven minutes later the crew is able to orient themselves between K-16 and K-14 airfields; NC 50 heads for K-14 which has medical facilities and a long runway. The crew shows Freligh the field; he enters the pattern and insists on a wheels-down landing due to the presence of a crewmember in the nose compartment whose life would be endangered by a wheels-up landing. But before he can land he has to wait for a transport aircraft to takeoff. The crew braces for the landing, but Freligh, despite his condition, executes a perfect, three-point, touchdown. Ledford cuts throttles and switches while Hicks applies the emergency air brakes, bringing the aircraft to a halt in 1000 feet, “assisted” by a blown right tire. The forward observer and Hicks egress through the nose in order to obtain help. Ledford opens the canopy with the emergency release and Freligh is removed, “screaming his

¹⁵ Donald Nichols to John V. Hearn, Jr. (Director of Intelligence, HQ Fifth Air Force), 1 December 1952 (copy located in Detachment 2, 6004th Air Intelligence Service Squadron report, call number K720.02, November 1953) (emphasis added).

terrible pain, from the aircraft.” For this mission the pilot, Major Lawrence Ervin Freligh, receives the Distinguished Service Cross.

31 Dec 52 By this date, Detachment 2 has a total of 958 personnel, including 11 American officers, 47 American airmen, 178 Korean Air Force members, and 722 Korean civilian personnel. The detachment is divided into 18 districts and has no less than 50 sub-units in operation.¹⁶

Also, by year’s end Detachment 2 has received a 43-foot boat, a 65-foot boat, and an 85-foot boat from Japan through CCRAK channels, bringing the unit’s navy to a total of thirty vessels “of all descriptions and sizes.”

1953

01 Jan-30 Jun 53 Sometime in the spring, the 6167th Operations Squadron receives four (black-paint) SA-16 amphibian aircraft (from the 581st Air Resupply and Communications Wing at Clark AFB) to assist “B” Flight in carrying out its classified missions. Additionally, the amphibians are useful for transporting personnel and supplies and for communicating information to and from some of the islands (those lacking landing strips) and headquarters. Similarly, the H-19s of the 581st are invaluable for such missions as well as for augmenting the helicopters of 3d Air Rescue Group’s (formerly “Squadron”) 2157th Air Rescue Squadron (formerly Detachment 1, 3d Air Rescue Squadron) in performing pickups of downed aircrewmembers.

“B” Flight conducts a total of 844 leaflet drops, 609 classified sorties, and 298 flare sorties. The flight’s B-26 aircraft discontinue flying flare missions during periods of full moon illumination due to the reduced effectiveness of such operations and the increased danger to the crews.

Major David M. Taylor, Commander of “B” Flight, trains his C-47 crew in snatch recovery operations. Recognizing that the terrain in North Korea will most likely require a ridge or mountain top pickup of a downed pilot, he and his crew develop the capability to make such pickups on ridges and in less time than previously required. His crew flies 49 practice snatch recoveries, many of these in preparation for the rescue of a specific B-29 crew downed in late January with whom friendly intelligence agencies are in contact. Between March and May 1953, B Flight drops personnel, food, a camera, and other items in support of the downed B-29 crew with whom they are in regular contact through a Korean guerrilla leader known as “Green Dragon.” Prohibited from attempting a night recovery, Major Taylor’s crew practices for a snatch pickup at dawn.¹⁷

¹⁶ The primary materials consulted lack many details surrounding the varying numbers of Detachment 2 sub-units reported at different times during 1952. At the end of December 1952, a total of (at least) 50 sub-units were reported, but in July of that year only 23 sub-units had been reported. Furthermore, in January 1952 a total of 35 sub-units had been reported, suggesting that at least one of these three figures is in error. See entries for 15 Jan 52 and 1-31 Jul 52.

¹⁷ Personal interview with Colonel David M. Taylor (USAF, Ret), Charlottesville, Virginia, 8 July 1998. For the pickup attempt of the above-mentioned crew, see entry for 24 May 53.

Several officers from the 581st Holding and Briefing Squadron, 581st Air Resupply and Communications Wing, are attached to the Combined Command Reconnaissance Activities, Korea (CCRAK) for the purpose of assisting CCRAK in organizing, training, and operating a guerrilla-type unit.

13 Jan 53 The B-29 crew of Colonel Arnold, the 581st Air Resupply and Communications Wing Commander, is reported missing on a classified psychological warfare mission (leaflet drop) over North Korea.

20 Jan 53 Captain Neil Peterson, 22d Crash Rescue Boat Squadron Operations and Training Officer, writes an important letter to Fifth Air Force Operations detailing the operational commitments of his squadron's boats and expressing his concerns over the lack of adequate logistical and maintenance support. At this time, four 85-foot boats are operating as follows: one boat on station at Paengnyong-do, one enroute to Inchon to replace a battle-damaged vessel, one boat on station at K-8 (Kunsan, one of the "worst pieces of water in the Far East" according to Peterson), and one on station at Naha, Okinawa. Four 63-foot boats are operating as follows: one boat on station at K-10 (Chinhae), one on station at K-9 (Pusan East), one boat on station at K-3 (Pohang), and one on station at Naha. Problems include the lack of convenient facilities for transporting supplies from shore to the boats, the lack of cooperation from Navy authorities regarding the use of drydock facilities, 22d officers performing official duties being "bumped" from aircraft flights, and the lack of any general orders authorizing boat units in Korea (for which reason 22d airmen were having trouble receiving "points" for Korean service). Peterson concludes that to ensure proper employment of crash rescue boats it is "imperative" that the squadron have a representative on the Operations staff of Fifth Air Force and that the 22d be granted "some type of priority" for obtaining badly-needed replacement items for the boats.¹⁸

22 Jan 53 Peking radio announces that all but three of Colonel Arnold's B-29 crew have been captured, the remaining three crewmen having been killed. Only Arnold and Captain John Vaadi are mentioned by name.

28 Jan 53 Detachment 2 begins construction of a new headquarters compound, located at Oryudong, about a forty-minute drive from Seoul. Mr. Nichols had long desired to relocate the headquarters due to the crowded conditions and security problems in Seoul.

07 Mar 53 Lieutenant General Glenn O. Barcus, the Fifth Air Force Commander, asks Mr. Nichols if he could plan an operation designed to obtain vital information on the Suiho Dam located on the Yalu River. The dam is a strategic target in that US leaders expect the extensive flooding that will result from its destruction—ruining the rice crop in a wide area--will bring the enemy to a long-sought armistice. Soon Nichols has a plan

¹⁸ Captain Neil C. Peterson to Major William L. Dalton, 20 January 1953 (filed under K-SQ-RESC-B-22-SU-OP).

whereby an agent, having been inserted into the area, will attempt to obtain a job at the dam; after having worked there long enough to avoid suspicion, he then will try to convince other employees with the required technical knowledge to defect to the South. Unfortunately, this study has not uncovered the outcome of the plan.

18 Mar 53 After a delay of several weeks due to ice floes, a sub-unit of Detachment 2 is established on the island of Napsom. The sub-unit is manned by Korean Air Force personnel who will operate a weather station there. Two days later, its first weather report is transmitted to Detachment 2 headquarters, which relays the information to the Fifth Air Force Joint Operations Center.

29 Mar 53 In an all-out effort, "B" Flight drops over 1,000 flares in support of UN/US troops defending the "Old Baldy" sector.

12 Apr 53 Lieutenant Robert Sullivan and crew of the 581st Air Resupply and Communications Wing, flying an H-19 helicopter, execute a hoist recovery of Captain Joseph C. McConnell, Jr., who had ejected over the Yellow Sea after his F-86 sustained battle damage in "Mig Alley." Already an "ace" with eight kills, McConnell goes on to become the world's first jet "triple-ace" with sixteen kills to his credit.

20 Apr-31 May 53 With the return of significant numbers of wounded and sick POWs under "Operation Little Switch," Detachment 2 uses the prisoner exchange as an opportunity to train new interrogators as well as to gain valuable intelligence information from the repatriates.

01-31 May 53 One of the largest vessels Detachment 2 has obtained from CCRAK, "YAK-170" is rammed by US Navy destroyer ROWAN during an operational mission off the North Korean coast on a dark, foggy night. Of the twelve crewmembers aboard YAK-170, nine are rescued immediately but the remaining three are lost.

12 May-30 Jun 53 The 581st Air Resupply and Communications Wing participates in Operation "Swivel Chair," involving C-119 "air resupply and cargo replacement support" of Thirteenth Air Force in the vicinity of Hanoi, French Indo-China.

16 May-30 Jun 53 With an armistice now in sight, Detachment 2 begins to withdraw from certain of its sub-unit locations, especially from those islands that would revert to North Korean control upon the cessation of hostilities.

24 May 53 The second of two Air Force operational snatch recovery attempts fails when the rescue C-47 aircraft, piloted by Major David Taylor and Captain King, is led into a trap, resulting in extensive battle damage to the aircraft but no injuries to the crew. The first operational snatch recovery attempt failed when the pilot was captured prior to the C-47's arrival.¹⁹

¹⁹ Taylor interview; "Aborted rescue haunts Santa Fe pilot," *Santa Fe New Mexican*, December 29, 1997.

16 Jun 53 The Air Section assigned to the 511th Military Intelligence Service Company is redesignated Detachment 5, 6004th Air Intelligence Service Squadron. During three years of war in Korea, the Air Section/Detachment 5 has collected intelligence information from over 1,500 prisoner of war interrogations.

01-27 Jul 53 “B” Flight conducts 73 leaflet drops, 117 classified sorties, and 101 flare sorties (resulting in over 7,000 flares dispensed).

27 Jul 53 The Korean Armistice is signed in the village of Panmunjom. Detachment 2 withdraws its remaining sub-units located off the west coast of Korea to the island of Paengnyong-do; remaining east coast sub-units are withdrawn to Chumunjin.

27 Jul-31 Dec 53 The 6167th Operations Squadron continues dropping leaflets over areas in South Korea inhabited by guerrillas. The unit drops over 7,000,000 leaflets.

15-18 Sep 53 Between these dates, a North Korean MIG-15 pilot defects, flying his aircraft safely to K-14 (Kimp'o). The defection represents a significant accomplishment for US psychological warfare agencies, among them the 6004th Air Intelligence Service Squadron.