WAR IN KOREA, 1950-5

No. 77 (F) SQUADRON

NARRATIVE REPORT August - Nov 1950.

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AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 1 August 1950.

FORM : A123 No. 108585

SORTIES REPORT SERIAL NO's 8/1 to 8.

(A) Mustang Aircraft No's A68-765 A68-801 A68-753 A68-705.

(B) F/Lt. G.R. HARVEY P3 HUNT R.C.A. F/Lt. F.R. COBURN P3 HANKINSON A.

(C) Mission no. 1 for 1 August to provide close support as directed by ground control.

(D) IWAKUNI.

(E) Clear over target.

(F) 01. 0013Z hrs. at IWAKUNI.
01. 0555Z hrs. at TAEGU.

(G) 01. 0305Z hrs. at TAEGU.
01. 07559Z hrs at IWAKUNI

(H) Four (4) aircraft with F/Lt. G. HARVEY as section leader, became airborne at 0013Z hrs. to attack targets in KOREA as instructed by ground control. In the ANDONG (36°34'N 128°44'E) area, "MELLOW" was contacted. He sent them to "MOSQUITO ITEM" in the YECHON (36°39'N 128°27'E) area, where they were instructed to attack targets susposedly camouflaged trucks and tanks along the road between HANCHANG (36°34'N 128°12'E) and MUNGYONG (36°44'N 128°06'E). After the attacks had been made at 0145Z hrs. it was noticed that all the targets were dummies. Further North along the road the pilots saw about twenty vehicles, all burnt out and destroyed. The section went to TAEGU landed at 0305Z hrs. and refuelled rearmed with both .50 ammunition and rockets. The aircraft became airborne again at 0555Z hrs. and were passed on from "MELLOW" to "MOSQUITO FOX", the latter vectoring them to attack targets of opportunity in CHINGJU (35°11'N 128°05'E) and to the West. Nil sightings were made along the road to the West of CHINGJU, so a small bridge 5 miles West of the town was attacked with rockets, but with nil results. CHINJU was then rocketted and straffed, and two large buildings hit, but no fires were started. After this the mission returned to base. The pilots were very bitter that inaccurate information had been given to them, and complained that "MOSQUITO", which had been very accurate until the present did not identify the targets and assess them properly. Also too much chatter on the R/T was unnerving.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 1st Aug. 1950.

FORM : A123 No. 108585

SORTIES REPORT SERIAL NO. 8/9 to 16

(A) Mustang fighters No's A68-709, A68-813, A68-799, A68-737.

(B) P2 THORNTON G. F/O T.E. McCROHAN P2 FAIRWEATHER R.F.
P4 ROYAL K.E.

(C) Mission No. 2 for 1 Aug. to supply close support as directed by ground control.

(D) IWAKUNI

(E) Clear over target.

(F) 01 0050Z at IWAKUNI
01 0720Z at TAEGU

(G) 01 0315Z at TAEGU
01 0932Z at IWAKUNI

(H) Four (4) F-51 Mustang fighters, with P2 THORNTON as section leader, became airborne at 0050Z hrs. on 1st Aug. to carry out the second mission for the day. The aircraft were to attack targets as directed by ground control in KOREA. In the TAEGU area MELLOW was contacted and instructions received from him to go to the CHINJU area(35°11'N 128°05'E) and report to MOSQUITO FOX. This they did at approximately 0230Z hours, but no answer could be received from FOX on either BAKER, CHARLIE or ABLE channels, so the aircraft proceeded West. About one mile from CHINJU, in a group of four buildings(one already gutted) were seen three anti-aircraft positions possibly forty millimetre, firing. These positions were rocketted and straffed, but the guns were silenced only temporarily. In addition, a heavy amount of fire was coming from one ofthe buildings. This was estimated as being both small arms fire and possible point five. Six rockets were put into the building, with no visible results. Another position about two hundred yards further West was also rocketted with no visible results.

As fuel and ammunition was running low, the aircraft went to TAEGU and landed at 0315Z hrs, refuelled, rearmed with rockets and point five ammunition, and became airborne again at 0720 Z hrs. Operations at TAEGU airfield sent them to the same area at CHINJU, so they told MOSQUITO FOX of their intention at 0740Z hrs. FOX vectored them onto two tanks and six trucks along the road between two points respectively two and one mile west from CHINJU. All aircraft fired at the vehicles, destroying three trucks, probably destroying three trucks and one tank, and damaging one tank. P4 ROYAL was credited with one truck confirmed. P2 THORNTON flew further West and found a truck near a small bridge at a point approximately eight miles from CHINJU. This he attacked and left blazing furiously. The aircraft returned to CHINJU and orbited, but lack of ammunition prevented another attack. MOSQUITO FOX told them that there were another eight trucks in the area, but nothing could be done about it. The aircraft returned to IWAKUNI, touching down at 0932Z hours.

The weather was not exactly favourable, but pilots reported that it was clear over the target area during both strikes.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 3rd Aug. 1950.

FORM : A123 No. 108586.

SORTIES REPORT SERIAL NOS. 8/17 to 24.

(A) Mustang fighters nos. A68-801, A68-753, A68-765, A68-763.

(B)1.F/O. K.D. McLEOD, 2.P3 KLAFFER. L.R., 3 P1 NICOLLS B.F.S., 4. P3 BRACKENREG R.O.L.

(C) Mission No. 1 for 2 Aug to provide close support as directed by ground control.

(D) IWAKUNI.

(E) Cloud base at 2000 ft. at KOCHANG. Other wise satisfactory.

(F) 01 2146Z hrs at IWAKUNI.
02 0545Z hrs at TAEGU.

(G) 02 0050Z hrs at TAEGU.
02 0853Z hrs at IWAKUNI.

(H) The Mission was to carry out close support as directed by MELLOW control. A routine breifing was carried out and four F51 aircraft armed with 2 x 500 lb GP bombs and 6 3" x 60 lb. HE rockets in addition to full load of .5 ammunition were airborne at 0746K hrs.

MELLOW was contacted while the aircraft were above cloud at 8000 ft., and he vectored the aircraft to the KOCHANG area (35°41'N 127°54'E), there to contact TACP, MOSQUITO ITEM on 142.02.

The aircraft were unable to contact so they proceeded to bomb the road bridge just east of KOCHANG at 0930K hrs. This already had one span out when aircraft arrived but all bombs missed and no further damage was caused to this target.

The aircraft were then called by MOSQUITO FOX to go to SACHON(35°05'N 128°04'E) where he directed aircraft to 2 tanks in town. The aircraft then split up and two aircraft expended five rockets on these before it was apparent that these were not tanks but burned out vehicles of some kind. The town was then straffed and rocketted but although hits were seen on various building no fires were started.

The two other aircraft meanwhile were directed to attack a very large tank along road to west of SACHON. No results came from repeated rocket and straffing attacks.

The aircraft then refomed and set course for TAEGU where they landed at 1050k hrs. They were refuelled, rearmed with 6 rockets and .5 ammunition and look off at 1545K hrs. On contacting MELLOW , the aircraft were vectored to NORYANGJUN (34°47'N 127°43'E) to attack any boats found in the area. Only one boat of about 300 tons was found and this was sunk by a direct hit with a rocket.

The aircraft then called MOSQUITO FOX for more targets and were directed to carry out armed recconnaisance along the road from HADONG to CHINJU. This was completed without any sightings so the aircraft again called MOSQUITO FOX who directed then to a village approx. 6 miles on the road East of CHINJU. Just outside this village two comouflaged vehicles resembling trucks were

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AUSTRALIAN WAR MEMORIAL AWM2020.18.164

given as targets by MOSQUITO FOX, and were destroyed by hits with rockets. The aircraft then proceeded to expend all their remaining rockets and ammunition on straffing the town. Some other USAF Mustangs were also engaged in this and as a results several fires were started in the village. The aircraft then returned to base where they landed at 1153K hrs. They did not check out with MELLOW as they had been breifed to do because it would have recessitated detouring to TAEGU and shortage of fuel would not allow this.

Only small arms fire was encountered and this only over the last target. No aircraft were hit.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 3rd Aug. 1950.

FORM : A123 No. 108586

SORTIE REPORT SERIAL NO's 8/25 to 32.

(A) Mustang fighters no's A68-708 A68-791 A68-760 A68-726.

(B)1.F/Lt. T.W. MURPHY 2.P3 TURNER A.R. 3.F/Lt. F.W.BARNES
4.P3 WITTMANN R.W.

(C) Mission no. 2 for 2 August to provide close support as directed by ground control.

(D) IWAKUNI.

(E) Cloud base over target areas between 2000 and 3000 feet.

(F) 01. 2236Z at IWAKUNI
02. 0445Z at TAEGU
02 0750Z at TAEGU

(G) 02.0130Z at TAEGU
02.0700Z at TAEGU
02.0853Z at IWAKUNI

(H) The second mission for the day was a section of four aircraft led by F/Lt. MURPHY. Their target for the day was close support workand attack on targets as directdd by the chief Ground Controller "MELLOW" located at TAEGU area. The section was airborne at 0836K hrs and set course for TAEGU. The cloud over the area was an approximate ten tenths and after the scheduled flying time of 63 minutes from the base at IWAKUNI the section dropped down through ahole in the clouds and below them was TAEGU. Contact was immediately made with "MELLOW" and he passed them on to the airborne controller "MOSQUITO MIKE" in the area at the town of KOCHANG (35°41'N 127°55'E). They went to KOCHANG but no contact could be made with "MOSQUITO MIKE" and the aircraft, finding a bridge in the town was not destroyd, they proceeded to attack the bridge. At this time the cloud base was at an approximate 2000 feet and this made bombing very difficult. The supports of the bridge were hit and also the approaches. The bridge was considered slightly damaged. The aircraft then heard "MOSQUITO FOX" calling up aircraft in the area at CHINJU (35°12'N 128°04'E) and as no contact could be made with "MOSQUITO MIKE" the aircraft proceeded to CHINJU to contact "MOSQUITO FOX". On arrival there they found "MOSQUITO FOX" busy with other aircraft but however they joined the "cat race" and on the road destroyed one bulldozer. One tank and another truck were hit with rockets and blazed but there is some doubt as to whether or not these trucks had been previously attacked so they are not counted. Some 50 foxholes seen newly dug in an area some 10 acres square were strafed but it was difficult to asses results. They then returned to the field at TAEGU and landed at 1130k hrs. They rearmed and refuelled with 5 inch rockets and .50 ammunition. The section airborne again at 1445K. They again contacted "MELLOW" and were again sent to the area at KOCHANG to contact "MOSQUITO MIKE". The weather lifted to approximately 3000 feet by this time. No contact could be made with "MOSQUITO MIKE" and it appears that he was monitoring another channel while handling other aircraft with frequencies that are not in our own aircraft. At last they sighted a T-6 and 2 other F-51's orbiting and attacking the town of HYOPCHON (35°34'N 128°10'E). They called him but no answer could be got until they flew alongside and when he sighted them he changed to their channel and gave them a target of an armed recce run on the road running North West out of HYOPCHON.

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AUSTRALIAN WAR MEMORIAL AWM2020.18.164

The aircraft flew up this road and turned East at a road junction on it. They continued flying East on this road until another road junction was met and for the first time at this point ground targets were sighted. MIKE was again contacted and questioned as to these targets. He said that they were "fair game" and to go shead and attack them. The permission granted and on being informed by him that they were enemy vehicles the aircraft dived to the attack. One air craft fired one burst at a truck but another member of the section diving at the same time noticed a white star on this truck and immediately told the section not to fire. All aircraft pulled out of the attack and the leader them called up MIKE agatin and asked him to check. MIKE contacted the ground controller in the area FLOUNDER and from him they received the message that they were not to attack; that the trucks were apparently American troops who had just moved into the area. The section then called MIKE for another target and the section was given the road Northwest of the first road junction. The road traffic on this road was straffed leaving one small jeep type vehicle and 3 trucks destroyed one large 150 foot long, 40 foot wide warehouse aflame and fires started in 2 small villages. 6 small camouflaged vehicles - type unknown - were straffed but would not burn and actual results are unknown; two other trucks in the area straffed but results unknown. The section stated that it is becoming increasingly difficult to pick whether ground targets such as trucks etc. are in good condition or not. The North KOREANS have apparently adopted the technique of camouflaging burned out trucks so as to make pilots waste their ammunition. One of the members of the section was by this time running short offuel so they returned to the field K2 at TAEGU and there refuelled. The position as to the straffing of the wrong vehicle in the area was explained to Intelligence at TAEGU and the matter settled. It was not known if any damage was done to the truck or personnel. After spending some 45 minutes at TAEGU refuelling the aircraft proceeded back to base landing at 1853K hrs.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 3rd Aug. 1950.

FORM : A123 No. 108587 and 108588

SORTIES REPORT SERIAL NO's 8/33 to 44

(A) 4 Mustangs numbers A68-709, A68-753, A68-729, A68-763.

(B) 1. F/Lt. S. BRADFORD 2.P3 TREBILCO R.E., 3.P2 MICHELSON W.S.
4. P3 READING L.

(C) Mission no. 1 for 3 Aug. to provide close support as directed by ground control.

(D) IWAKUNI

(E) CAVU

(F) 02 2145Z IWAKUNI
03 0125Z TAEGU
03 0700Z TAEGU

(G) 03 0040Z TAEGU
03 0445Z TAEGU
03 0949Z IWAKUNI

(H) Mission was to provide close support for ground forces under direction of ground control. Pilots were briefed and four aircraft were airborne at 0748K hrs armed with 2 x 500 lb GP bombs, six (6) rockets and full load of .5 ammunition each.

Over TAEGU the aircraft contacted "MELLOW" who instructed them to contact "MOSQUITO FOX" in CHINJU (35°12'N 128°04'E)area. "MOSQUITO FOX" directed the aircraft to hit any available targets along the road from CHINJU North West. A road bridge was dive bombed at TANSONG(35°17'N 127°58'E) at 0925K but no direct hits were scored. One bomb appeared to just clip the side and cause a hole but the span remained intact. A search for targets was made further up the road as far as OSO-RI (35°29'N 127°50'E) without sightings, so the aircraft flew back along the road and straffed two camouflaged vehicles 5 to 6 miles NW of CHINJU, without any apparent results. Flying, then through gully country to the north of CHINJU, one aircraft hit a small one span wooden bridge with a rocket, destroying one end support and the bridge fell into the creek. Three other small concrete bridges were also attacked out although direct hits were seen, the rocket obviously had no effect on these. Returning to CHINJU, the aircraft straffed a store house with hits seen but no results observed.

The aircraft then proceeded to TAEGU landing at 1040K, where they rearmed with 500 lb bombs, rockets and point five ammunition. They were briefed by Provisional F51 USAF Squadron at TAEGU to hit the road bridge through the town of CHINJU.

Taking of at 1125K as separate pairs for this job, they were over the bridge at 1140K and dive bombed from 7000 ft. Some near misses were observed but no apparent damage was seen. "MELLOW" control had warned of 40mm A.A. in a school house in CHINJU, so aircraft located it and destroyed it without encountering any return fire. The whole town was straffed and rocketted, then, the pilots picked out any buildings which may

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AUSTRALIAN WAR MEMORIAL AWM2020.18.164

have been used for military purposes. Some small arms fire was seen coming out of another school house but this ceased after two rockets had been fired into it, but this building did not burn. The aircraft were over this town for almost an hour during which time they started numerous fires, including one which appeared to be fuel in a garage.

The aircraft then landed again at TAEGU at 1445K after being held over the drome for about an hour whilst the strip was cleared of a C47 which had crashed after blowing a tyre on landing.

There they were again rearmed with 2 x 500 lb bombs, 6 rockets and .5 ammunition and on taking off from TAEGU at 1700K were directed by "MELLOW" to the ANDONG(36°34'N 128°44'E)area to work with "MOSQUITO ITEM" ITEM called them up to YECHON(36°40'N 128°27'E) area and directed them to 4 large, heavily comouflaged tanks about 5 miles from YECHON on the road between YECHON and ANDONG. These were dive bombed, with near misses resulting, and then rocketted with some direct hits. None of the tanks were burning but pilots considered they must have damaged then considerably. Two straffing runs were then made on an uncamouflaged green truck along the road east of the tanks and this burst into flames.

The aircraft then set course for TAEGU and from there to IWAKUNI where they landed at 1949K.

No flak was encountered. The mission was credited with 1 truck, one culvert and one building destroyed, no assessment having been recorded in the case of the tanks.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 3rd Aug. 1950.

FORM : A123 No. 108587 and 108588

SORTIES REPORT SERIAL NO's 8/45 to 52

(A) 4 Mustangs No's A68-804, A68-705, A68-799, A68-813.

(B) 1F/Lt. G.R. HARVEY, 2F/Lt. F.R. COBURN, 3F/Lt. J.C.MURRAY, 4P.5 HUNT, R.C.A.

(C) Mission number 2 of 3 Aug. to provide close support as directed by ground control.

(D) IWAKUNI

(E) CAVU

(F) 02 2221Z IWAKUNI
03 0440Z TAEGU

(G) 03 0100Z TAEGU
03 0703Z IWAKUNI

(H) Mission was to provide close support as directed by Ground Control (MELLOW). A routine briefing was carried out and 4 aircraft armed with 2 x 500 lb GP bombs, six 60 lb H.E. rockets and full load of .5 were airborne at 0831K hrs.

On reaching TAEGU the aircraft contacted MELLOW at 0930K who directed them to the CHINJU (35°12'N 128°04'E) area to work with "MOSQUITO FOX". "MOSQUITO FOX" directed them to a point approx 5 miles S.W. of CHINJU, where in a valley off the main road, he stated were two small concentrations of field pieces and drums. They arrived at 0950K and all bombs were expended on these targets but all were misses. These targets were then attacked with rockets and direct hits were observed but no results could be gauged.

"MOSQUITO FOX" then directed the aircraft to carry out an armed reconnaisance on the roads to the west and North West of CHINJU and this was carried out without sightings. The aircraft then rocketted the town and hits were seen on three buildings, one of which was burning as the aircraft departed. No targets were available for straffing and the aircraft proceeded to TAEGU with their .5 ammunition intact, landing at 1100K. They were there re-armed with 5 inch rockets and 500 lb bombs and took off again at 1440K to attack a road bridge in the centre of CHINJU as briefed by the F51 Squadron Intelligence at TAEGU. Over this target at approx 1515K they dropped their bombs but all missed. One bomb caused a large fire in a building having a large chimney to the North of the bridge.

The aircraft then contacted MOSQUITO FOX who directed them to strafe any targets in the railway yards at SUNCHON (34°57'N 127°29'E.) They straffed and rocketted box cars and although many hits were seen, no results are known. Hits were observed on the turntable and on an engine shed, but again results were not observed.

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AUSTRALIAN WAR MEMORIAL AWM2020.18.164

On their return, the aircraft put some rockets in the town of CHINJU and one ware-house type of building caught alight as the results of a hit by a rocket and was burned to the ground by the time the aircraft left the area.

Some light A/A, probably small arms fire, was encountered over CHINJU but no aircraft were hit. The weather was favourable over the target but the operation was hampered by excessive traffic over the R/T. The aircraft returned to base and landed at 1703K hrs.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 4th Aug. 1950.

FORM : A123 No. 108589. and 108590

SORTIES REPORT SERIAL NOs. 8/53 to 56.

(A) 4 Mustangs numbers A68-729, A68-709, A68-799, A68-801.

(B) 1 F/Lt. I.R. OLORENSHAW, 2P4 ROYAL, K.E., 3P2 FAIRWEATHER, R.F., 4 P2 DOUGLAS, E.R.

(C) Task number 1 of 4 Aug to provide close support as directed by ground control.

(D) IWAKUNI

(E) Fair

(F) 03 2114Z IWAKUNI
(G) 04 0042Z IWAKUNI

(H) The mission was airborne at 0714K hrs after a routine briefing and each aircraft was armed with two 500 lb. G.P. bombs, 6 sixty lb. H.E. rockets and a full load of .5 ammunition.

On reaching TAEGU(35°52'N 128°36'E) they contacted "MELLOW" control, who directed them to proceed to the CHINJU (35°12'N 128°04'E) area and work with "MOSQUITO FOX" They were directed by "MOSQUITO FOX" to retrace their track, go to HYOPCHON(35°34'N 128°10'E)and contact "DRAGONFLY", airborne controller in a T 6; He instructed the Mustangs to wait until a group of F-82's had finished in the area. After orbiting for 15 minutes, the Mustangs were directed to bomb a structure of sandbags across a gully. This was under construction by the N.K. forces for use as a bridge. Two aircraft carried out this attack with the others as top cover. The covering aircraft reported near misses.

The aircraft were then given further targets to bomb. One aircraft bombed a village on the road west of HYOPCHON, another dive-bombed a small road bridge east of the village whilst the remaining two provided top cover. All four then rocketted a large building which was suppected of housing troops in the village. Eight rockets were expended on this and it was also straffed. Hits were observed and fires started.

"DRAGONFLY" then directed them to another village about a mile further on down the road. Here a large building was destroyed by rockets and the town straffed, resulting in several fires starting. About five miles W.S.S. of HYOPCHON, another village was straffed and rocketted. Here, another large building was hit by two rockets but no results were seen. Gun emplacements were seen in the surrounding hills and were straffed but, again, no results were observed, although hits were seen. Near this town, one pilot saw two bursts near his aircraft and this was the only anti-aircraft fire encountered.

The aircraft then returned to IWAKUNI. No damage was sustained by our aircraft.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 4th August 1950.

FORM : A123 No. 108589 and 108590

SORTIES REPORT SERIAL NO'S 8/57-63

(A) Four Mustangs Aircraft No's A68-760, A68-782, A68-791, A68-772 took off for the task, but Aircraft No. A68-760 returned to base early with an unserviceable generator, taking no part in the task.

(B) 1 P11 THORNTON (returned early), 2 P111 BRACKENREG R.O.L.,
3 P11 RIVERS W.E., 4 P111 Klaffer L.R.

(C) Task No.2 of 4th Aug. 1950, to provide close support as directed by ground control.

(D) IWAKUNI.

(E) C.A.V.U.

(F) 03 2148Z IWAKUNI.
04 0640Z POHANG DONG. (36°02'N 129°23'E)

(G) U/S aircraft No. A68-760 returned to base at 03 2232Z.
04 0005Z POHANG DONG.
04 0854Z IWAKUNI(3 Aircraft).

(H) After routine briefing, the four aircraft took off and set course for TAEGU(35°52'N 128°36'E), the location of ground controller "MELLOW". P11 THORNTON G . was only airborne for a few minutes when he was forced to return to base with an ~~aborted~~ unserviceable generator. Each aircraft was armed with two(2) 500lb. bombs, six 3in. rockets and full capacity of .5 ammunition.

The section continued on and reached TAEGU without incident. On contacting "MELLOW", they were directed to the KUMCHON area (36°08'N 128°08'E) to operate under "MOSQUITO JIG", the air controller in that sector. "MOSQUITO JIG" instructed them to attack any towns or likely targets west of KUMCHON. They bombed the towns of TAERYONG-DONG(36°06'N 128°02'E), PAEGOK TONG(36°05'N 128 03'E), with unknown results. A group of enemy troops was straffed and rocketed west of CHUNGWANG-DONG(36°09'N 128°05'E) but again results were unassessable. Having expended all their armament, they went to POHANG DONG, where they refuelled and rearmed with six rockets each and .5 ammunition.

Taking off again, they contacted "MELLOW" once more and were vectored back to "MOSQUITO JIG", who told them to attack anything along the road between KUMCHON and WAEGWANG(35°59'N 128°24'E) particularly requesting that all villages in that area be burnt. Four of these villages were attacked and several fires were started in each. No transport was seen on the road. They then left the area. No enemy aircraft were sighted, no flak was encountered, and they returned to IWAKUNI without sustaining any damage.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 4th Aug. 1950.

FORM : A123 No. 108589 and 108590

SORTIES REPORT SERIAL NO's 8/64 to 71.

(A) 4 Mustangs numbers A68-803, A68-813, A68-737, A68-729.

(B) 1 P2 THORNTON, G., 2 P3 TURNER, A.R., 3 P2 WILLIAMSON, S.W., 4 P3 WITTMANN, R.W.

(C) Task number 3 of 4th Aug. to provide close support as directed by ground control.

(D) IWAKUNI

(E) C.A.V.U.

(F) 04 0225 Z IWAKUNI
04 0735 Z POHANG(36°02'N 129°23'E) DONG

(G) 04 0505 Z POHANG-DONG
04 1023 Z IWAKUNI

(H) The aircraft loaded with 500 lb. G.P. bombs, rockets and .5 ammunition, contacted "MELLOW" controller at TAEGU(35°52'N 128°36'E) and were directed to contact "MOSQUITO JIG" in the KUMCHONG (36°07'N 128°08'E)area. "MOSQUITO JIG" then vectored the section to attack an ammunition truck but they were unable to locate it. How-ever "MOSQUITO JIG" told them it was hidden beside a tree on the edge of the road about four (4) miles east of KUMCHON. All bombs were dropped there but there was no result observed. The aircraft were then asked to set afire to small villages as the N.K. TROOPS were supposedly resting in them. The section therefore attacked POKSAN-DONG(36°02'N 128°22'E) and three more small villages just south of it and left them all burning. They then attacked a truck with .50 ammunition as they had used all their rockets on the villages. They left the truck in flames and then returned to POHANG-DONG to refuel and rearm with .5 and five inch rockets. On being airborne again they contacted "MOSQUITO FOX" as directed by "MELLOW" but "FOX" had no targets,so they returned to "JIG"again where they were vectored onto the same targets area where they set afire three more villages.They also knocked out one side of a span of a 3 span bridge in POKSAN-DONG. After that the section returned to base.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 4th Aug. 1950.

FORM : A123 No. 108589 and 108590

SORTIES REPORT SERIAL NO's 8/72 to 75.

(A) 4 Mustngs numbers A68-801, A68-804, A68-709, A68-799.

(B) 1 F/Lt. G.R. HARVEY, 2 P3 HUNT, R.C.A. 3 P1 NICHOLLS, B.F.S., 4 P4 STONEY A.T.

(C) Task number 4 of 4th Aug to provide close support as directed by ground control.

(D) IWAKUNI.

(E) C.A.V.U.

(F) 04 0326 Z IWAKUNI.

(G) 04 0624 Z IWAKUNI.

(H) The section armed with 500 lb. bombs, rockets and .5 ammunition, contacted "MELLOW" control at TAEGU(35°52'N 128°36'E) and were directed by him to work with "MOSQUITO JIG" in the KUMCHON (36°08'N 128°08'E)area. They were then directed to attack some towns about 3 miles south east of KUMCHON. These were bombed, rocketted and straffed, leaving three towns burning. The section then straffed an American truck which had been left behind and it exploded. After reporting the results to "MELLOW", the aircraft returned to base. No flak was encountered and all returned safely. P1 NICOLS was forced to return early, landing at IWAKUNI at 04 0505Z hrs.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT - NO. 77 (F) SQUADRON

DATE 5th August 50

FORM A 123 No. 108591

SORTIES REPORT SERIAL No's 8/76 to 80

(A) 3 Mustangs nembers A 68 - 705, A 68 - 739, A 68 - 760

(B) 1 F/Lt. J.I. ADAMS, 2 F/Lt. F.R. COBURN, 3 F/Lt. D.W. HITCHINS.

(C) Task number 1 of 5th August to provide close support as directed by ground control.

(D) IWAKUNI

(E) FAIR

(F) 042120 Z IWAKUNI
050415 Z POHANG-DONG (36° 02' N 129° 23' E)
050745 Z POHANG-DONG

(G) 042330 Z POHANG-DONG
050630 Z POHANG-DONG
050845 Z IWAKUNI

(H) The first mission on the 3/8/50 was a section of 3 F-51's on a close support mission led by F/Lt. J.ADAMS. The section was airborne at approximately 0720 K. They contacted the chief ground controller "MELLOW" at TAEGU (35° 52' N 128° 36' E) who sent them to "MOSQUITO JIG" in the area of POKSONDONG (36° 02' N 128° 22 ' E). The controller "JIG" in a T-6 vectored them on to a tank. This was hit with bombs and rockets and destroyed. There were no other definite targets which the controller could identify, so he told them to rocket and strafe the town of POKSONDONG. Fires were started in the town. Extent of damage was unknown. Some small light arms fire was seen but was inaccurate. After spending some 35 minutes over the target area, the section left the controller at 0900 K. They proceeded to the airfield at POHANG-DONG and landed there at 0930 K. They refuelled and rearmed with rockets and .50 ammunition. F/Lt HICHINS's aircraft went U/S, as the canopy would not close properly so there were only 2 aircraft airborne for the second strike at 1230 K. Once airborne, "MELLOW" was again contacted and he vectored them to the HAMCHANG (36° 34' N 128° 10' E) area where they were to contact "MOSQUITO ITEM". Contact was made at 1315 K and they were given the roads in the HAMCHANG area as a target. The roads were strafed and 2 trucks were destroyed. The controller told them to strafe 4 horse drawn vehicles on the road. These were strafed and the 4 horses killed. Damage to the vehicles was unknown. The aircraft left the target at 1355 K and returned to POHANG-DONG. F/Lt HICHINS's aircraft, having been made serviceable, the section departed POHANG-DONG at 1645 K, and returned to base landing at IWAKUNI at 1845 K.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 5th Aug. 1950

FORM : A123 No. 108591.

SORTIES REPORT SERIAL NO'S 8/81 to 86.

(A) 3 Mustangs numbers. A68-799, A68-804, A68-801.

(B) / F/Lt. C.R. NOBLE, 2F/Lt. R. GLASSOP, 3P3 HARROP, W.P.

(C) Mission number 2 of 5th Aug. to provide close support as directed by ground control.

(D) IWAKUNI

(E) Poor during first attack; fair on second.

(F) 04 2145Z hrs IWAKUNI
05 0350Z hrs POHANG-DONG(36°02'N 129°23'E)

(G) 05 0035Z hrs POHANG
05 0643Z hrs IWAKUNI.

(H) The three aircraft each armed with two 500 lb. G.P. bombs, six 60 lb. H.E. rockets and .5 ammunition, took off and flew in vic formation at 8,000 ft. They contacted "MELLOW" controller and were sent to work with "MOSQUITO JIC" and "PINEAPPLE" controllers in the WAEGWAN(35°59'N 128°24'E)area. They arrived there at 0930K and attacked a fuel drum dump about 2 miles north of POKSONG-DONG(36°02'N 128°22'E) and destroyed it. The next attack was on 2 trucks about 6 miles east of POKSONG-DONG. These were also destroyed. Anti-aircraft fire, of slight intensity, heavy calibre and inaccurate, was encountered here but none of the aircraft were hit. They left the target area at 1000 k and landed at POHANG-DONG. They were refuelled and re-armed with .5 rockets and .5 ammunition. After take off they were sent by "MELLOW" to contact "MOSQUITO FOX" controller in the CHINJU (35°12'N 128°04'E) area. They arrived there at 1450K and were directed to attack the town of UIRYONG (35°19'N 128°15'E) Several vehicles in the town were straffed, resulting in 1 bus and 1 truck being destroyed. A store dump was hit but no results were seen and several fires were started. The aircraft left the target area at 1540K and returned to IWAKUNI. No aircraft were damaged.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 6th August 1950.

FORM : A123 NO. 108592

SORTIES REPORT SERIAL NO's 8/87 to 93

(A) Four (4) Mustangs aircraft no's A68-772, A68-763, A68-726, A68-708.

(B) 1 P1 NICHOLS B.F.S., 2 P11 HUNT R.C.A., 3 P11 GARROWAY W.M., 4 P4 ELLIS D.C..

(C) Mission No. 1 of 6 Aug. '50. Close support as directed by ground control.

(D) IWAKUNI

(E) Poor.

(F) 05 2112Z hrs IWAKUNI
06 0400Z hrs POHANG-DONG

(G) 06 0045Z hrs POHANG-DONG
06 0743Z hrs IWAKUNI

(H) Aircrew received routine briefing and armed with 6 rockets and .5 ammunition each, they proceeded to TAEGU(35°52'N 128°36'E) at 9000 feet. They contacted MELLOW and were passed to MOSQUITO JIG, the air controller in the KUMCHON area(36°08'N 128°08'E) Under his direction they straffed and rocketed three trucks 3 miles N.W. of point 36°18'N 127°35'E. Then 12 miles South of point 36°19'N 127°27'E, they straffed and rocketed another truck. Two railway tunnels near TAEJON (36°20'N 127°26'E) were rocketted and some damage was inflicted. Their remaining rockets were expended on a small railway station South of TAEJON, after which they landed at POHANG DONG(36°02'N 128°22'E). While refuelling and rearming there a radiator leak was noticed in aircraft no. A68-726(P11 GARROWAY) and the other three aircraft carried out the next sortie, P11 GARROWAY being obliged to wait until his aircraft was repaired. He consequently joined the next flight. The three aircraft were this time told by MELLOW to report to MOSQUITO FOX, controlling the CHINJU area(35°12'N 128°04'E). They were then instructed to attack targets of opportunity along the road between CHINJU and SAMCHONPO(34°55'N 128°04'E). However, as nothing at all was sighted in this area, they rocketted and straffed the SW sector of CHINJU. Hits were seen on a small bridge, but results are unknown. Having reported accordingly to MOSQUITO FOX they returned to IWAKUNI.

The only flak sighted during the task was a fairly intense but inaccurate line running from the NW sector of TAEJON to the airfield.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 6th August 1950.

FORM : A123 No. 1085/92

SOTIES REPORT SERIAL NO'S 8/94 to 99.

(A) Four Mastangs, No's A68-782, A68-799, A68-737, A68-726.

(B) 1 F/Lt. MURPHY T.W., 2 P111 BRACKENRED R.O.L., 3 P111 COTTEE M.J.
4 P11 GARROWAY W.M.

(C) Task no. 2 of 6th Aug. close support as directed by ground control.

(D) IWAKUNI

(E) Fair.

(F) 05 2132Z IWAKUNI
06 0500Z POHANG DONG(36°02'N 129°023'E)
06 0725Z TAEGU

(G) 06 0045Z POHANG DONG
06 0650Z TAEGU
06 0853Z IWAKUNI.

(H) Each armed with six ~~3 inches~~ 60 lb. H.E. rockets and .5 ammunition, four aircraft took off on this task, but one aircraft went u/s immediately and returned to base. This aircraft is not included in Items(A) or (B) of this report.

The remaining three aircraft set course for TAEGU(35°52'N 128°36'E) and on contacting "MELLOW" they were passed to "MOSQUITO FOX". Following "MOSQUITO FOX's" instructions, they straffed forty troops on a road in SUNGNAE-RI (35°14'N 128°16'E) with unknown results. Three small villages along the road SW of CHINJU (35°12'N 128°04'E) were straffed and rocketted, starting several fires. A transformer station and 12 large buildings in the same area were straffed and rocketted, resulting in the transformer station exploding violently and all of the buildings being damaged. The aircraft then landed at POHANG DONG where they refuelled and rearmed. P111 BRACKENREG blew a tyre upon landing and remained at this field until the next strike had been completed. P11 GARROWAY from the first mission of the day joined the section and on contacting "MELLOW" they were sent to the ANDONG(36°34'N 128°44'E) area to hit targets of opportunity. South of the town, two trucks were rocketted and straffed, brick buildings in ANDONG were rocketted and the village of PUNGSAN(36°35'N 128°34'E) was straffed. The two trucks were damaged and the buildings destroyed.

The section then returned (as result of hit from A.A.) to TAEGU as the section-leader had developed a glycol leak and was forced to make an emergency landing. After refuelling, they took off again, the section-leader being obliged to remain overnight awaiting the repair of his aircraft. They then went to POHANG-DONG, orbited, and were joined by P3 BRACKEN-REG. The three aircraft then returned to base without further incident.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT - NO. 77 (F) SQUADRON

DATE 7th August 50

FORM A 123 No. 108593

SORTIES REPORT SERIAL No's 8/100 to 107

(A) 4 Mustangs numbers A 68 - 809, A 68 - 739, A 68 - 709, A 68 - 763

(B) 1 F/Lt. C.R. NOBLE, 2 P4 STONEY A.T., 3 P3 TURNER A.R., 4 P3 TREBILCO R.E.

(C) Task number 1 of 7th August 50 to provide close support as directed by ground control.

(D) IWAKUNI

(E) FAIR

(F) 070023 Z IWAKUNI
070620 Z POHANG-DONG

(G) 070325 Z POHANG-DONG
070835 Z IWAKUNI

(H) The aircraft were briefed to be at CHINJU (35° 12' N 128° 04' E) at 1130 K and contact either one of the ground controllers "ANGELO" " LOVE" or "ZEBRA or airborne controllers "MOSQUITO" "ABLE", "BAKER" or "FOX". They were armed with 500 lb G.P. bombs, 3 inch rockets and .5 ammunition and flew at 8,000' to contact "MOSQUITO FOX" at 1130 K in the correct area. "MOSQUITO FOX" directed them to contact "MOSQUITO MIKE" but they were unable to do this, so they returned to "FOX", who gave them a target. This was to attack some houses believed to be hiding camouflaged vehicles at a point 35° 04' N 128° 00'E on the road west of SACHON (35° 05' N 128° 05' E). The target was bombed and hits were recorded on and around it but no results were observed. One bomb failed to explode. A large haystack on this road was strafed and it blew up with a very violent explosion. Debris was thrown up and smoke came up to about 3,000 feet. The pilots believe this was an ammunition dump. Small fires broke out in the area around it. Next, a school building and house nearby believed to be housing vehicles were rocketted but no results were seen. The aircraft then patrolled down the road to KWANGYANG (34° 58' N 127° 35' E) but no targets were seen.

They then returned to POHANG-DONG and were refuelled and rearmed with rockets. Airborne again, they contacted "MELLOW" controller at TAEGU but were called away by "PINEAPPLE" controller to rocket two railway tunnels north of POKSONG-DONG (36° 02'N 128° 22'E). It was thought that there were troops in the tunnel. Direct hits were seen and a small landslide occurred. The raillines were also hit. The tunnels did not cave in but were damaged. They were then directed to attack a schoolyard, in which movement and vehicles had been seen, about 2 miles north of POKSONG-DONG. This was rocketted and strafed but, apart from two enemy troops seen fleeing, no results were observed. The aircraft then rocketted a village which was thought to be housing supplies. This was south west of POKSONG-DONG. Hits were seen but no results observed. The aircraft then left the area. No flak was encountered and all aircraft returned safely.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 7 th Aug. 1950.

FORM : A123 No. 108593

SORTIES REPORT SERIAL NO's 8/108 to 110.

(A) 3 Mustangs numbers A68-804, A68-705, A68-801.

(B) / F/Lt. F.W. BARNES, 2P3 READING, L., 3P3 HARROP, W.P.

(C) Task number 2 of 7 Aug. 1950 to provide close support as directed by ground control.

(D) IWAKUNI

(E) Fair.

(F) 07 0515Z hrs. IWAKUNI

(G) 07 0817Z hrs. IWAKUNI.

(H) The section was briefed to be over the CHINJU(35°12'N128°04'E) area at 1630K and contact either of the ground controllers "ANGELO LOVE" or "ZEBRA" or airborne controllers"MOSQUITO" "ABLE","BAKER" or "FOX". They were each armed with 2 x 500 lb. G.P. bombs, 6 ~~three~~ 60lb. H.E. ~~inch~~ rockets and .5 ammunition. They flew at 8,000 ft. in vic formation and contacted "MOSQUITO FOX" at 1625K about 12 miles south west of MASAN (35°13'N 128°34'E). He sent them to attack a village and small forest about 1 mile south east of PONGAM-NI (35°07'N 128°22'E). It was believed that vehicles were hidden in this area. The village was bombed and set on fire and the forest rocketted with no results seen. They were then directed to attack any thing on the road west and north of the area. 2 trucks were found north west of PONGAM-NI and straffed. Hits were observed and although they did not burn, it is considered both were damaged. The pilots believe these tanks may have been hit before. They were then called to attack a school yard and building believed to be housing field pieces troops and vehicles north east of PANSONG(35°10'N 128°16'E). The remainder of the rockets and ammunition was put into this target and the building was damaged. The aircraft left the area at 1720k hrs. Weather had been fair and no flak was encountered. All aircraft returned safely to base.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 7th Aug. 1950.

FORM : A123 No. 108593

SORTIES REPORT SERIAL NO's 8/111 to 116.

(A) 3 Mustangs numbers A68-772, A68-791, A68-729.

(B) /P2 THORNTON G., 2P3 KLAFFER, L.R., 3P2 FLEMMING, J.H.

(C) Task number 3 of 7 Aug to provide close support as directed by ground control.

(D) IWAKUNI

(E) C.A.V.U.

(F) 06 2115Z IWAKUNI
08 0020Z POHANG-DONG(36°02'N 129°23'E)

(G) 07 1030Z POHANG-DONG
08 0253Z IWAKUNI

(H) The last section of the day was a section of three aircraft led by P2 THORNTON. The mission was to proceed to the CHINJU area (35°12'N 128°04'E) where they were to contact "MOSQUITO FOX" and to work on close support with him. The section, after being airborne set course at 8000 ft. for CHINJU. The aircraft were to report to "MOSQUITO FOX" direct without the usual procedure of first contacting ground controller "MELLOW" and then being vectored. Contact was made with "MOSQUITO FOX" over the area at CHINJU but he was running short of gasoline and had to return to base. However, they were called up by the airborne controller "PICKLEBARREL" who immediately gave them a target of a school yard, some 2 miles north of the village of CHUNCHON-NI (35°11'N 128°16'E) which is about 10 miles east of CHINJU. The yard was bombed from 7000 ft. with a glide angle of 60 degrees and a release at 2000 ft. The two trucks and one of the school buildings adjacent to the trucks were completely demolished by the first two bombs. Two other members of the section, being left with bombs, were given the village of SANGNAE-RI(35°14'N 128°16'E) to bomb. The bombs hit the village and a large area of the village was demolished. The controller then identified an enemy tank approximately one mile north of the town of PANSONG (35°10'N 128°16'E). The tank was attacked with rockets and straffed, was left burning and explosions thought to be ammunition were seen in the tank. The section was credited with one tank, two trucks and one school building destroyed, and hits on the village for this strike. After being over the target for approximately one hour and 15 minutes, the section left the target area at 1955K and, as it was getting dark, the leader decided to stop the night in KOREA, so the section proceeded to the field at POHANG-DONG and landed there at 2030K. There, they refuelled and rearmed with rockets and .50 ammunition. Airborne again at 1020K on the morning of the 8th Aug, they again contacted "MELLOW" and were vectored to MOSQUITO JIG. They contacted "JIG" in the area near the town of WAEGWAN(35°59'N 128°24'E) and he took them to a enemy vehicle concentration some 10 miles west of SANGJU(36°24'N 128°10'E). Arriving on the target area - vehicles in a river bed - they started the attack at approx. 1115K. The vehicles were heavily camouflaged and situated on the bend of the river. They were attacked with rockets and straffed and the section claims were 2 tanks and 6 vehicles for the strike. Most of the vehicles were thought to be oil trucks burning solidly with black smoke. The tanks were seen to flame and explode. One of the tanks was hit directly with rockets and the other finally exploded after ~~severe~~ SEVERAL

...../2

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

rocket and strafing attacks. The trucks appeared to burn fairly easily and the colour of the smoke led the pilots to believe that they were fuel trucks. After the attack, a column of smoke was seen rising to over 3000 ft.. The section expended all their armament in this area and left the target area at 1150K. The aircraft then returned to the base at IWAKUNI landing at 1253K. The section of three has been credited with 3 tanks, eight trucks and a school building.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT OF NO 77 (F) SQUADRON.

DATE : 8th August 1950.

FORM : A 123 No. 108594,108595 & 108596.

SORTIES REPORT SERIAL NO's 8/117 - 128.

(A). : 4 MUSTANGS No's A-68 - 708, A 68- 737 , A68- 723 , A 68- 799.

(B). : F/Lt G.R. HARVEY,2P 4 ELLIS D.C.,3P 2 GARNOWAY W.H.,4P 3 HURT R.C.A.

(C) : Task No 1 of the 8th August to provide close support as directed by Ground Control.

(D) : IWAKUNI.

(E) : Poor on first strike, CAVU thereafter.

(F) : 072135 Z IWAKUNI.
080145 Z TAEGU.
080530 Z TAEGU.

(G) : 080010 Z TAEGU.
080230 Z TAEGU.
080732 Z IWAKUNI.

(H) : Armed with 500 lb. bombs, 3 inch rockets and .5 ammunition, the aircraft flew at 9000 feet and contacted MELLOW at TAEGU. He put them on to " FLOUNDER " but they were unable to get him so they contacted " MOSQUITO MIKE ". The target given was some camouflaged tanks and trucks in a large clump of trees on the road alongside the river about 1 mile east of HYOPCHON (35° 34' N - 128 ° 10' E). They arrived there at 0855 K and bombed, rocketed and strafed the target. Most of the bombs were near misses with one or two direct hits. Some small arms fire had been coming up but it now stopped. The controller went down for a look and reported that 5 loaded supply trucks were blazing. The aircraft left the area at 0955 K , returned to TAEGU and landed at 1010 K.

Rearmed and refuelled , the section took off again contacted MELLOW and were sent to WAEGWAN (35 ° 09'N - 128 ° 24' E) to get on to " PINEAPPLE ". He put them on to a school building and surrounding trees believed to be hiding artillery pieces in a town about 5 miles Northwest of WAEGWAN. It was rocketed but, although nothing burned about 12 rockets were put into the building, damaging it. The aircraft left the area at 1220 K and landed at TAEGU at 1230 K.

Refuelled and rearmed, three aircraft with 250 lb fragmentation bombs and one with NAPALM bombs, all with rockets and .5 ammunition , they took off and " MELLOW " sent them WAEGWAN to contact " MOSQUITO JIG ". Being unable to get JIG , they contacted " PINEAPPLE " who gave them a target. This was to attack a North Korean position on the top of a ridge about 3 miles North of WAEGWAN, on the eastern side of the river. Friendly troops were below the ridge. The ridge was marked with white smoke and the aircraft hit it with all the rockets and bombs they had. " PINEAPPLE " said that the results were good. The ground controller in this area asked them to remain and give support if necessary whilst the ridge was taken. After 15 minutes "PINEAPPLE " was called up and he informed them that further support was not necessary. The aircraft

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

then proceeded south and about a mile down the road, were asked to check some troops on the road. These were friendly so the aircraft then left and, after informing " MELLOW " of the results, returned to base. No damage was sustained.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT - No. 77 (F) SQUADRON

DATE 8th August 50

FORM A 123 number 108594, 108595 and 108596.

SORTIES REPORT SERIAL NO's 8/ 129 to 136

(A) 4 Mustangs numbers A 68 - 715, A 68 - 709, A 68 - 739, A 68 - 729

(B) 1. P2 RIVERS W.B. 2. P4 ROYAL K.E. 3. P3 COTTEE M.J. 4. P3 BRACKENREG R.O.L.

(C) Task number 2 of 8 August to provide close support as directed by ground control.

(D) IWAKUNI

(E) FAIR

(F) 080034 Z IWAKUNI
080715 Z TAEGU

(G) 080240 Z TAEGU
080915 Z IWAKUNI

(H) The section, armed with 500 lb bombs, 3 with rockets and 5 ammunition, took off, flew at 8,000 feet and contacted "MELLOW" controller at TAEGU. He directed them to "MOSQUITO MIKE" who sent them at 1145 K to attack field pieces on the road about 16 miles south west of TAEGU. These could not be found but a half-track vehicle was sighted, bombed, resulting in near misses, brobably damaging the vehicle. Then 2 villages in the same area on the west of the river were bombed, strafed and set on fire. An unknown number of enemy troops were seen near the road and were strafted. Low cloud had forced the aircraft to glide in from about 2,500 feet at an angle of 35 degrees and release from about 1,000 feet. The aircraft left the area at approx. 1225 K and landed at TAEGU at 1240 K to rearm and refuel.

They were armed with 250 lb fragmentation bombs, rockets and 5 ammunition. After take off, "MELLOW" was contacted and he put them on to "MOSQUITO JIG" in the WAEGWAN (35° 09' N 128° 24' E) area. "JIG" directed them to attack some camouflaged vehicles in a grove of trees near a town west of the river. Bombing, rocketting and straffing runs were carried out and these vehicles were left burning fiercely. They were then directed to attack three camouflaged tanks in an orchard on the other side of the river. These were rocketted and straffed and the pilots consider that two of them were probably damaged. The aircraft left the area at 1730 K. The weather had been fair and no flak was encountered. All landed safely at IWAKUNI.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT - NO 77 (F) SQUADRON.

DATE : 8th August 1950.

FORM : A 123 No 108594, 108595 and 108596

SORTIES REPORT SERIAL NO's 8/137 - 142.

(A) : 3 MUSTANGS No's A 68-804, A68-801 , A68-705.

(B) : F/Lt I.R. OLDRENSHAW, F/Lt J.C. MURRAY , P 2 FAIRWEATHER R.F.

(C) : Task No 3 of 8th August to provide close support as directdd by ground control.

(D) : IWAKUNI

(E) : CAVU.

(F) : 080111 Z IWAKUNI.
080745 Z TAEGU.

(G) : 080350 Z TAEGU.
080945 Z IWAKUNI.

(H) : The aircraft were armed with 500 lb bomb, 3 inch rockets and .5 ammunition. They contacted " MELLOW " and, after attempting to get several controllers, finally contacted " MOSQUITO JIG ". He directed them to an orchard about 10 miles North of WAEGWAN (35 ° 09'N - 128 ° 24' E), east of the river. There were two large tanks in the orchard and they were bombed and rocketted with negative results. They left the area and returned to TAEGU.

All were rearmed with rockets, .5 ammunition, and two of them with 250lb fragmentation bombs and one with 500 lb bombs. After take off, " MELLOW " directed them to pick up " FLOUNDER " about 15 to 20 miles south of TAEGU. They could not get " FLOUNDER " but were contacted by " DRAGONFLY ", who directed them to bomb some small towns and villages near CHOGYE (35 ° 33'N- 128 ° 16' E). Four of these were left burning. The aircraft then returned to base. No damage was sustained.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 10th Aug. 1950.

FORM : A123 No. 108597, 108598

SORTIES REPORT SERIALS NOS 8/143 to 148.

(A) 4 Mustang Nos A68-772, A68-775, A68-799, A68-791.

(B) 1.F/Lt. J.I. ADAMS; 2.P2 WILLIAMSON S.W.; 3.P2 FLEMMING J.H.; 4. P3 READING L.

(C) Task no. 1 for 9 Aug to provide ground support as directed by ground control.

(D) IWAKUNI

(E) C.A.V.U.

(F)
IWAKUNI	090110Z
TAEGU	090645Z
POHANG	090917Z

(G)
TAEGU	090400Z
POHANG	090815Z
IWAKUNI	091014

(H) The section under F/Lt. ADAMS, left IWAKUNI and proceeded to TAEGU where they got in contact with MELLOW who vectored them to ANGELO. ANGELO told them to contact ANGELO LOVE but they could not contact him and were then sent to MOSQUITO FOX in the CHUNGGYO-RI(35°23'N 128°19'E) area. There they were asked to put all available ammunition into a village that was supposed to hold enemy troops. All bombs and rockets were put into the town and as the aircraft were carrying ~~NAPALMS, high explosive~~ NAPALMS, 1 x 250 lb. FRAG bombs and rockets, the town was well straffed but no results were observed of any kills. After expending their ammunition at this town the aircraft returned to TAEGU to refuel. However there was a lot of small arms fire at the town and aircraft No. A68-775 was hit with the result that he could not lower his flaps. He circled the field at TAEGU while the rest of the section landed, then as the field was very short, he proceeded to POHANG (36°02'N 129°23'E) and made an emmergency landing. However the ~~strip there was also short~~ aircraft overshot and on attempting to go around again the engine failed and the plane crash landed. The aircraft was a total loss but the pilot suffered only bruises. The other three landed safely and then bombed up and two of the aircraft took off again while aircraft No. 791 remained at TAEGU. The two aircraft that were airborne at 1645K were armed with rockets and .5 ammunition. They were sent by MELLOW to FLOUNDER but as FLOUNDER had no targets they were sent to MOSQUITO who vectored them to CHOGYE(35°33'N 128°16'E) where they were to attack any stores or vehicles that they saw in the area. They arrived over the target at 1715K and scored hits on storage dumps but the amount of damage done could not be ascertained. A truck towing a field piece was attacked and the truck broken in half but it was not certain that the field piece was destroyed. The aircraft then attacked and destroyed another truck near there. Concentrations of troops were also seen and straffed with unknown results. Another truck about four miles away was straffed and left in flames. On this sortie there was no AA and the two aircraft returned to TAEGU where they were joined by aircraft No. A68-791. The three then flew to POHANG where two aircraft refuelled. On making sure that the pilot of the aircraft that had crash landed was not hurt and all salvalageable parts of the aircraft had been secured, the three remaining aircraft returned to base. The pilot of the crash landed aircraft returned to base later in the night by means of the American air ferry service.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT No. 77 (F) SQUADRON

DATE : 10 Aug. 1950.

FORM : A123 No. 108597 and 108598

SORTIES REPORT NOS 8/149 to 154.

(A) 3 Mustang fighters Nos A68-720, A68-708, A68-801.

(B) 1, F/Lt. F.W. BARNES 2, P3 HARROP, W.P., 3,F/Lt. F.R. COBURN.

(C) Task no. 2 for 9 Aug. to provide close support as directed by ground control.

(D) IWAKUNI.

(E) C.A.V.U.

(F) IWAKUNI 09 0157Z
TAEGU 09 0645Z

(G) TAEGU 09 0430Z
IWAKUNI 09 0838Z

(H) The section of three aircraft took off from IWAKUNI with four frag and 2 x 500 lb. bombs, 18 rockets and full ammunition. They were led by F/Lt. BARNES and proceeded to the TAEGU(35°52'N 128°36'E) area where they contacted "MELLOW" and were passed on to "MOSQUITO JIG" in the WAEGWAN area(35°59'N 128°24'E). They arrived over the target area at about 0900K. hrs.and were directed by "MOSQUITO JIG" to bomb a school about two miles north of WAEGWAN. This area was attacked with bombs and all bombs landed in the target area but no results could be observed. The aircraft then patrolled the road between KUMCHON(36°08'N 128°08'E) and WAEGWAN. Along this road on a side path the section found a convoy of trucks and attacked them with good results with both rockets and .5 ammunition. Three of the trucks were completely destroyed and a shed beside the trucks was set afire and burnt with a very intense black smoke that made it appear to have been a fuel dump. After these attacks the aircraft returned to TAEGU where they refueled and rearmed with 260 lb fragmentation bombs, rockets and more ammunition. The aircraft landed at TAEGU at 1430K and were airborne again at 1645K. They were again vectored to MOSQUITO JIG and returned to the same area that they had operated in the morning. This time however they went to a place that appeared to be an orchard and according to the airborne controller contained enemy troops. There were no observed results but JIG stated that they had done an excellent job. The aircraft started the attack at 1715K and after dropping the bombs on the troop concentration they patrolled the road again and sighted a large tank moving along the road. They immediately attacked it and although direct hits were scored the tank appeared to be undamaged. However the crew left the tank and ran into the hills. They were straffed while doing this and although the airborne controller said that they had been hit, the pilots of the Mustangs did not see any hits scored. After all ammunition had been used on futile attacks on the tank the section returned safely to base landing at 1838K. There were no sightings made nor was there any flak. The pilots stated that RT had improved a lot as there was not nearly as much chatter on the air as there was usually.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 10 Aug. 1950

FORM : A123 No. 108599

SORTIES REPORT SERIAL NOS : 8/155 to 170

(A) Four Mustang fighters no's A68-715, A68-739, A68-709, A68-723

(B) 1. F/Lt. C.R. NOBLE; 2. P4 STONEY A.T.; 3. P3 TURNER A.R.
4. P4 ELLIS D.C.

(C) Task no. 1 for 10th Aug to provide close support as directed by ground control.

(D) IWAKUNI

(E) C.A.V.U.

(F)	IWAKUNI	09 2030Z
	TAEGU	09 2350Z
	TAEGU	10 0400Z
	TAEGU	10 0800Z
(F)	TAEGU	09 2230Z
	TAEGU	10 0135Z
	TAEGU	10 0620Z
	IWAKUNI	10 1010Z

(H) The aircraft, after being armed with frag bombs and rockets, were airborne and proceeded to TAEGU(35°52'N 128°36'E) where they contacted "MELLOW" controller and were from there directed to "MOSQUITO WILD WEST" who was in the POKSONG DONG(36°02'N 128°22'E) area. They were put on to some trucks in the area and these were attacked at about 0710K. In this attack with rockets, two trucks were probably destroyed. A village between KUMCHONG(36°08'N 128°08'E) and WAEGWAN was then bombed and strafed, starting several fires. A troop concentration was strafed but results were not observed. The aircraft left the target area at about 0830K and returned to TAEGU. At TAEGU, they refuelled and rearmed with rockets and .5 ammunition. They then took off and were directed to "MOSQUITO HAMMER" who took them to attack school buildings in CHANJON-NI(35°35'N 127°46'E). They arrived at the target area at about 1025K, and attacked and damaged a school building which was reportedly holding enemy troops. They then hit about eight buildings at the cross roads in the town and left them aflame. Near the village, about twenty troops were strafed but no results were seen. The aircraft, being nearly out of ammunition, then returned to TAEGU again where they rearmed with 500 lb. G.P. bombs and rockets. They were airborne again at 1400K and directed to contact "MOSQUITO POLYGON" who was operating in the ANDONG(36°34'N 128°44'E) area. They arrived over the target area at about 1435K and were asked to try and block the road just south of ANDONG. They dropped their bombs on a cliff face beside the road and partially blocked it. They then attacked a bridge at ANDONG and scored hits without destroying it but there were several holes in it after the attack. After attacking the bridge, two buildings about three miles east of ANDONG were destroyed. Then two trucks about 6 miles south of ANDONG were rocketted and destroyed. The aircraft left the target area at 1600 K and again returned to TAEGU where they rearmed with rockets and refuelled. On the last sorties, they were put under the control of "MOSQUITO HAMMER" in the YONGSAN(35°27'N128°[illegible]'E) area. There they were asked to attack 2 school buildings which were supposed to hold tanks and trucks. This was about one mile south of HYOPCHON(35°34'N 128°10'E). The buildings were attacked with rockets and left well afire. Four other buildings nearby were damaged. The aircraft were over the target area at about 1840K and left there for their base at IWAKUNI at about 1910K. There was no flak during these sorties. The aircraft all returned safely, landing at 2010K.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 10 Aug. 1950.

FORM : A123 No. 108599

SERIAL REPORT NO'S 8/171 to 181.

(A) Four Mustang Fighters No's A68-813; A68-765, A68-804; A68-737.

(B) 1. F/Lt. S. BRADFORD; 2.P3 HUNT R.C.A.; 3 P2 FAIRWEATHER R.F.; 4. P3 TREBILCO R.E.

(C) Task number 2 for 10 Aug. to carry out an armed reconnaissance in the SEOUL(37°33'N 126°58'E), KAESONG(37°58'N 126°32'E), CHORWON (38°15'N 127°12'E)area and then after refuelling and rearming at TAEGU, to carry out close support as directed.

(D) IWAKUNI.

(E) C.A.V.U.

(F) IWAKUNI 09 2232Z
TAEGU 10 0435Z
TAEGU 10 0825Z

(G) TAEGU 10 0205Z
TAEGU 10 0610Z
IWAKUNI 10 1013Z

(H) Three aircraft were armed with frag bombs, one with 500 pounders and/with rockets and full .5 ammunition. They proceeded to their assigned target area via TAEGU where they informed "MELLOW" controller of their mission. They then proceeded to CHORWON where they attacked the railway yards with bombs and rockets but although the yards and nearby storage sheds were damaged, the amount of damage could not be assessed. The aircraft then followed the railway south towards SEOUL. They arrived at the target area at about 1005K. About eight miles south of CHORWON the section saw a long freight train. It had about 46 box cars and they were all strafed with rockets. Although hits were seen on different parts of the train there was no visible damage. The train was stationary when attacked. The aircraft only had a little ammunition left so they returned to TAEGU. At TAEGU they reamed, refueled and took off again on a close support mission. On this mission all aircraft had 500 lb. bombs and rockets. They were vectored by ground controller "MELLOW"to contact "MOSQUITO ANTIDOTE" in the WAEGWAN(35°59'N 128°24'E) area. "ANTIDOTE" led them to a spot about four miles north of the town where there were two tanks. These tanks were attacked with bombs and rockets, resulting in one being destroyed and one probably destroyed. After tha t attack the section strafed troops and a number of small boats and rafts but with nil observed results. The aircraft then again returned to TAEGU. Aircraft number A68-765 had engine trouble caused by a glycol leak and was forced to remain at TAEGU for an engine change.

The other three aircraft again refuelled and rearmed, this time with napalm bombs and were told to contact "MOSQUITO WILDWEST". As they could not contact him, they again went to "ANTIDOTE's" area. There they were vectored on to a village about four and a half miles north of WAEGWAN which was supposed to hold enemy troops. This village was attacked with the napalm bombs and set afire. Then enemy troops were strafed and several tanks in the area attacked, but with nil observed results. The three aircraft then returned safely to base.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 10 Aug. 1950.

FORM : A123 No. 108599

SORTIES REPORT SERIAL NOS 8/182 to 193.

(A) Four Mustang Fighters nos A68-803, A68-708, A68-801, A68-720.

(B) 1.P1 NICOLLS B.F.S., 2. P3 WITTMAN R.W. 3. P2 MICHELSON W.S. 4. P3 COTTEE. M.J..

(C) Task No. 3 for 10 Aug. to provide close support as directed by ground control.

(D) IWAKUNI.

(E) CAVU.

(F) IWAKUNI 092307Z
TAEGU 100315Z
TAEGU 100800Z

(G) TAEGU 100110Z
TAEGU 100445Z
IWAKUNI 101028Z

(H) The section took off from IWAKUNI with frag bombs, rockets and full .5 ammunition. It then proceeded to TAEGU(35°52'N 128°36'E) area where "MELLOW" controller was contacted and was then passed by "MELLOW" to "MOSQUITO WILDWEST" in the WAEGWAN(35°59'N 128°24'E) area. They arrived over the target area at about 1020K. There they were directed to bomb and strafe the railway lines in the area near POKSONG DONG(36°02'N 128°22'E). Although bombs hit the lines and rockets entered the tunnels, no direct damage was observed. The aircraft then, being out of ammunition, returned to TAEGU and there refuelled and rearmed with rockets and .5 ammunition. On being airborne again they were vectored to "MOSQUITO ANTIDOTE" who was operating in the area about six miles north of WAEGWAN along the river bank. They arrived at the target area at about 1330K and there, under the control of "ANTIDOTE", strafed and rocketted a ridge that had been pointed out to them by phosphorous artillery fire from friendly troops. After that, they set afire to a small village which supposedly held enemy troops, an orchard which held troops and tanks but there were no visible results. The aircraft then again returned to TAEGU and refuelled and rearmed with rockets and one aircraft with napalm and two with frag bombs. They were vectored onto "MOSQUITO HAMMER". How-ever they could not locate him and they were vectored to "DRAGONFLY". There they again attacked a ridge on which were enemy troops, dropping bombs and rockets. This was about four miles east of NAMJI-RI(35°23'N 128°29'E). They also set afire to two small villages which according to "DRAGONFLY", held enemy troops. No results were seen but "DRAGONFLY" said that they had done an excellent attack against the enemy troops. After this attack the aircraft returned safely to base .

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 11 Aug 1950.

FORM : A123 Nos 127352 and 127353

SORTIES REPORT SERIAL NOS: 8/194 to 205.

(A) Four Mustang fighters No's A68-772,A68-791,A68-796,A68-799.

(B) 1. F/O W.C. HORSMAN, 2.P3 READING, L. 3.P2 GARROWAY W.M., 4. P3 BRACKENREG, R.O.L.

(C) Task No. 1 for 11 Aug to provide close support as directed by ground control.

(D) IWAKUNI

(E) Fair with 6/8th cloud at about 7,000 ft.

(F) IWAKUNI 11 0006Z
TAEGU 11 0445Z
TAEGU 11 0850Z

(G) TAEGU 11 0230Z
TAEGU 11 0615Z
IWAKUNI 11 1028Z

(H) The aircraft were loaded with 6 rockets apiece and two with 2 x 500 lb. G.P. and two with two Fragmentation bombs each. The aircraft proceeded to the TAEGU (35°52'N 128°36'E) area where they contacted controller "MELLOW" who sent them on to "WILDWEST" control. However they could not contact "WILDWEST" and were then sent to "MOSQUITO ANTIDOTE" who was contacted successfully. "ANTIDOTE" took them ~~to a hill~~ about 3 miles north of WAEGWAN(35°59'N 128°24'E) where they were directed to attack a hill in which the enemy were dug in. They arrived at the target area at about 1145K. and successfully dropped the frag bombs and rocketted the hill. They were then taken to a school about a mile away from the hill and asked to destroy the school as enemy troops were in it. Two 500 lb. G.P. bombs were successfully dropped on one wing of the building and destroyed it. Succeeding rocket attacks set fire to surrounding buildings. The aircraft then strafed troops in a dried up creek bed in the area but results could not be assessed. The aircraft then returned to TAEGU to refuel and rearm, leaving the target area at 1215K. On this mission there was a small amount of small arms AA fire, but no damage was inflicted on the aircraft.

When the aircraft took off from TAEGU were all armed with two frag bombs each as well as rockets. They were vectored to "MOSQUITO HAMMER" who led them to the CHUNGGYO-RI area (35°23'N128°19'E) He vectored them on to a school about five miles north of the town where he stated, that troops with field pieces were concealed under the trees that surrounded the school playground. The aircraft arrived over the target at about 1515K. The frag bombs were all dropped on or very near the target but no results were seen although the controller said that the results were excellent. The section then proceeded about a mile up the road where there were a group of trucks and they attacked these with rockets, destroying two of them and damaging one. They were then led back to the school again and strafed the area. The flight then left the target area at 1550K and returned again to TAEGU.

This time one aircraft was rearmed with napalm bombs and all with rockets. After becoming airborne , they were directed to contact "MOSQUITO HAMMER" who took them to YUICHI-RI(35°37'N 128°22'E). They arrived at the target at about 1910K and were directed to try and sink a barge on the river. The napalm bombs were dropped but missed. The barge was then attacked with rockets but,although hits were observed, the extent of damage was unknown. Then as it was getting late, the leader asked for a quick target. "HAMMER" then directed them to destroy, if possible, two villages, one, about a mile west of

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

YUICHI-RI (35°37'N 128°22'E) and the other a mile south of YUICHI-RI. These were rocketted and strafed and one was burnt out with the other extensively damaged. These villages were reported to hold enemy troops. The aircraft then returned safely to base at IWAKUNI without incident.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77(F) SQUADRON

DATE : 11 Aug. 1950.

FORM : A123 Nos 127352 and 127353

SORTIES REPORT SERIAL NO'S 8/206 to 214

(A) Three Mustangs No's A68-720, A68-715, A68-739.

(B) 1. F/Lt. T.W. MURPHY; 2.P3 HARROP W.P., 3.P2 FLEMMING J.H.

(C) Task No. 2 for 11 Aug to provide close support as directed by ground control.

(D) IWAKUNI.

(E) Fair.

(F) IWAKUNI 11 0126 Z
TAEGU 11 0550 Z
TAEGU 11 0855 Z

(G) TAEGU 11 0415 Z
TAEGU 11 0720 Z
IWAKUNI 11 1025 Z

(H) The section one aircraft armed with frag bombs, one with NAPALM, and all with rockets and .5 ammunition, took off and picked up "MELLOW" controller at TAEGU. He put them on to "MOSQUITO POLYGON" in the ANDONG(36°34'N 128°44'E) area. "POLYGON" directed them at 1300K, to bomb a partially damaged concrete bridge. All bombs missed the target. They then attacked and destroyed one truck, damaged a large concrete locomotive shed and probably damaged an American bus which had been left behind. At 1345K left and returned to TAEGU.

After refuelling and rearming with bombs, rockets and .5 ammunition, they took off, contacted "MELLOW" and were sent to work with "MOSQUITO ANTIDOTE" in the WAEGWAN(35°59'N 128°24'E)area where they arrived at 1600K. He put them on to a tank about 2 miles north of WAEGWAN. This was attacked with rockets and it exploded. About 200 yards further north, they hit another tank, destroying it, and then another was seen just to the south east. This was hit and burst into flames. A troop concentration in an orchard in this area was then bombed with unknown results. The aircraft left the area at 1700K and returned to TAEGU.

They refuelled and rearmed with rockets and .5 ammunition at TAEGU. "MELLOW" again sent them to "ANTIDOTE". He directed them to attack artillery pieces and troops in the vicinity of YONGGI DONG(36°23'N 128°26'E). These were rocketted and strafed with unknown results. The aircraft were in this area from 1905 K to 1940 K. After they left the area, one aircraft was forced to land at TAEGU, where it remained overnight and the remaining two returned to IWAKUNI.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 12 Aug. 1950.

FORM : A123 No. 127354

SORTIES REPORT SERIAL NO'S 8/215 to 218.

(A) 4 Mustang Fighters No's A68-809,A68-760,A68-801,A68-708.

(B) 1. W/C. L.T. SPENCE D.F.C. 2. P4 STEPHENS G.I. 3.F/O T.E. McCROHAN 4.P3 HAKKINSON A.

(C) Task No. 1 for 12 Aug to provide close support as directed by ground control.

(D) IWAKUNI

(E) C.A.V.U.

(F) IWAKUNI 12 2256 Z
PUSAN 12 0420 Z (2 Aircraft)

(G) PUSAN 12 0210 Z(2 Aircraft)

IWAKUNI (12 0235 Z (2 Aircraft)
(12 0535 Z (2 Aircraft)

(H) The four aircraft were armed with both G.P. and frag bombs, and they went to TAEGU where they contacted "MELLOW" who vectored them onto"MOSQUITO HAMMER" who was at a place about 5 miles west of YONGSANG(35°27'N 128°32'E). However on the way they were contacted by "BERTHA 14" and directed to attack a hill marked with yellow mortar smoke. All bombs and rockets were put into the target area and then the aircraft set out for home base. Nos 1 and 2 returned directly to IWAKUNI but as Nos 3 and 4 were short of fuel, they landed at PUSAN, refuelled and then returned to base safely.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77(F) SQUADRON

DATE : 12 Aug. 1950.

FORM : AP3 No. 126354

SORTIES REPORT SERIAL NO'S 8/219 to 226

(A) 4 Mustangs numbers A68-723, A68-772, A68-813, A68-803.

(B) 1. F/O K.D. McLEOD 2. P2 DOUGLAS, E.R.
3. P2 WILLIAMSON S.W. 4. P4 ROYAL K.E.

(C) Task numbers 2 of 12 Aug. to provide close support as directed by ground control.

(D) IWAKUNI

(E) FAIR

(F) 1123292 IWAKUNI
1205152 TAEGU
1208152 TAEGU

(G) 12 0210 Z TAEGU
12 0650 Z TAEGU
12 0930 Z IWAKUNI.

(H) Two aircraft were loaded with 500 lb. G.P. bombs, two with frag bombs and all with rockets and .5 ammunition. They contacted "MELLOW" controller at TAEGU and were put on to "PINEAPPLE" at KORYUNG(35°44'N 128°16'E). They arrived there at 1100K and he directed them to bomb, rocket and strafe haystacks on or around the road on the north east edge of KORYUNG. This was carried out but the damage could not be assessed. One camouflaged vehicle was hit and destroyed. The aircraft left the area at 1150K and returned to TAEGU.

They refuelled and rearmed with NAPALM bombs, rockets and .5 ammunition. "MELLOW" sent them to contact "MOSQUITO ANTIDOTE" who directed them to set fire to all villages in the YONGGI-DONG (36°23'N 128°26'E) area. Five villages east and west of the town were set alight. They then left for TAEGU. The aircraft were in this area from 1540K to 1630 K.

It was intended to carry out a further strike from TAEGU but weather reports caused a change of plans and the aircraft returned directly from TAEGU to IWAKUNI. No damage was sustained and all landed safely.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 13 Aug. 1950.

FORM : A123 No. 127355

SORTIES REPORT SERIAL NO'S 8/227 to 234.

(A) 4 Mustangs numbers A68-760, A-68-801, A68-720, A68-799.

(B) 1. P2 THORNTON, G. 2.P3 HARROP, W.P. 3.P2 GARROWAY W.M.
4. P3 COTTEE, M.J.

(C) Task number 1 of 13 Aug. to carry out close support in the CHINJU (35°12'N 128°04'E) area.

(D) IWAKUNI

(E) FAIR

(F) 12 2103 Z IWAKUNI
13 0255 Z TAEGU
13 0610 Z TAEGU

(G) 13 0001 Z TAEGU
13 0530 Z TAEGU
13 0719 Z IWAKUNI

(H) The aircraft were armed with 500 lb. G.P. bombs, 60 lb. H.E. rockets and .5 ammunition. They flew to TAEGU, contacted "MELLOW" controller who vectored them to CHINJU to pick up "VAUDEVILLE". They were directed to attack trucks on the southern side of a bridge in CHINJU but these could not be found. "VAUDEVILLE" then sent them on an armed reconnaissance from KOSONG(34°58'N 128°19'E) to CHINDONG-NI (35°07'N 128°29'E) SACHON (35°05'N 128°04'E) to CHINJU. The aircraft were next directed to bomb CHINJU. One aircraft hit the south side of the town, one the north side of the river and the other two bombed the north side of the town. A reconnaissance of the road for 15 miles south west was carried out, during which two small bridges were rocketted and damaged. The aircraft then left having been over the target area from 0900 K to 0940K.

They landed at TAEGU, refuelled and rearmed, two aircraft with NAPALM, one with 500 lb. G.P. bombs and all four with rockets. After take off, "MELLOW" sent them on to "PICKLEBARREL" who directed them to attack villages containing troops about half way between PANSONG(35°10'N 128°16'E) and PONGAM-NI(35°07'N 128°22'E). These were bombed and fires were started. The aircraft then proceeded on a reconnaissance east of CHINJU with "PICKLE BARREL". No targets could be found so they returned to PONGAM-NI,contacted "MOSQUITO FOX" who directed attacks against some trucks in the town. Two were destroyed. The aircraft then left the area at 1510K having been there since 1350K. They landed at TAEGU, refuelled and then returned to IWAKUNI. No flak was encountered and all landed safely.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 13 Aug. 1950.

FORM : A123 No. 127355

SORTIES REPORT SERIAL NOS. 8/235 to 242.

(A) 4 Mustangs numbers A68-803, A68-772, A68-726 and A68-796.

(B) 1. P2 RIVERS, W.B. 2.P3 HUNT, R.C.A., 3. P2 MICHELSON W.S., 4. P3 READING L.

(C) Task number 2 of 13 Aug. to provide close support as directed by ground control.

(D) IWAKUNI

(E) CAVU on first strike, FAIR on second.

(F) 12 2133 Z IWAKUNI
13 0230 Z TAEGU

(G) 13 0145 Z TAEGU
13 0442 Z IWAKUNI

(H) The aircraft were armed with 500 lb. G.P. bombs, 60 lb. H.E. rockets and .5 ammunition. They flew to TAEGU, contacted "MELLOW" controller who sent them on to "MOSQUITO HAMMER". He directed them to attack a village holding troops on the road about 5 miles west of YONGSAN(35°27'N 128°32'E) and strafe the hills on either side. The village was bombed and destroyed, and the hill rocketted and strafed with no observed results. Another village about half a mile east was then strafed. The aircraft left the area then, having been over from 1010K to 1030K.

They landed at TAEGU, refuelled and rearmed, one aircraft with NAPALM's, three aircraft with 500 lb. G.P. bombs, rockets and .5 ammunition. After take off, "MELLOW " was contacted and he sent them to pick up "MOSQUITO ANTIDOTE", who directed them to a position three miles south west of NAKSONG-DONG(36°12'N 128°23'E). Here, five heavily camouflaged vehicles were attacked, resulting in near misses with bombs, hits with rockets and .5 ammunition. No results were seen. One fuel fire was started in this area. A cloud base of 4,000 ft. prevented effective dive bombing. Small arms fire, of slight intensity, light calibre and accurate was encountered over this area and the tailplane of one aircraft was hit and damaged. All aircraft returned safely.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 14 Aug. 1950.

FORM : A123 Nos 127356 and 127357

SORTIES REPORT SERIAL NO'S S/243 to 246.

(A) 4 Mustangs numbers A68-809, A68-722, A68-763, A68-813.

(B) 1. W/Cmdr. L.T. SPENCE, D.F.C.,
2. P4 ROYAL, K.E.
3. P2 FLEMMING, J. H.
4. P3 BRACKENREG, R.O.L.

(C) Task number 1 of 14 Aug. to provide close support as directed by ground control.

(D) IWAKUNI

(E) POOR

(F) 13 2353Z IWAKUNI

(G) 14 0309Z IWAKUNI

(H) The section was armed with 6 x 260 lb. frag bombs, 2 x 500 lb. G.P. bombs, rockets and .5 ammunition. "DRAGONFLY" controller was contacted and he directed them to attack an enemy held hill about 6 miles west of YONGSAN(35°27'N 128°32'E). The arrived over the target at 1120K and bombed, rocketted and strafed the hill with good results. All of the ammunition was used in this attack and at 1150K, the Aircraft left the area and returned to IWAKUNI.
Low cloud and slight rain was encountered over the target area. There was no flak and aircraft landed safely.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 14 Aug. 1950.

FORM : A123 Nos 127356 and 127357

SORTIES REPORT SERIAL NO'S 247 to 249.

(A) 3 Mustangs numbers A68-813,A68-739, A68-796.

(B) 1. F/Lt. J. I. ADAMS
2. F/Lt. D.W. HITCHINS
3. P3 WITTMANN, R.W.

(C) Task number 2 of 14 Aug to provide close support in YONGSAN(35°27'N 128°32'E) area.

(D) IWAKUNI

(E) POOR

(F) 14 0017Z IWAKUNI
(G) 14 0324Z IWAKUNI

(H) Loaded with 4 x 260 lb. frag bombs, 2 500 lb. G.P. bombs, 60 lb. H.E. rockets and .5 ammunition, the aircraft contacted "DRAGONFLY" controller who directed at 1130K them to attack an enemy held hill about 6 miles west of YONGSAN . The hill was bombed and strafed with good results. The aircraft then rocketted a village containing vehicles on the road about one mile south with no observed results. A tank which was then sighted was destroyed with rockets and strafing. The aircraft left the target area at 1215K and returned to IWAKUNI. No flak was encountered and all aircraft landed safely.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 14 Aug. 1950.

FORM : A123 Nos 127356 and 127357

SORTIES REPORT SERIAL NO'S 250 to 253.

(A) 4 Mustangs numbers A68-782, A68-726, A68-760, A68-737.

(B) 1. F/Lt. G.R. HARVEY.
2. P3 TREBILCO R.E.
3. F/O T.E. McCROHAN,
4. P4 STEPHENS, G.I.

(C) Task numbers 3 of 14 August to provide close support in YONGSAN(35°27'N 128°32'E) area.

(D) IWAKUNI

(E) POOR

(F) 14 0025 Z IWAKUNI

(G) 14 Z IWAKUNI

(H) The aircraft contacted "DRAGONFLY" controller at YONGSAN and were directed to attack an enemy held hill six miles west of YONGSAN. This was bombed with four 260 lb. frag bombs and four 500 lb. G.P. bombs with good results. A small truck in the area was rocketted and destroyed. The aircraft then rocketted and straffed enemy front line positions about one mile east of the hill which they had bombed. The results of this attack were again good. Our front lines were only about 200 yards from the scene of the attack. The aircraft, which had been over the target area from 1145K to 1220K, then left and returned to base. No flak had been encountered and all aircraft landed safely at IWAKUNI.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 14 Aug. 1950.

FORM : A123 Nos 127356 and 127357

SORTIES REPORT SERIAL NO's 8/254 to 257.

(A) 4 Mustangs Numbers A68-801, A68-799, A68-723, A68-763.

(B) 1. F/O K.D. McLEOD 2.P4 ELLIS, D.C.
3. P2 WILLIAMSON, S.W. 4.P3 KLAFFER, L.R.

(C) Task number 4 of 14 August to carry out close support as directed by ground control.

(D) IWAKUNI

(E) POOR

(F) 14 0536Z IWAKUNI (4 aircraft)
14 0930Z PUSAN (1 ")
14 2210Z PUSAN (3 ")

(G) 14 0835Z PUSAN (4 Aircraft)
14 1021Z IWAKUNI (1 ")
14 2309Z IWAKUNI (3 ")

(H) Two aircraft were loaded with two 500 lb. G.P. bombs each,
/six two with/260 lb. frag bombs each, all with 60 lb. H.E. rockets and .5 ammunition. They proceeded to TAEGU, where they contacted "MELLOW" and were sent to "VAUDEVILLE" in the MASAN($35^{o}13'N 128^{o}34'E$) area. From there they were passed to "PICKLEBARREL", under whose direction they went to PONGAM NI($35^{o}07'N$ $128^{o}22'E$). En route at 1810K they sighted five more R.A.A.F. Mustangs, which proved to by Task No. 6 of the day, and, after making radio contact, they joined forces and together bombed and strafed a large group of captured American vehicles. Results were good, and actual claim figures are included in those for task numbers 6.

The aircraft left the target area at 1825K and, as they were running low on fuel, put down at PUSAN. One aircraft accompanied an aircraft of task number 6 which had landed at PUSAN, back to IWAKUNI and the other three remained over night at PUSAN, returning to base the next morning.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 14 Aug. 1950.

FORM : A123 Nos 127356 and 127357

SORTIES REPORT SERIAL NO'S 8/258 to 260

(A) 3 Mustangs numbers A68-813, A68-796, A68-782.

(B) 1. F1 NICOLLS, B.F.S.
2. P3 HANKINSON , A.
3. P2 DOUGLAS, E.R.

(C) Task number 5 of 14 August to provide close support as directed by ground control.

(D) IWAKUNI

(E) N/A

(F) 14 0603 Z IWAKUNI

(G) 14 0719 Z IWAKUNI

(H) The aircraft set off armed with frag bombs, 500 lb. G.P. bombs, rockets and .5 ammunition but at a point approximately 34°50'N 130°00'E over the TSUSHIMA Straits, the leader developed engine trouble and all aircraft were forced to return to base. The bombs were jettisoned in the sea at a point approximately 34°55'N 130°30'E. All aircraft landed safely.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 14 Aug. 1950

FORM : A123 No.s 127356 and 127357

SOTIES REPORT SERIAL NO'S 8/261 to 265

(A) Five Mustangs Nos A68-803, A68-760, A68-737, A68-739, A68-772

(B) 1. F/O W.C. HORSMAN, 2. P3 HUNT, R.C.A. 3. P2 GARROWAY, W.M., 4. P4 STONEY A.T. 5. P3 COTTEE M.J.

(C) Task number 6 of 14 August to provide close support as directed by ground control.

(D) IWAKUNI

(E) Poor

(F) 14 0630 Z IWAKUNI
(G) 14 0941 Z IWAKUNI

(H) Armed with frag bombs, 500 G.P delay bombs, rockets and .5 ammunition, the aircraft flew to MASAN(35°13'N 128°34'E) where they contacted "VAUDEVILLE" controller. He vectored them to controller "PICKLE BARREL" who directed them to attack a concentration of over 20 trucks in a river bed and on the road /north about one mile/of PONGAM-NI(35°07'N 128°22'E). All of the bombs, rockets and ammunition were used in this attack which commenced at 1800K. Some direct hits and many near misses were observed and two large fires broke out. 2 trucks were destroyed and others probably destroyed, the number of which could not be assessed. During the attack, the section was joined by the section which flew task number four of the day. The results therefore are a combination of the two sections' work. At 1820K whilst over the target area, F/O HORSMAN was forced to leave the attack and land at PUSAN(35°05'N 129°02'E) with a suspected burst petrol tank. The remaining four aircraft left the target area at 1830K and returned to base. Some small arms fire was encountered over the target but no aircraft were hit and all landed safely at IWAKUNI. F/O HORSMAN refuelled at PUSAN and joined number four of task number four which had also landed at PUSAN to refuel, and leaving at 1930K returned with him to IWAKUNI, landing at 2021K.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 15 Aug. 1950.

FROM : A123 No. 12758 and 127359

SORTIES REPORT SERIAL NOS. S/266 to 269

(A) 4 Mustants numbers A68-715,A68-753,A68-796,A68-782.

(B) 1. F/Lt. S. BRADFORD 2. P4 STEPHENS, G.I.
3. P2 FAIRWEATHER, R.F. 4.F/O T.E. McCROHAN

(C) Task number 1 of 15 August close support as directed by ground control.

(D) IWAKUNI

(E) C.A.V.U.

(F) 14 2203 Z IWAKUNI

(G) 15 0136 Z IWAKUNI

(H) Two aircraft were loaded with two 500 lb. G.P. bombs each, two with 260 lb. frag bombs each, all with 60 lb.H.E.rockets and .5 ammunition. They took off, flew to TAEGU and contacted "MELLOW" controller who vectored them to "ANTIDOTE". He put them at 0915K on to the town of HAJANG-DONG(36°08'N 128°29'E), in which were troops and vehicles. The town was bombed and rocketted with good results. The west side of the town was destroyed and a building holding vehicles on the east side of the town was hit with a bomb and left burning. Two aircraft then strafed troops in a valley about 4 miles south west of HAJANG-DONG whilst the other two strafed a village in a fork of the road in the same area. No results were observed. The aircraft left at 1000K and returned to IWAKUNI . No flak had been encountered and all returned safely.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 15 Aug. 1950.

FORM : A123 Nos 127358 and 127359

SORTIES REPORT SERIAL NOS. 8/270 to 277.

(A) 4 Mustangs numbers A68-772, A68-763, A68-739, A68-760.

(B) 1. F/Lt. C.R. NOBLE 2. P3 HANKINSON, A
3. P3 TURNER, A.R. 4. P3 HARROP, W.P.

(C) Task number 2 of 15 Aug. to carry out close support as directed by ground control.

(D) IWAKUNI

(E) Poor early, fair thereafter.

(F) 14 2358 Z IWAKUNI
15 0455 Z TAEGU

(G) 15 0220 Z TAEGU
15 0712 Z IWAKUNI

(H) Two aircraft were loaded with two 500 lb. G.P. bombs each, two with two 260 lb. frag bombs each, all with 60 lb. H.E. rockets and .5 ammunition. They contacted "MELLOW" controller at TAEGU who vectored them to "MISSISSIPPI 14" in the POHANG-DONG(36°02'N 129°23'E) area. They picked him up at ANGANG-NI (35°59'N 129°13'E) and he put them on to a village about 7 miles west of POHANG-DONG which contained troops. The village was rocketted and bombed at 1120K with good results. The aircraft then strafed a ridge about half a mile north of the village but no results were seen. The controller requested them to return with napalm. They left the area at 1200 K and returned to TAEGU. The weather had been poor due to a cloud base of about 1,500 feet.

Refuelled and rearmed, two aircraft with 2 napalm and 4 five inch rockets each and two with two 260 lb. frag bombs and 6 five inch rockets each. After becoming airborne, they proceeded direct to "MISSISSIPPI 14" controller at ANGANG-NI. He directed them to attack at 1515K a small village in a valley about a mile north of the village they had hit in the earlier strike, which by this time had been taken by friendly troops who were advancing north. This village was set on fire with three napalms and the frag bombs. The aircraft were then directed to attack the same ridge they had earlier strafed. A direct hit with a napalm was scored on the ridge. Enemy troops were seen in fox holes and retreating down the northern side of this ridge. Friendly troops were now advancing up the southern side. These enemy troops were thoroughly rocketted and strafed. The controller reported that results were excellent. The aircraft left the area at 1610K, reported results to "MELLOW" and returned to IWAKUNI. No flak was encountered and all aircraft landed safely.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 15 Aug. 1950.

FORM : A123 Nos 127358 and 127359

SORTIES REPORT SERIAL NO'S 8/278 to 281.

(A) 4 Mustangs numbers A68-782, A68-715, A68-753, A68-737.

(B) 1. F/Lt. G.R. HARVEY 2. P3 TREBILCO, R.E.
3. P2 RIVERS, W.B., 4. P4 ROYAL, K.E.

(C) Task number 3 of 15 August to provide close support as directed by ground control.

(D) IWAKUNI

(E) Fair.

(F) 15 0435 Z IWAKUNI

(G) 15 0749 Z IWAKUNI

(H) Two aircraft were loaded with two 500 lb. G.P. bombs each, two with 260 lb. frag bombs each, all with six 60 lb. H.E. rockets and .5 ammunition. They contacted "MELLOW" controller at TAEGU and he vectored them to "MOSQUITO WILDWEST" who, having no targets, passed them to "MOSQUITO ANTIDOTE" who was north east of WAEGWAN(35°59'N 128°24'E). He directed them to bomb four buildings in TABU-DONG(36°03'N 128°31'E) which contained vehicles. Two of these building were destroyed. They then proceeded to a small village five MILES south which they bombed and strafed. One truck and a fuel dump were destroyed here. A camouflaged tank was then sighted and it was rocketted, and probably damaged. The aircraft, having been over the target area from 1545 K to 1620K, then left and, after reporting to "MELLOW", set course for IWAKUNI. Near PUSAN, P3 TREBILCO developed engine trouble and was forced to land at PUSAN. The remaining three returned to IWAKUNI and all landed safely. P3 TREBILCO remained over night at PUSAN.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT - NO. 77 (F) SQUADRON

DATE 16th August 1950

FORM A 123 No's 127360 and 127361

Sorties Report Serial No's 8/282 to 8/289

(A) 4 Mustangs numbers A68 -772 A68 -723 A68 -720 A68 -760

(B) 1. P2 FLEMMING, J.H. 2. P2 WILLIAMSON, S.W.
3. F/LT. T.W. MURPHY 4. P2 DOUGLAS, E.R.

(C) Task number 1 of 16th August to carry out close support as directed by ground control.

(D) IWAKUNI

(E) Fair

(F) 152333 Z IWAKUNI
160510 Z TAEGU

(G) 160225 Z TAEGU
160704 Z IWAKUNI

(H) Three aircraft were loaded with 2 500 lb G.P. bombs, 1 aircraft with 2 260 lb frag bombs, all with 60 lb HE rockets and .5 ammunition. They flew to TAEGU, contacted "MELLOW" controller, and after being passed on to two controllers who could give them no targets, contacted "PICKLE BARREL" who directed them to the TUNDOK (35° 11' N, 128° 23' E) area about eight miles WEST of HASAN (35° 13' N, 128° 34' E). The section was asked to bomb and strafe troop concentrations in a temple and village about one mile south of TUNDOK. All bombs and ten rockets hit the target area and the controller stated that results were good. The section then proceeded on a recce of the area and attacked a truck on the road about one mile north of TUNDOK with rockets and strafing. This truck was left burning and was claimed as destroyed. The section arrived on target at 1120K and left for TAEGU at 1155K. They landed at TAEGU at 1225K and were rearmed with two frag bombs and 6 five inch rockets and full loads of point five ammunition each and refuelled. At 1510K, the section left TAEGU and "MELLOW" directed them to "MOSQUITO WILD WEST" in the WAEGWAN (35° 59' N, 128° 24' E) area, who vectored them to several tanks on a road on the East side of the NAKTONG River about two miles North East of WAEGWAN. These were attacked at 1520K with bombs and rockets and one was probably damaged. On a road about two miles due North of WAEGWAN, a small fuel dump was set afire and destroyed by strafing and some troops were strafed between two and four miles north of WAEGWAN. The section then left the target area at 1600 K and returned safely to base at IWAKUNI. Pilots complained that RT chatter on B for Baker channel was excessive throughout the mission.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 16 Aug. 1950.

FORM : A123 No's 127360 & 127361

SORTIES REPORT SERIAL NO's 290 to 297

(A) 4 Mustangs Numbers A68-799,A68-763, A68-705, A68-739.

(B) 1. F/O K.D. KcLEOD, 2. P3 KLAFFER L.R.
3. P1 NICOLLS B.F.S. 4. P3 BRACKENREG R.O.L.

(C) Task number 2 of 16 August of carry out close support as directed by ground control.

(D) IWAKUNI

(E) C.A.V.U.

(F) 16 0045 Z IWAKUNI
16 0600 Z TAEGU

(G) 16 0255 Z TAEGU
16 0831 Z IWAKUNI

(H) The aircraft were loaded as follows : 2 aircraft with 500 lb. G.P. bombs, 2 with 260 lb. frag bombs, all with 60 lb. H.E. rockets and .5 ammunition. The section contacted "MELLOW" and was vectored to "MOSQUITO POLYGON" but as he could not be picked up, they returned to "MELLOW" who vectored them to "MOSQUITO HAMMER". He also could not be found but contact was made with "DRAGONFLY" who directed them to bomb and rocket the town of KAEPO-DONG(35°43'N 128°21'E)and stressed that the aircraft must be off the target by 1230K. They arrived at the target at 1200K and as a result of the attack about half of the town was destroyed. They left this target at 1228K and proceeded to strafe a small village 4 miles west of KANG-NI(35°27'N 128°28'E) starting five fires in the village.They then returned to TAEGU.

Three aircraft were rearmed with two 500 lb. G.P. bombs and 6 five inch rockets each, one with napalm and 4 five inch rockets and all with .5 ammunition. After take off, "MELLOW" directed them to "MOSQUITO WILDWEST" in the WAEGWAN(35°59'N 128°24'E) area. He directed them to two tanks, one of which was burning, on the road 6 miles north of WAEGWAN. At 1615K these were attacked with bombs and rockets, resulting in near misses, damaging one tank and probably damaging the other. At this stage, P3 BRACKENREG was forced to return to TAEGU with a rough running engine. The other three then strafed bushes along the road side and a camouflaged vehicle was set on fire and destroyed. A small village in the same area was strafed. They left the target at 1725K and returned to IWAKUNI. P3 BREACKENREG remained over night at TAEGU.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 17th Aug. 1950.

FORM : A123 No. 127362 and 127363

SORTIES REPORT SERIAL NOS 8/298 to 305

(A) Five Mustang fighters No's A68-726, A68-796, A68-709, A68-737.

(A68-739, second strike only)

(B) 1. F/Lt. C.R. NOBLE, 2F/O T.E. McCROHAN. 3. P2 THORNTON G.,
4. P4 ROYAL K.E.
(P3 BRACKENREG R.O.L., second strike only)

(C) Task No. 1 for the 17th Aug. to provide close support as directed by ground control.

(D) IWAKUNI

(E) FAIR.

(F) IWAKUNI 16 2258 Z
TAEGU 17 0400 Z
TAEGU 17 0730 Z

(G) TAEGU 17 0145 Z
TAEGU 17 0600 Z
IWAKUNI 17 0824 Z

(H) Four aircraft, armed with six rockets, and .5 ammunition, each, two carrying 2x500 lb. G.P. bombs and two carrying two 260 lb frag. bombs, proceeded to TAEGU (35°52'N 128°36'E) and contacted "MELLOW," who sent them to air controller "MOSQUITO WILD WEST" who in turn passed them to "PINEAPPLE," in the HYONPUNG area. (35°42'N 128°27'E)

Under his instruction, they bombed a half-completed under water bridge, but all four bombs dropped missed the target. This bridge was located on the NAKTONG River about 3 miles West of HYONPUNG. They then bombed a patch of foliage on the Northern bank of the river in the same area as the bridge, and although direct hits were seen, results could not be assessed. "MOSQUITO HAMMER" then requested them to attack another area believed to be containing troops 1 mile South of the underwater bridge. Hits were again registered. They then returned to the bridge and pounded it with rockets, scoring at least 8 direct hits and inflicting considerable damage. Having been over the target area from 17-0020Z to 17-0125Z, they returned to TAEGU and landed to refuel and rearm.

P3 BRACKENREG, who had remained overnight at TAEGU from task No. 2 of 16 Aug. with engine trouble, then joined them and rearming. two 500 lb. GP bombs each to four aircraft, two Napalm bombs to the fifth, six rockets and .5 ammunition each, they took off again and were sent to the area West of KUMCHON (36°08'N 128°08'E). Sighting a tank they attacked it and the Napalm bombs completely enveloped it, setting it alight. It still did not explode however. The crossroad in the town of KWAN NI (36°13'N 128°00'E) were then bombed with hits making large holes in the road and starting fires in the town. Another village less than a mile East of KWAN NI was also bombed with good results. They then returned to the tank which they had previously attacked and scored numerous hits on it with .5s. Having expended all armament they then returned to TAEGU where they refuelled and returned to base safely.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 17th Aug. 1950.

FORM : A123 No. 127362 and 127363

SORTIES REPORT SERIAL NOS 8/306 to 314.

(A) Four Mustang Fighters nos A68-772,A68-763,A68-760,A68-753.

(B) 1. F/O. W.C. HORSMAN 2. P3 WITTMAN R.W.
3. F/Lt. S. BRADFORD 4. P4 STEPHENS G.I.

(C) Task No. 2 for 17 Aug. to provide close support as directed by ground control.

(D) IWAKUNI

(E) Fair with 6/8th cloud at 4,000 ft.

(F) IWAKUNI 16 2351Z
TAEGU 17 0600Z

(G) TAEGU 17 0225Z
IWAKUNI 17 0805Z

(H) The four aircraft with ,5001b. G.P., 2601b. frag bombs, 60 1b. HE rockets and .5 ammunition went directly to TAEGU where they contacted "MELLOW" who told them to contact either "PASSPORT" or "MISSISSIPPI 14" control. They contacted "MISSISSIPPI" and were requested to attack ground troops in a ridge about 6 miles north west of ANGANG-NI(35°59'N 129°13'E). They arrived over the target area at 1112K and proceeded to plaster the area with all available ammunition. All bombs and rockets went into the target area. The aircraft then returned to TAEGU where they refueled and rearmed with the same type of ammunition. The aircraft were then vectored to the HAJANG-DONG(36°08'N 128°29'E) area where they contacted "MELLOW ANTIDOTE" who took them to an orchard about three miles S.W. of HAJANG DONG both sides of the main road. The orchard held a concentration of enemy vehicles including tanks, trucks and half track vehicles. All available bombs were dropped and one tank was destroyed. The area was rocketed with nil observed results but after continued strafing runs on the target area a truck was hit and exploded, destroying another two trucks which were parked nearby. Two more small tanks were set alight and destroyed and two half tracks were also burnt out. The section then, being out of ammunition, returned to base at IWAKUNI.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 18th Aug. 1950.

FORM : A123 No. 127364 and 127365

SORTIES REPORT SERIAL NOS. S/315 to 326.

(A) 4 Mustangs numbers A68 - 720, A62-715, A68-782, A68-705.

(B) 1. Pl. NICOLLS B.F.S.
2. P3 TREBILCO R.E.
3. P2 GARROWAY, W.M.
4. P3 KLAFFER, L.R.

(C) Task number 1 of 18th Aug. to provide close support as directed by ground control.

(D) IWAKUNI

(E) C.A.V.U.

(F) 17 2159 Z IWAKUNI
18 0200 Z TAEGU
18 0525 Z TAEGU

(G) 18 0001 Z TAEGU
18 0400 Z TAEGU
18 0727 Z IWAKUNI

(H) The aircraft were armed with 500 lb. G.P. bombs, frag bombs, 60 lb. H.E. rockets and .5 ammunition. "MELLOW" controller was contacted at TAEGU and he vectored them to "MOSQUITO POLYGON". He directed them to attack a village and 2 school building about 3 miles north of UISONG(36°21'N 128°43'E). These were bombed at 0915K. All landed bombs in the village and started several fires. Rockets were put into the larger of the schools and it was destroyed. The village was strafed and at 0950K the aircraft left the area and returned to TAEGU.

Refuelled and rearmed, two with 260 lb. frags, one with 500 lb. G.P., one with napalm, and all with rockets and .5 ammunition, the aircraft took off again and contacted "MELLOW". He directed them to attack targets of opportunity along the road from KWANGJU (35°09'N 126°55'E) for 10 miles north west. There were reported to be vehicles and tanks in this area. However, no sightings were made, so the aircraft attacked the village of PIA-RI(35°13'N 126°49'E). The G.P. bombs and napalms were dropped and about a third of the village was destroyed. The frags were then dropped on a bridge about 5 miles north west of KWANGJU, resulting in near misses. The aircraft, having been over the target area from 1240 K to 1325K, then left the area and proceeded to TAEGU.

They refuelled and rearmed again, this time all with G.P. bombs, rockets and .5. After take off, "MELLOW" was contacted and he vectored them to "MOSQUITO WILD WEST" in the WAEGWAN(35°59'N 128°24'E) area. He directed them to seal up each end of a rail tunnel just north west of WAEGWAN about 200 yards west of the river bank. Four bombs were dropped on each end, resulting in near misses and misses. Some of the bombs hit the rail line and tore it up. The tunnel, however, was not sealed. They were then sent to a village containing vehicles south of POKSONG-DONG(36°02'N 128°22'E). Here, one truck was destroyed, one propably destroyed and fires were started in the village. A tank about 4 miles north of WAEGWAN was then strafed. Hits were registered but no results were observed. The aircraft had arrived at 1530K and at 1625 K they left and, after reporting results to "MELLOW", returned to IWAKUNI.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 18 th Aug. 1950.

FORM : A123 No. 127364 and 127365

SORTIES REPORT SERIAL NOS. 8/327 to 338.

(A) 4 Mustangs numbers A68-809, A68-772, A68-723, A68-709.

(B) 1. F/O. K.D. McLEOD 2. P3 READING, L.
3. P2 FLEMMING, J.H. 4. P3 HANKINSON, A.

(C) Task number 2 of 18 Aug. to provide close support as directed by ground control.

(D) IWAKUNI

(E) C.A.V.U.

(F) 17 2300 Z IWAKUNI
18 0325 Z TAEGU
18 0745 Z TAEGU

(G) 18 0120 Z TAEGU
18 0505 Z TAEGU
18 0954 Z IWAKUNI

(H) Two of the aircraft were loaded with G.P. bombs, two with frag bombs, all with rockets and .5 ammunition. They contacted "MELLOW" controller at TAEGU and were vectored to pick up "MOSQUITO PASSPORT" in the POHANG(36°02'N 129°23'E)area. He could not be contacted so they procceded to the WAEGWAN(35°59'N 128°24'E) area and picked up "PINEAPPLE". He directed them to attack a village about 8 miles south east of SONG-JU (35° 56'N 128°17'E). This was bombed and burnt out. About half a mile west of this village, clumps of trees, suspected to be shielding troops, were strafed, with no observed results. The aircraft then procceded to TAEGU, having been over the target area from 1020K to 1105K Some small arms fire was encountered in this area but none of the aircraft were hit.

They refuelled and rearmed with 500 lb. G.P. bombs, rockets and .5 ammunition and took off again. "MELLOW" vectored then to "MOSQUITO WILD WEST" who directed that a reported 20 m.m. flak position about half a mile north west of POKSONG DONG(36°02'N 128°22'E) be attacked. This was carried out and all bombs fell in the target area. "WILD WEST" then directed that 4 villages in the same area be set afire. They were rocketted and strafed and fires started in all. At 1505K, after being over for 55 minutes, the aircraft left the target area and returned to TAEGU.

After refuelling and rearming with 500 lb. G.P. bombs, rockets and .5 ammunition, they took off and were vectored by "MELLOW" to "MOSQUITO HAMMER" in the YONGSAN(35°27'N 128°32'E) area. He put them on to "DRAGONFLY" who directed them to attack villages in the SEGAN-NI(35°26'N 128°20'E) - SINBAN-NI(35°28'N 128°19'E) area. These were suspected of concealing field pieces. Five villages were attacked and fires were started in each of them. The aircraft then left and returned to IWAKUNI. All landed safely.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 19th Aug. 1950.

FORM : A123 No. 127366 and 127367

SORTIES REPORT SERIAL NOS. 8/339 to 342.

(A) Four Mustangs numbers A68-782,A68-705,A68-726,A68-760.

(B) 1. F/Lt. G.R. HARVEY, 3. F/L D.R. COBURN
2. F/O. T.E. McCROHAN 4. P4 STEPHENS G.I.

(C) Task number 1 of 19th Aug. to provide close support as directed by ground control.

(D) IWAKUNI

(E) C.A.V.U.

(F) 18 2229 Z IWAKUNI

(G) 19 0132 Z IWAKUNI

(H) The aircraft took off, two carrying 260lb. frag bombs and two with 500 lb. G.P. bombs. They flew to PUSAN (35°05'N 129°02'E) where they contacted "MELLOW" who sent them to "MOSQUITO WILD WEST" in the POKSONG DONG(36°02'N 128°22'E) area. There they were directed to drop the frag bombs on a village about four miles east of POKSONG DONG. The bombs were dropped starting fires and destroying the village. The aircraft were then taken about two miles towards POKSONG DONG where they realeased all ammunition on a large tank on the road. Hits were scored with bombs and rockets and the tank was destroyed. The aircraft then returned safely to base.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 19 Aug. 1950.

FORM : A123 No. 127366 and 127367

SORTIES REPORT SERIAL NOS. 8/343 to 354

(A) 4 Mustangs numbers A68-809, A68-804, A68-813, A68-737.

(B) 1. W/Cmdr. L.T. SPENCE, D.F.C.
2. F/Lt. J.C. MURRAY
3. F/Lt. S. BRADFORD
4. P3 COTTEE, M.J.

(C) Task number 2 of 19 Aug. to provide close support as directed by ground control.

(D) IWAKUNI

(E) CAVU.

(F) 18 2300 Z IWAKUNI
19 0300 Z TAEGU
19 0545 Z TAEGU

(G) 19 0120 Z TAEGU
190435 Z TAEGU
19 0810 Z IWAKUNI

(H) The aircraft flew out at an approximate 8000 feet and when they reached the TAEGU area, "MELLOW" was contacted and he passed the section on into the hands of the airborne controller "MOSQUITO POLYGON" near the village of CHONGO DONG(36°14'N 128°41'E). There were reportedly enemy troops and artillery in the town. It was attacked with 4 - 500 lb. G.P. bombs and 4 - 260 lb. Frag. bombs. All bombs hit the village, after which it was rocketted and the area was left in flames.

A small rail line culvert just near the town was found to be sheltering troops and this was rocketed and strafed. Hits were registered but the results of the attack could not be judged. One truck located on a sandy spit in the river bed was repeatedly strafed but although smoke was seen to come from it, it would not burn. After spending 50 minutes over the target area the section, almost out of ammunition, left the area at 1055K and returned to the field at TAEGU. There the section rearmed with 500 lb. G.P. bombs and rockets and .5 ammunition. The section again attempted to contact "MELLOW" but for the first time could get no response. However, they were called by "MOSQUITO ANTIDOTE" who was operating in the area at INDONG(36°06'N 128°26'E). The target given in this area was to attack enemy troop positions in the hills some 4 to 5 miles east and southeast of INDONG. The hill sides were bombed, rocketed and strafed but results were unknown. The aircraft then landed at TAEGU again. There they refuelled and rearmed, 3 aircraft with 5 00 lb. G.P's/one aircraft with special American bombs, 2-500 lb. G.P. TR bombs. All were armed with rockets and .5 ammunition. The section again contacted "MELLOW" and he vectored them this time to airborne controller "DRAGONFLY" in the area about 15 miles Southwest of TAEGU. The target given them by "DRAGONFLY" was a line of hills just south of the river running from KAEPO DONG(35°43'N 128°21'E) to HYONPUNG(35°42'N 128°27'E). One of the hills was reportedly housing a gun emplacement. This was bombed and the first two bombs were thought to have scored a direct hit. Further checking of the situation revealed a near miss of some five to eight yards. The remainder of the bombs were released but all resulted in near misses. There were also reportedly troops and stores located at the bottom of the hill. The area was rocketed and strafed and again results were unknown. The controller, however, seemed very pleased with the attack and was heard over the R.T. advising an incoming flight that their services were not required in the area. The section

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AUSTRALIAN WAR MEMORIAL AWM2020.18.164

left the target area at 1655 K and returned to base. On the way out, as directed, the section contacted "MELLOW" and gave him the results of the attack. No flak was encountered and all landed safely.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 19th Aug. 1950.

FORM : A123 No. 127366 and 127367

SORTIES REPORT SERIAL NOS. 8/355 to 358

(A) 4 Mustangs numbers A68-782,A68-705,A68-726,A68-760.

(B) 1. F/Lt. I.R. CLORENSHAW 2. P4 ELLIS, D.C.
3. P2 RIVERS W.B., 4. P4 STONEY, A.T.

(C) Task number 3 of 19th Aug.to provide close support as directed by ground control.

(D) IWAKUNI.

(E) C.A.V.U.

(F) 19 0340 Z IWAKUNI

(G) 19 0632 Z IWAKUNI

(H) The section contacted MELLOW at 1430K. They were passed on to the ground controller "VAUDEVILLE" who passed them on to the airborne controller "MOSQUITO VAUDEVILLE" who was working in extremely close contact at the time with the ground controller"CHILDHOOD 14". So close was the control that the section was virtually worked by both these controllers at the one time. Two of the aircraft were armed with 500 lb. G.P. bombs and the other two with 260 lb. Fragmentation bombs. The pair with the G.P's were given the southern part of the town of CHUNGAM-NI(35°15'N 128°20'E) to hit. The area was attacked with the 4x500 lb. bombs and buildings were flattened and fires started. After the expenditure of these bombs, the section, as a whole, was given the target of some hill tops reportedly being held by the enemy, dug in fox holes. These hills were some 2-3 mile east of the town. These were attacked first with the 260 lb frag bombs and then with rockets and machine guns. At this time friendly troops were very close to the area given to attack and the controllers were most particular about the positive identification by pilots of the hills mentioned. Once again results were thought to be good but evaluation of same was impossible. The aircraft left the target area at approximately 1530K. They all land sefely at base.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 20th Aug. 1950.

FORM : A123 No. 127368

SORTIES REPORT SERIAL NOS. 8/359 to 370.

(A) 4 Mustangs numbers A68-729, A68-720, A68-708, A68-709

(B) 1. F/Lt. C.R. NOBLE 2. P3 TURNER, A.R.
3. F/O. N.C. HORSMAN 4. P3 HANKINSON, A.

(C) Task number 1 of 20 Aug. to provide close support as directed by ground control.

(D) IWAKUNI

(E) FAIR.

(F) 19 2159 Z IWAKUNI
20 0415 Z TAEGU
20 0730 Z TAEGU

(G) 20 0130 Z TAEGU
20 0605 Z TAEGU
20 0925 Z IWAKUNI

(H) Two aircraft were armed with 500 lb. G.P. bombs, two with 260 lb. frag bombs, all with rockets and ammunition. "MELLOW" controller was contacted at PUSAN and he vectored them to "MISSISSIPPI 14" in the ANGANG-NI(35°59'N 129°13'E) area. He put them on to "MOSQUITO PASSPORT" in the same area. The aircraft were directed to attack HUNGHAE(36°06'N129°22'E). The town was bombed, rocketted and strafed /and fires were started. A reconnaissance of the road near KIGYE(36°04'N 129°12'E) was carried out with nil sightings. A ridge in the same area was strafed but no results were observed. The aircraft had arrived over the target area at 1000 K and at 1110 K to return to TAEGU.

There they refuelled and rearmed with 500 lb. G.P. bombs, rockets and .5 ammunition. After they became airborne, "MELLOW" was contacted and he vectored them to "MOSQUITO ANTIDOTE" in the HAJANG-DONG(36°08'N 128°29'E) area. Two artillery pieces just north west of HYORYONG(36°07'N 128°35'E) were bombed and although the pilots did not see the results, the controller said they had been destroyed. What was reported to be a supply dump at a road fork north of TABUDONG(36°03'N 128°31'E) was rocketted and strafed wich no observed results. The HAJANG-DONG town area was rocketted and strafed and about seven fires were started. Number two was hit in the port wing by two rounds of small arms fire over this area. This caused 4 rounds to explode in the ammunition bin. The aircraft then left the area and returned to TAEGU.

The aircraft were refuelled and rearmed, two with 500 lb. G.P. bombs, and all with rockets and .5 ammunition. After take off, they contacted "HAMMER" controller in the YONGSAN(35°27'N 128°32'E)area. He directed them to attack a road bridge in KOCHANG(35°41'N 127°55'E). This bridge had been knocked out previously but was repaired and in use. It was bombed and two spans were knocked out. The town was then rocketted and strafed, starting several fires. The motor of No. 4's aircraft began running rough at this stage and he returned to TAEGU. The other three then returned to IWAKUNI. No. 4 was forced to remain over night at TAEGU.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO 77 (F) SQUADRON

Date 20th August 1950

Form A 123 No. 127368

Sorties Report Serial Nos. 8/371 to 373

(A) 3 Mustangs numbers A68 - 715, A68 - 760, A68 - 726,

(B) 1. P2 THORNTON, G.
2. P4 ROYAL, K. E.
3. P2 FIRMEATHER, R. F.

(C) Task number 2 of 20th August to provide close support as directed by ground control.

(D) IWAKUNI

(E) 10/10 tho.

(F) 1922292 IWAKUNI
(G) 1923152 IWAKUNI

(H) The aircraft took off and headed for PUSAN but were forced to turn back by adverse weather when only about 25minutes out and returned to base.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 21st Aug. 1950.

FORM : A123 No. 127369 and 127370

SORTIES REPORT SERIAL NOS. 8/374 to 381.

(A) 4 Mustangs numbers A68-726, A68-804, A68-705, A68-760.

(B) 1. F/Lt. G.R. HARVEY 2. F/Lt. F.R. COBURN
3. P2 RIVERS, W.B. 4. P4 STEPHENS G.T.

(C) Task number 1 of 21 Aug. to provide close support as directed by ground control.

(D) IWAKUNI

(E) C.A.V.U.

(F) 20 2157 Z IWAKUNI
21 0405 Z TAEGU

(G) 21 0030 Z TAEGU
21 0630 Z TAEGU

(H) Two aircraft were loaded with 500 lb. G.P. bombs, two with 260 lb. frag bombs, and all with rockets and .5 ammunition. They contacted "MELLOW" controller and he vectored them to "VAUDEVILLE" in the MASAN(35°13'N 128°34'E) area, who in turn put them on to "PICKLEBARREL". He directed them to bomb a coalmine containing troops two miles south west of HAMAN(35°14'N 128°25'E). The bombs hit the target. The aircraft were then directed to four trucks on a secondary road 4 mile south west of HAMAN. These were rocketted and strafed and three were destroyed. They had arrived over the targetarea at 0910K and left at 1000K to proceed to TAEGU.

Here, they refuelled and rearmed, three with 500lb. G.P. bombs, one with 260 lb. frags, all with rockets and .5 ammunition. For this strike, P2 RIVERS was No. 1 and F/Lt. HARVEY was No. 3. This time "MELLOW" sent them to "MOSQUITO PASSPORT" who was north of POHANG-DONG(36°02'N 129°23'E). He directed them to bomb, strafe and rocket a ridge about 7 miles north west of HUNGHAE(36°06'N 129o22'E), as marked by mortar smoke. They arrived there at 1425K. No results were seen by the pilots but the controller said that results were good. The aircraft left the area at 1515K and returned to IWAKUNI. Some small arms fire was encountered over the ridge, but none of the aircraft were hit and all landed safely.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 21st Aug. 1950.

FORM : A123 No. 127369 and 127370

SORTIES REPORT SERIAL NOS. 8/382 to 394.

(A) 4 Mustangs numbers A68-723,A68-715,A68-813, A68-791.

(B) 1. P2 THORNTON, G. 2. P4 ROYAL, K.E.
3. F/O K.D. McLEOD, 4. P2 FAIRWEATHER, R.F.

(C) Task number 2 of 21st Aug. to provide close support as directed by ground control.

(D) IWAKUNI

(E) C.A.V.U.

(F) 20 2100 Z IWAKUNI
21 0230 Z TAEGU
21 0730 Z TAEGU

(G) 20 2335 Z TAEGU.
21 0520 Z TAEGU
21 0955 Z IWAKUNI.

(H) Two aircraft had 500 lb. G.P. bombs, two had 260 lb. frag bombs, and all had rockets and .5 ammunition. They contacted "MELLOW" controller over PUSAN and he put them on to "MOSQUITO HAMMER". He had no targets and they tried three other controllers before getting one with a target. This was "MOSQUITO PASSPORT". He took the aircraft 7 miles north east of KIGYE(36°04'N 129°12'E) and directed them to an area in which were an armoured car and eight vehicles. The leader dive bombed the target, registering direct hits. On inspection, however, the "vehicles" turned out to be stacks of logs. The controller then directed them to a wooded ridge in which troops were reported. This was bombed, rocketted and strafed but it was impossible to see results. After having been in the target area from 0830K to 0915K, the aircraft left and proceeded to TAEGU.

There, they refuelled and rearmed, one with napalm, three with 500 lb. G.P. bombs, all with rockets and .5 ammunition. For this flight No. 1 was F/O McLEOD, No.2 P2 FAIRWEATHER, No.3. P2 THORNTON and No. 4. P4 ROYAL. They took off, contacted "MELLOW" and were vectored to "MOSQUITO HAMMER". He had no targets They then tried "CHESTER 14", but could not contact him. "HAMMER" was again contacted and he put them on a new sandbag bridge just south of TUKSONG DONG(35 45'N 128 23'E). The bridge had already been knocked out so they did not attack it. "HAMMER" was recontacted but as he still had no targets, he directed them to carry out an armed reconnaissance between HYOPCHON(35°34'N 128°10'E) and KOCHANG(35°41'N 127°42'E). They bombed a sandbag causeway near a bridge at HYOPCHON, resulting in near misses. The napalm were dropped on a small village on the west side of the town. Several haystacks and suspicious looking objects on the road were strafed by 2 aircraft with negative results. The other two burned a truck on the east side of HYOPCHON, destroyed one small and two large vehicles on the main road and strafed. A camouflaged vehicl with nil results although hits were seen. They then left the area and returned to TAEGU. Some small arms fire was encountered on the main road but none of the aircraft were hit.

They refuelled and rearmed again . Two were loaded with 500 lb. G.P. bombs, all with rockets and .5 ammunition. P3 HANKINSON, A, in A68-709, who had been forced to remain over night at TAEGU on 20 Aug with engine trouble,had had his aircraft made serviceable and he joined the section for the next strike. This time P2 THORNTON was No. 1 and F/O McLEOD No.3. They were briefed to carry out an armed reconnaissance between HYOPCHON and KOCHANG. One aircraft bombed a rail bridge half a mile

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AUSTRALIAN WAR MEMORIAL AWM2020.18.164

east of KOCHANG but missed. The other bombed a bridge to the east and also missed but hit the road. They then flew down the road and strafed a vehicle starting a fire alongside it. Slight damage to a culvert ten miles east of KOCHANG was inflicted with rockets. A building was set on fire and what appeared to be stores in a hole in the side of a hill was strafed with no observed results. A motor cyclist was seen on the road and was strafed and knocked off the road. Three aircraft rocketted and strafed camouflaged objects on the road. This caused them to smoke for short intervals but no fires started. A large building at HYOPCHON was left ablaze after it was hit with rockets. Other buildings were strafed and one started to burn. After having been in the target area from 1810K to 1855K, they left and returned to IWAKUNI. All landed safely.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 22nd Aug. 1950.

FORM : A123 No. 127371 to 127373

SORTIES REPORT SERIAL NOS 8/395 to 406

(A) 4 Mustangs numbers A68-809, A68-720, A68-760, A68-804.

(B) 1. W/Cdr. L.T. SPENCE D.F.C., 2. P3 TREDILCO R.E.
3. P2 GARROWAY W.M. 4. P4 ELLIS D.C.

(C) Task No. 1 of 22nd Aug. to provide close support as directed by ground control.

(D) IWAKUNI

(E) Morning ....CAVU. Afternoon.....Poor.

(F) 21 2200 Z IWAKUNI
22 0215 Z TAEGU
22 0630 Z TAEGU

(G) 22 0015 Z TAEGU
22 0430 Z TAEGU
22 0840 Z IWAKUNI (A68-760, A68-804)
22 0915 Z IWAKUNI(A68-809, A68-804)

(H) Two of the aircraft were loaded with 2 500 lb. G.P. bombs, 6 rockets and .5 ammunition each, while the other two carried two 260 lb. Frag. bombs, 6 rockets and .5s each. They proceeded to TAEGU and on contacting "MELLOW" were sent to "MOSQUITO VAUDEVILLE", air controller in the CHINDONG-NI area (35°07'N 128°29'E). Under his direction they bombed, rocketed and strafed two positions believed to contain enemy troops, one in a valley 4 miles North of CHINDONG NI, and the second on a ridge about 2 miles West of the same town. Hits were registered and the air controller applauded the attacks, but no results could be seen. American ground forces were clearly visible about 100 yards from both targets. Having spent 40 minutes over the target area, from 0915K to 0955K, they returned to TAEGU.

Refuelling and rearming with 2 Napalm bombs each for 2 aircraft, two 500 lb. G.P. bombs each for the other 2, four rockets and .5s to each aircraft, they took off again for the second strike ofthe task. In this instance, they were briefed at TAEGU toattack a tank and truck repair depot at CHONDU-NI (37°14'N 129°02'E)~~in the SAMCHOK(37°27'N 129°09'E) area.~~ Arriving over the target at 1250K they plastered the factory area with bombs and rockets, destroying at least 5 huts and probably destroying many more. 8 trucks were set afire for certain, and the remaining buildings were strafed until all ammunition had been expended. Leaving the area at 1350K, they returned to TAEGU.

All aircraft armed with 2 G.P. bombs, 6 rockets and .5 ammunition each, they again set out, and on contacting "BONDAGE 14", they were vectored to the area several miles south of TABU DONG (36°03'N 128°31'E), where they were requested to attack an area believed to contain enemy troops. They bombed, rocketed and strafed this area and although results could not be seen, many hits were scored. They had reached the target area at 1640K, and leaving it at 1800K they set course for IWAKUNI. When passing over PUSAN(35°05'N129°02'E)they were requested by radio to land there and take delivery of an important package addressed to the squadron. The section-leader detailed his No. 3 and 4 to land and collect the package which they did and then proceeded to base. All aircraft landed safely.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT - NO. 77 (F) SQUADRON

DATE 22nd August 1950

FORM A 123 No. 127371 to 127373

Sorties Report Serial Nos 8/407 to 414

(A) 4 Mustangs numbers A68 - 708, A68 - 801, A68 - 737, A68 - 705.

(B) 1. P1 NICOLLS, B.F.S. 2. P3 HARROP, W.P.
3. P2 FLEMING, J.H. 4. F/O T.E. McCROHAN.

(C) Task number 2 of 22nd August to provide close support as directed by ground control.

(D) IWAKUNI

(E) CAVU.

(F) 212240 Z IWAKUNI
220420 Z TAEGU

(G) 220125 Z TAEGU
220640 Z IWAKUNI

(H) Two aircraft were loaded with 500 lb. G.P. bombs, two with 260 lb. frags, all with 60 lb HE rockets and .5 ammunition. They were unable to contact "MELLOW" at PUSAN, so got on to "MOSQUITO POLYGON" in the UISONG (36° 21' N, 128° 43' E) area. He directed them to attack KUSAN-DONG (36° 16' N, 128° 54' N). The twon was bombed and they were then directed to secondary roads in the area around SONGJAE-DONG (36° 22' N, 128° 56' E). Animal drawn vehicles were bombed and strafed and although hits were seen, regults could not be observed. They then returned to KUSAN-DONG and rocketted and strafed the town, which was reported to contain supplies. A large warehouse about ½ miles south east of the town was destroyed, four large fire fires were started in the town and a large explosinn caused in a wing of a school building. Extensive damage was noted as a result of the previous bombing. A bomb may have destroyed a 40 mm A/A gun on the north of the river south west of the town. Two aircraft were then directed to a group of huts ½ miles south of OKCHONG-DONG (36° 14' N, 128° 48' E). The buildings were strafed and blew up. After having been in the target area from 1000 K to 1110 K, they proceeded to TAEGU.
They refuelled and rearmed, two with napalm, two with 500 lb. G.P. bombs and all with rockets and .5 ammunition. They were pre-briefed at TAEGU to contact "BONDAGE" ten to twelve miles on the road north of TAEGU. They were unable to contact him but were called by "MOSQUITO WILDWEST" to go 5 miles north of WAEGWAN (35° 59' N, 128° 24' E). A tank was holed and its track were knocked off in between the road and river bank. Bombs were dropped and killed troops. Two tanks under trees ¾ miles north on the river bank were strafed and rocketted and one was destroyed. Then a ridge about 3 miles south of UIDONG (36° 06' N, 128° 25' E) was strafed and a fire was started. The aircraft then left the area and returned to IWAKUNI.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 23rd Aug. 1950.

FORM : A123 No. 127371 to 127373

SORTIES REPORT SERIAL NO'S 8/415 to 420.

(A)3 Mustang Fighters No's A68-799,A68-791,A68-753.

(B) 1. F/Lt. S. BRADFORD 2. F/Lt. I.R. OLORENSHAW
3. P3 WHITTMAN R.W.

(C) Task No. 3 for the 22 Aug. to provide close support as directed by ground control.

(D) IWAKUNI

(E) Early CAVU.
Late POOR.

(F) 22 0200 Z IWAKUNI
22 0625 Z TAEGU

(G) 22 0515 Z TAEGU
22 0853 Z IWAKUNI.

(H) They flew out at 8000 feet and, over PUSAN as they were briefed to do, they made contact with chief controller "MELLOW". He passed them on to "MOSQUITO POLYGON". Contact with him was difficult and when at last it was made it was found that he was running short of fuel and had to return to base. The section then flew back towards POHANG(36°02'N 129°23'E)area and there contact was made with a controller "MISSISSIPPI 15". He took them to the an area 5 miles North of KIGYE(36°04'N 129°12'E). As a target they were, given an artillery post and a minimum of 100 troops located on a hillside The hillside was bombed, rocketted and strafed. Hits were definitely seen on the target area but actual results could not be observed. The aircraft expended all their ammunition on the target and then returned to K 2 where they refuelled and rearmed.

Airborne again at 1640K with a load of 500 lb. GP's and rockets they again contacted "MELLOW" who passed them on to "MOSQUITO ANTIDOTE". He could not be contacted but they were called up by "BONDAGE 14" who was a ground controller very worried over an outflanking movement which had developed and appeared that it would cut off the divisional Headquarters in the area at TABU-DONG(36°03'N 128°31'E). The target was to attack the enemy troops with everything they had. This was some of the closest support work that has been done by the squadron. The attack had to be most accurate because the aircraft were bombing and rocketting an area within 100 yds of friendly troops. The section expended all their ammunition on the target area even to the extent of a few dry runs over the area. The extent of damage or the number of troops killed was not known but the controller was very pleased and even when the section was out of ammunition he kept asking for just another run please. The aircraft left the area at 1740K and landed back at base.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT - No. 77 (F) SQUADRON

DATE 23rd August 1950

FORM A 123 No. 127374 and 127375

SORTIES REPORT SERIAL NO's 8/421 to 427

(A) 8 Mustangs numbers A68 - 715, A68 - 720, A68 - 760, A68 - 709, A68 - 813, A68 - 799, A68 - 723, A68 - 801.

(B)
1. F/L J.I. ADAMS,
2. P4 STEPHENS, G.I.
3. F/O W.C. HORSMAN,
4. F/L R. COBURN,
5. F/L C.R. NOBLE,
6. P3 TURNER, R.A.
7. P2 THORNTON, G.
8. P4 STONEY, A.T.

(C) Task No. 1 of 23rd August to carry out an armed reconaissance in the area between WONSAN and HAMHUNG on the north east coast.

(D) IWAKUNI

(E) 10 tenth ceiling 1500 feet with rain squalls.

(F) 222315 Z IWAKUNI
230130 Z TAEGU

(G) 230045 Z TAEGU
230430 Z TAEGU

(H) For this strike the aircraft were briefed to depart IWAKUNI, proceed to TAEGU, land there, refuel, and then take off and proceed on their strike into the target area. This was done but on arrival at TAEGU, one of the aircraft went U/S and there were only seven of them to do the mission. The aircraft proceeded to the WOSAN area but the weather was so bad that they could not proceed further. The section then proceeded to carry out an armed recce of the roads on the east coast from WOSAN to CHUMUNJIN (37° 51' N, 128° 50' E). There were 8 trucks sighted on the roads and these were strafed and rocketted. Seven of them were left burning. The trucks burned very easily. Probably P.O.L. The section also strafed and rocketted small railway yards at UMAN-NI (38° 49' N, 128° 04' E), destroyed 3 box cars and severely damaged goods shed. They returned to TAEGU.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT - NO. 77 (F) SQUADRON

DATE 23rd August 1950

FORM A 123 No. 127374 and 127375

SORTIES REPORT SERIAL No's 8/428 to 430

(A) Three Mustang fighters No's A68 - 715, A68 - 760, A68 - 709.

(B) 1. F/L. J.I. ADAMS 2. F/O. W,C, HORSMAN
3. F/L. F.R. COBURN

(C) Task No. 2 was a continuance of task No. 1 to provide close support as directed by ground control.

(D) IWAKUNI

(E) CAVU.

(F) 230640 Z TAEGU

(G) 230910 Z IWAKUNI

(H) After the return of the previous section of 7 aircraft from armed recce in the WONSAN area - Task No. 1 - the section split up into sections of four. Another aircraft of P4 STEPHENS G.I. went U/S, so the remaining three aircraft of F/L. ADAMS's section refuelled and rearmed for a further strike.
The section of three contacted "MOSQUITO PASSPORT" to enable the section to drop their bombs before proceeding on an armed recce. They were directed to drop 2 napalm and 2 500 lb GP bombs on the town of TOSONG-DONG (36° 08' N, 129° 15' E). Two camouflaged vehicles in a valley 4 miles north of the town were sighted. These were rocketted and strafed but no results were observed. The section then flew along the east coast road as far as HWONJIN (37° 14' N, 129° 21' E) without further sighting and the aircraft then returned to base at IWAKUNI.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT) No. 77 (F) SQUADRON

DATE 23rd August 1950

FORM A 123 No. 127374 and 127375

SORTIES REPORT SERIAL NO's 8/431 to 433

(A) Three Mustang Fighters No's A68 - 813, A68 - 801, A68 - 723.

(B) 1. F/L C.R. NOBLE 2. P4 STONEY A.T. 3. P2 THORNTON G.

(C) Task No. 3 for the 23rd August 1950, to provide close support as directed by ground control.

(D) IWAKUNI

(E) Fair

(F) 230700 Z TAEGU

(G) 230912 Z IWAKUNI

(H) This flight of three consisted of two members of the 7 in Task No. 1 and the original member of the 8 who left IWAKUNI and went U/S. This was P4 STONEY A.T. The section airborne contacted "MELLOW" who sent them on to "MISSISSIPPI 14". He passed them on to "MOSQUITO PASSPORT in the KIGYE (36° 04' N, 129° 12 ' E) area who directed them to bomb a suspected artillery position 5 miles north of KIGYE. Four bombs were dropped with an approximate error of 10 - 15 yards. Results were unobserved. The other 2 bombs were dropped in the eastern part of TOSONG-DONG (36° 08' N, 129° 15' E) since the western part of the town was already afire. Direct hits were scored on the target and it was left in flames. Two camouflaged trucks in the river bed about 2 miles north of TOSONG-DONG were rocketted and strafed both being destroyed. One mile further north a thicket containing vwhicles was strafted but results could not be ascertained. Two miles north of HUNGHAE (36° 06' N, 129° 22' E) a railway tunnel believed to be containing stores was attacked with rockets. Four of the rockts were seen to shoot into the tunnel and another was seen to hit the rail tracks at the mouth damaging the line.
The previously attacked artillery position was again strafed and hits were registered on the camouflaged area with unknown results. All ammunition expended, the aircraft returned to base.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77(F) SQUADRON

DATE : 23rd Aug. 1950.

FORM : A123 No. 127374 and 127375

SORTIES REPORT SERIAL NO'S 8/434 to 442

(A) Four Mustangs No's A68-804, A68-704, A68-791, A68-753.

(B) 1. F/O K. McLEOD, 2. F/Lt. J.C. MURRAY, 3. P2 RIVERS W.B. 4. P3 READING L. The section on its way home was joined by an aircraft that had been previously U/S. This aircraft only on the way home did a strike. This was P4 STEPHENS G.I.

(C) Task No. 4 for the 23rd. Aug 1950. to provide close support as directed by Ground Control.

(D) IWAKUNI

(E) FAIR

(F) IWAKUNI 23 0015 Z
TAEGU 23 0500 Z
TAEGU 23 0620 Z

(G) TAEGU 23 0315 Z
TAEGU 23 0700 Z
IWAKUNI 23 0945 Z

(H) This section starting out originally as a section of four aircraft proceeded to contact "MELLOW" who directed them to "MOSQUITO ANTIDOTE". Aircraft dropped their bombs in three small villages 5 miles west of the village of KUSAN DONG(36°16'N 128°54'E) where supplies were concentrated. Also rocketted and strafed two school buildings reportedly containing supllies. The section then returned to TAEGU and there they refuelled and rearmed.

Once again airborne the section contacted "MELLOW" who directed them to the POHANG(36°02'N 129°23'E) area to contact "OKIO" Control. He was contacted but at that time did not have any targets for them. They recontacted "MELLOW" who sent them to BONDAGE Controller. No contact was made and they again called "ANTIDOTE". He did not have any targets. Finally contact was made with "MOSQUITO WILDWEST". They were directed to drop their bombs on the town of SUNGODONG (36°03'N 128°18'E), 10 miles north west of WAEGWAN(35°59'N 128°24'E). Part of the town had been previously att acked but they att acked the area thatt had not been touched. A fter bombing the village it was rocketted and the whole area was left burning. One particularly bright flame was seen. They were then sent to strafe a hill some 12 miles east of SUNGO DONG. Results not observed.

The section then returned to TAEGU where they tried to rearm and refuel. However time was passing on and after they refuelled it appeared that it would take considerable time to rearm so the idea of doing yet another strike was abandoned. However one of the aircraft which had gone U/S previously during the day and which had been repaired was waiting at TAEGU to do another strike and this aircraft joined this section of 4 and took off with as a section of 5 and went to the same hill 12 miles east of SUNGO FONG, and this pilot, P4, STEPHENS, bombed rocketted and strafed the hill. The section then returned to base at IWAKUNI.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 23rd Aug. 1950.

FORM : A123 No. 127374 and 127375

SORTIES REPORT SERIAL NO'S 8/443

(A) One Mustang aircraft No. A68-801.

(B) 1. P4 STONEY A.T.

(C) Task No. 5 23rd. Aug to provide close support as directed by Ground Control.

(D) IWAKUNI

(E) FAIR.

(F) TAEGU 23 0200 Z

(G) TAEGU 23 0430 Z

(H) P4 STONEY A.T. was a member of the original Task No. 1 who went U/S on arrival of tha t section at TAEGU with an oil leak. This was quickly repaired at TAEGU, but as his section had already gone out on their strike instead of waiting around for their return he took the opportunity of accompanying 3 American Mustangs on a mission.

The target for the section was an armed recce. of the rail line from TAEGU through TAEJON to SEOUL and KAESONG(37°58'N 126°32'E). This pilot was not carrying bombs, however the other three in the section dropped their bombs on the railway yards some 10-15 miles south west of KAESONG(37°58'N 126°33'E). Bombs landed on the target area and a large warehouse was destroyed. Near MUNSAN(37°52'N 126°47'E) on the line north of SEOUL the aircraft rocketted and strafed a train but the extent of damage was unknown. A passenger train with coached was strafed near KUMCHON-NI(36°08'N 128°08'E). Hits registered but the extent of the damage unknown. Flak was met with at YANGSU-RI(37°32'N 127°19'E). This was light intensity and inaccurate. The aircraft then returned to TAEGU.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 24th Aug. 1950.

FORM : A123 No. 127376

SORTIES REPORT SERIAL NO. 8/444 to 448

(A) Three Mustangs No's A68-760, A68-726, A68-782.

(B) 1. F/Lt. I.R. CLORENSHAW 2. P3 COTTEE M.J.
3. P3 HARROP W.P.

(C) Task No. 1 for 24 Aug. to carry out an armed recce on airfields at WONSAN (39°09'N 127°27'E), KANKO(39°44'N 127°30'E) KONAN(39°47'N 127°32'E),and KANKO West(40°00'N127°27'E)

(D) IWAKUNI.

(E) FAIR.

(F) IWAKUNI 24 0011Z
TAEGU 24 0205Z
TAEGU 24 0735Z

(G) TAEGU 24 0120Z
TAEGU 24 0555Z
TAEGU 24 1010Z

(H) Four aircraft took off IWAKUNI and proceeded to TAEGU to refuel before starting the mission. They were armed with rockets and .5 ammunition. One aircraft went U/S at TAEGU and the other three carried out the mission. They flew up the east coast of KOREA to WONSAN where the airfield was inspected. There was no activity on the field and no aircraft there although the field and hangers were in good condition. They then proceeded to recce the other three airfields in that area at KONAN, KANKO and KANKO West. These fields were also in fair conditions but no aircraft or activity was noted. The aircraft then did an armed recce down the east coast along the railways and roads. During this recce they attacked two trucks near KOSONG with rockets and destroyed one of them and damaged the other. Further down the coast near KORYO(37°45'N 128°55'E) they sighted two locomotives and attacked them without destroying them but they were probably damaged. When the recce was finished the aircraft returned to TAEGU where aircraft A68-726 went U/S. The remaining two joined the second mission for another strike later in the day at SINMAK(38°26'N 126°40'E) airfield north west of SEOUL. For particulars see mission no.2 narrative report of 24 Aug.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 24 Aug. 1950.

FORM : A123 No. 127376

SORTIES REPORT SERIAL NO'S 8/449 to 452.

(A) Four Mustang Fighters no's A68-750, A68-740, A68-801, A68-720.

(B) 1. F/Lt. G.R. HARVEY, 2. F/O. T.E. McCROHAN,
3. P2 FLEMMING J.H., 4. P3 HANKINSON A.

(C) Mission No. 2 of 24 Aug to do armed recce of airfields on north east coast of KOREA.

(D) IWAKUNI

(E) FAIR

(F) IWAKUNI 23 2315 Z
TAEGU 24 0210 Z
TAEGU 24 0735 Z

(G) TAEGU 24 0020 Z
TAEGU 24 0515 Z
TAEGU 24 1010 Z

(H) The four aircraft went from IWAKUNI to TAEGU to refuel prior to carrying out their mission. They were armed with only rockets and .5 ammunition. The aircraft carried out their reconnaissance over the airfields at KONAN(39°47'N 127°32'E), KANKO(39°44'N 127°30'E),KANKO West (40°00'N 127°27'E) and WONSAN(39°09'N127°27'E). During the recce there were no sightin on the airfields except that they were all in fairly good condition. They then did a recce down the east coast but did not make any observations of interest. They then returned to TAEGU where aircraft A68-740 went U/S. The other three together with A68-760 and A68-782 took off on a strike to SINMAK (38°26'N126°40'E) airfield where there was supposed to be a concentration of enemy aircraft. The five aircraft had bombs and rockets and went to SINMAK where they saw what appeared to be aircraft dispersed on the side of the strip and camouflaged. However after bombing and rocketting was carried out it was found that they were dummies. The aircraft then returned to TAEGU where the other U/S aircraft were and the whole eight aircraft remained there for the night.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 25 Aug. 1950.

FORM : A123 No. 127377, 127378 and 127379

SORTIES REPORT SERIAL NO'S 8/453 to 454

(A) Two Mustang Fighters No's A68-715, A68-799.

(B) 1. F/Lt. J.I. ADAMS 2. F/Lt. F.R. COBURN.

(C) Task No. 1 for 25 Aug to provide close support as directed by ground control.

(D) IWAKUNI

(E) FAIR

(F) IWAKUNI 24 2100 Z
TAEGU 25 0055 Z

(G) TAEGU 25 0001 Z
IWAKUNI 25 0205 Z

(H) The two aircraft took off from IWAKUNI with 500 lb. bombs and six rockets each. They contacted "MELLOW" who vectored them onto "MOSQUITO ANTIDOTE" in the KUNWI (36°30'N 127°30'E) area. There they were instructed to bomb a large building in the town which they successfully did. They were then instructed to patrol the roads from KUNWI to ANDONG(36°34'N 128°44'E) and north west to NAKSANG DONG(36°12'N 128°23'E) and then back to KUNWI along the river. During this patrol nothing was sighted, so the section expended its rockets in KUNWI. The aircraft then returned to TAEGU where they refuelled and then returned to IWAKUNI.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 25 Aug. 1950.

FORM A123 No. 127377, 127378 and 127379

SORTIES REPORT SERIAL NO'S 8/455 to 456.

(A) Two Mustang Fighters No's A68-760, A68-782.

(B)1.F/Lt. I. R. OLORENSHAW 2. P2 FAIRWEATHER R.F.

(C) Task no. 2 for 25 Aug. to provide close support as directed by ground control.

(D) IWAKUNI

(E) FAIR

(F) TAEGU 24 2305 Z
TAEGU 25 0045 Z

(G) TAEGU 25 0010 Z
IWAKUNI 25 0147 Z

(H) The two aircaft that had remained over night at TAEGU took off in the morning to do a strike before returning to IWAKUNI. One was bombed up with napalm and the other with 500 lb. TRITONAL bombs. They were directed to enemy troop positions about 2 miles north west of SONGJONG DONG(25°43'N128°09'E) After successfully attacking these positions the two aircraft returned to TAEGU where P3 FAIRWEATHER stayed. P3 HARROP then flew A68-782 back to IWAKUNI with F/Lt. OLORENSHAW.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 25 Aug. 1950.

FORM : A123 No. 127377, 127378 and 127379

SORTIES REPORT SERIAL NOS 8/457 to 458.

(A) Two Mustang Fighters No's A68-750, A68-801

(B) 1. F/Lt. G.R. HARVEY 2. P2 FLEMMING J.H.

(C) Mission No. 3 for 25 August to provide close support as directed by ground control.

(D) IWAKUNI

(E) FAIR

(F) TAEGU 24 2315 Z

(G) IWAKUNI 25 0202 Z

(H) The two aircraft that had remained in KOREA from the previous night bombed up with TRITONAL and NAPALM bombs and did a close support mission under the control of ground control. They were under the control of "MOSQUITO WILD WEST" about 4 miles north west of WAEGWAN(35°59'N 128°24'E). There the NAPALM bombs were dropped on enemy positions and then the aircraft attacked two tanks with the 500 lb. TRITONAL bombs and rockets. One tank was destroyed and one damaged. The aircraft then returned to IWAKUNI.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 25 Aug. 1950.

FORM : A123 No. 127377,127378 and 127379

SORTIES REPORT SERIAL NOS 8/459 and 463.

(A) Two Mustangs No's A68-796, A68-708, and for second strike A68-791.

(B) 1. F/Lt. J.C. MURRAY 2. P4 STEVENS G.I. and P4 ELLIS D.C.

(C) Task No. 4 for 25 Aug. to provide close support as directed by ground contol

(D) IWAKUNI

(E) Fair.

(F) IWAKUNI 25 0115 Z
TAEGU 25 0545 Z

(G) TAEGU 25 0335 Z
IWAKUNI 25 0830 Z

(H) The two aircraft took off from IWAKUNI with 4 500 lb. bombs and full loads of rockets and .5 ammunition. They proceeded to PUSAN were they contacted "MELLOW". "MELLOW" directed then to "MOSQUITO ANTIDOTE" but as they were unable to contact "ANTIDOTE", they contacted "MOSQUITO POLYGON" about 20 miles North West of POHANG. "POLYGON" directed them to attack a village that held enemy troops and equipment. The village was set afire but no concrete results were seen. The two aircraft then returned to TAEGU to rearm and refuel.

At TAEGU they were joined by aircraft A68-791 for another strike. The aircraft were armed with 4×500 lb. G.P. and two Napalm bombs, 16×5 inch rockets and full ammunition bins. They were vectored onto "MOSQUITO ANTIDOTE" who was in the HAJANG DONG (36°08'N 128°29'E) area but as he did not have any available targets he asked them to attack villages between HAJANG DONG and the river on the west. They attacked with bombs and rockets and set fire villages afire. They then did a recce down the road from HAJANG DONG towards the south. Along this road they attacked a truck with .5 ammunition and destroyed it. They also attacked a tank, bridge and two more vehicles but without result. They then returned to base at IWAKUNI safely.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 25th August 1950.

FORM : A123 Nos. 127377,127378,127379

SORTIES REPORT SERIAL NOS: 8/464 and 465.

(A) 2 Mustang aircraft Nos : A68-709, A68-705.

(B) 1. F/Lt. T.E. McCROHAN, 2. P4 ROYAL K. E.

(C) Mission No. 5 for 25th Aug. to dive bomb a bridge at KOCHANG.

(D) IWAKUNI

(E) FAIR

(F) TAEGU 25 0440Z

(G) IWAKUNI 25 0755Z

(H) The two aircraft, armed with 2 x 500 lb. TRETONOL Bombs, 12 x 5" rockets and full load of .5 ammunition left TAEGU under the callsign of "DROPKICK X-RAY", proceeded to KOCHANG (35°41'N 127°55'E), and were over the target at 0510 Z.

The road bridge was bombed with a hit that knocked out the eastern span whilst others hit up to 100 yds. on the road east of the bridge, destroying a small group of buildings at the eastern end of the bridge.

The aircraft then carried out an armed recce. along the main road from CHOCHIWON(36°36'N 127°49'E) to TAEJON (36°20'N 127°26'E). A tank was atta cked at a point 10 miles South of CHOCHIWON and although did not show visible results was probably damaged by direct hits from rockets and by strafing. Aircraft then went along road from TAEJON to KUMCHON(36°08'N 128°08'E) and just west of KWAN NI (36°13'N 128°00'E) they attacked a truck with strafing and destroyed it. Flying along the road from KUMCHON to KOHANG, a motor cycle with side-car was seen. This was strafed and destroyed by burning with .5. In the mountains on the road a truck was seen and this was also destroyed.

The aircraft then went off the target at 0625Z and set course for home. However A68-705 had a motor start to run rough and the pilot of this aircraft returned to TAEGU to land and RON whilst the other aircraft returned to IWAKUNI.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 25 Aug. 1950.

FORM : A123 No. 127377, 127378 and 127379

SORTIES REPORT SERIAL NOS 8/466 and 467.

(A) Two Mustangs Nos A68-726, A68-705.

(B) 1. F/O K.D. McLEOD 2. P4 ROYAL K.E.

(C) Task No. 6 for 25 Aug. to provide close support.

(D) IWAKUNI

(E) FAIR

(F) TAEGU 24 2300 Z

(G) TAEGU 25 0200 Z

(H) The two aircraft took off from TAEGU armed with 4 x 500 lb. bombs and rockets and were vectored to "POLYGON" at UISONG (36°21'N 128°43'E). There they attacked a tank with all available ammunition. The tank was set afire and finally exploded when .5 ammunition was used. The aircraft then returned to TAEGU where they remained for the night.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 25th Aug. 1950.

FORM : A123 No. 127377, 127378 and 127379

SORTIES REPORT SERIAL NO. 8/468 and 469.

(A) Two mustangs No's A68-804, A68-708.

(B) 1. F/O W.C. HORSMAN 2. P4 STEPHENS G.I.

(C) Task No. 7 for 25 Aug. to carry out close support as directed by ground control.

(D) IWAKUNI

(E) Fair

(F) TAEGU 25 0030 Z

(G) TAEGU 25 0230 Z

(H) The two aircraft, which were armed with two 500 lb. G.P. bombs, six 5 inch rockets and full .5 ammunition each, took off from TAEGU and were directed by "MELLOW" control to contact "MISSISSIPPI". After failing to contact "MISSISSIPPI", the aircraft were called by "POLYGON" and told to contact "MOSQUITO PASSPORT" who directed then to attack a ridge containing enemy troops situated four miles north of CHIGA DONG(36°05'N 129°09'E). The ridge was bombed, rocketted and strafed but no results were seen. The aircraft then returned to TAEGU where they remained the night.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 26th Aug. 1950.

FORM : A123 No. 127380.

SORTIES REPORT SERIAL NO'S 8/470 to 490

(A) Eight Mustang aircraft No's A68-809, A68-715, A68-726, A68-799, A68-813, A68-782, A68-723, A68-804.

(B) 1. W/Cdr. L.T. SPENCE D.F.C., 2. P3 READING L, 3. F/Lt. T.W. MURPHY 4. P2 MICHELSON W.S. 5. F/Lt. F.W. BARNES, 6. P2 DOUGLAS E.R. 7. F/O. K.D. McLEOD 8. F/O. W.C. HORSMAN.

(C) Task No. 1 for 26th Aug. 1950. Armed reconnaissance.

(D) IWAKUNI

(E) FAIR

(F) IWAKUNI - 6 aircraft 25 2153 Z
TAEGU - 7 aircraft 26 0300 Z
TAEGU - 4 aircraft 26 0720 Z
TAEGU - 4 aircraft 26 0730 Z

(G) TAEGU - 6 aircraft 26 0115 Z
TAEGU - 7 aircraft 26 0545 Z
IWAKUNI - 4 aircraft 26 0950 Z

(H) Each armed with 6 rockets and .5 ammunition. 6 aircraft took off on a briefed task of armed reconnaissance covering CHINJU(35°12'N 128°04'E) KWANGJU (35°09'N 126°55'E) MOKKPO (34°47'N 126°23'E) CHONAN (36°48'N 127°10'E) They proceeded to this area and a complete reconnaissance resulted in Nil sightings and the aircraft landed at TAEGU for refuelling without having fired a shot.

A seventh aircraft which had remained overnight at TAEGU with engine trouble (A68-723) joined them, and still carrying their original armament, they set off on armed reconnaissance of the area between CHECHON(37°08'N 128°13'E) and SEOUL (37°33'N 126°58'E). During the flight the aircraft covered CHECHON, WONJU (37°21'N 127°57'E) MASOGU RI (37°39'N 127°19'E) KUMGONG NI (37°08'N 127°12'E) SUWON (37°17'N 127°32'E)OSAN (37°09'N 127°13'E) ANSONG (37°00'N 127°16'E) IPCHANG (36°55'N 127°03'E) CHONGSAN (36°20'N 127°48'E) SONSAN (36°14'N 128°18'E). Railway yards at some ofthese points were strafed and although hits were scored on box cars at several points, actual damage could not be assessed. However 2 locomotives were destroyed at WONJU. The aircraft then returned to TAEGU where another aircraft which had remained overnight for repairs joined them, making 8 aircraft available for the next strike, which split into two sections of four.

One section, refuelled and rearmed with 6 rockets and .5s each, were directed to carry out armed reconnaissance from HAMCHANG (36°34'N 128°10'E) to YONDOK. This area was thoroughly traversed, but no targets were sighted and the aircraft returned safely to base without expending any armament.

The other section, only one aircraft of which carried rockets (rearming time being insufficient), but all loaded with .50, conducted armed reconnaissance along railway lines from TAEJON(36°20'N 127°26'E) to CHONJU (36°38'N 127°29'E). Considerable activity was observed in the TAEJON railway yards, numerous box-cars being dispersed at 25 yard internals, and other rolling stack in evidence. These were rocketed and strafed,

...../2

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

1 box car destroyed, 1 locomotive and 1 oil tanker being damaged as the result thereof. A long train (no locomotive attached) was then strafed about ½ mile North of TAEJON and one box-car was destroyed. Having expended their armament, the aircraft turned for home, reporting the results of the strike and the following observations to controller MELLOW.

(a) Smoke believed to come from hidden locomotives was observed issuing from the first and second tunnels S.W. of TAEJON, the first about 6 miles S.W., and the second about 10 miles S.W.

(b) The railroad between TAEJON and RI-RI (35°56'N 126°56'E) has been completely repaired.

(c) The railroad between RI-RI and CHONGJU still unserviceable.

(d) The railroad between CHONGJU and NAMWONG (35°24'N 127°23'E) has been completely repaired.

(e) All bridges in the area have been repaired.

All aircraft reached IWAKUNI safely.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 27th Aug. 1950.

FORM : A123 No. 127381 and 127382

SORTIES REPORT SERIAL NUMBER 8/~~492~~ 491 to ~~494~~ 499

(A) A68-791, A68-801, A68-796.

(B) 1. F/Lt. J.I. ADAMS 2. F/Lt. C. KIRKPATRICK
3. P4 T. STONEY.

(C) Task No. 1 of 27 Aug. to provide close support

(D) IWAKUNI

(E) C.A.V.U.

(F) IWAKUNI 26 2145 Z
TAEGU 27 0430 Z
TAEGU 27 0600 Z

(G) TAEGU 27 0710 Z
TAEGU 27 0010 Z ~~TAEGU 27 0600 IWAKUNI 27 0923 Z.~~
IWAKUNI 27 0923 Z

(H) The first mission airborne for the day the 27th August was a section of three aircraft airborne at 0745 K. The section flew to PUSAN and there contacted "MELLOW" as briefed. He directed them to contact "WILD WEST" who gave them as a target an observation post complete with radio and radio tower positioned in a little crevice located 8 miles Northwest of WAEGWAN(35°59'N 128°24'E) on top of a 3,200 foot mountain. According to the controller two beautiful bombs were dropped by the section right on the target, destroying it. The radio tower was then attacked with rockets, damaging it. They were then given an orchard on the out skirts of WAEGWAN which reportedly was housing enemy troops. This was strafed by the section but there were no definite results seen. The aircraft then returned to TAEGU and refuelled and rear med.

Airborne again the section was sent on a close support strike. They contacted "MELLOW" who passed them on to "MOSQUITO VAUDEVLLIE" in the area at SEGAN NI(35°26'N 128°20'E). There were 4 large vehicles in the North East of the town. These were attacked and left in flames. Another 10-12 animal drawn vehicles given by the controller about half a mile further north of this position were strafed. The extent of damage was unknown. The aircraft then returned to TAEGU and refuelled and rearmed.

Airborne again for the third strike of the day the section was again given a close support mission. Immediate contact was made with "MOSQUITO MASTIFF" who not having any targets passed the section to "MOSQUITO VAUDEVILIE" who directed them to attack an under water bridge at a point of the river due east of the town of UIRYONG(35°19'N 128°15'E). The bridge was hit with one bomb, and a hole was seen. Again contacted "MOSQUITO VAUDEVILLE" who gave them targets on the road north of CHONGGYO RI(35°23'N 128°19'E). One stored dump was set afire. They were then sent to the road 3-4 miles North of UIRYONG. One large camouflaged vehicle was set afire. One haystack thought to be a petrol store was attacked and left burning with black smoke. The aircraft then returned to base at IWAKUNI

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 27th August 1950.

FORM : A123 No. 127381 and 127382

SORTIES REPORT SERIAL NO. 8/~~495~~ 500 to ~~498~~ 507

(A) A68-765, A68-708, A68-709, A68-729.

(B) 1. F/Lt. I. OLERENSHAW 2. P3 . TREBILCO, R.E.
3. F/Lt J. MURRAY 4. P4 STEPHENS G.I.

(C) Task No. 2/27th Aug. to provide close support.

(D) IWAKUNI

(E) C.A.V.U.

(F) IWAKUNI 26 2245 Z
TAEGU 27 0525 Z

(G) TAEGU 27 0120 Z
IWAKUNI 27 0739 Z

(H) This, the second section for the day, left IWAKUNI and proceeded to PUSAN where they made contact with "MELLOW" who passed them on to "MASTIFF" and he sent them to "MOSQUITO MASTIFF". He took them to a village, name unknown, about 7 miles North East of the town of UIRYONG(35°19'N 128°15'E). The bombs were dropped on trees reportedly housing troops and tanks. The bombs landed in the area indicated by the controller but no results were seen. The village was also strafed with unknown results. They were then sent to HYOPCHON(35°34'N 128°10'E). The bridge about 3-4 miles south of the town was bombed but only the approaches were hit. Trucks on a side road four miles south of the town of HYOPCHON were attacked and one was destroyed. The village at this point was strafed and ox-carts attacked. 2 carts were left afire and fires started in the village. The section then returned to TAEGU and refuelled and rearmed. Airborne again the section contacted "MELLOW" who passed them on to contact "VAUDEVILLE" who again sent them to the village 7-8 miles Northeast of UIRYONG. Eight small villages of approximately 50 houses each were attacked with one Napalm bomb from each of the 4 aircraft. Each bomb dropped hit each of the villages indicated and they were left burning. These houses were reportedly housing troops and vehicles.

Approximately 1 mile north of the villages some small jeep size camouflaged vehicles were given as targets. These were attacked and 5 of them left afire. A line of trees reportedly housing trucks was strafed with unknown results. A fire was started but damage unknown. The aircraft then returned to base at IWAKUNI.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 28th August 1950.

FORM : A123 No. 127383

SORTIES REPORT SERIAL NUMBERS 8/~~499~~ 505 to ~~504~~ 515

(A) A68-809, A68-726, A68-715, A68-782.

(B) 1. W/Cmdr. L.T. SPENCE, D.F.C. 2. P2 FLEMMING J.
3. P2 GARROWAY M. 4. P2 FAIRWEATHER, R.F.

(C) Task No. 1 of 28 Aug. to provide close support.

(D) IWAKUNI

(E) C.A.V.U.

(F) IWAKUNI 27 2247 Z
IWAKUNI 28 0445 Z

(G) IWAKUNI 28 0215 Z
IWAKUNI 28 0810 Z

(H) The first section airborne for the 28th August was a section of four aircraft armed with a full load of rockets and bombs and ammunition. They flew to PUSAN contacted "MELLOW" who passed them on to "VAUDEVILLE" controller who passed them to "ARROWHEAD 14" in the area at CHINDONG NI (35°07'N 128°29'E). He had no targets and sent them to "MOSQUITO VAUDEVILLE". He sent them to an orchard on the road running Northwest Southeast about 3 miles east of the junction of the NAM and NAKTONG Rivers. The orchards was bombed but results were not seen. Camouflaged objects thought to be stores on the side of the road were rocketted and strafed. Hits registered but no results seen. Aircraft again rocketted and strafed the orchards but again no results seen. Went to SINBAN NI (35°28'N 128°19'E) and rocketted and strafed 2 camouflaged vehicles thought to be trucks and several store dumps along the line of trees. Four main fires and several intermittent fires started. The aircraft then returned to BASE where they refuelled and rearmed.

Four aircraft took off but two returned U/S. The other two contacted "MELLOW" and were directed to down armed recce of the roads South and Southwest of CHINJU (35°12'N 128°04'E). Went as far as SANCHAMPO (34°55'N 128°04'E) and then from CHINJU (35°12'N 128°04'E) to PYONGGYE RI (35°07'N 127°05'E) NORYANG JIN (34°47'N 127°43'E) and HADONG (35°04'N 127°45'E) then returned. On the way back to base they were contacted by airborne control and asked to strafe enemy troops positions near PONGAN NI (35°07'N 128°22'E). During the recce a bridge in the CHINJU area was bombed with nil results. The troops positions were strafed with unknown results. The aircraft then returned to IWAKUNI.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO 77 (F) SQUADRON

DATE : 28th August 1950.

FORM : A 123 No. 127383

SORTIES REPORT SERIAL NUMBERS 8/516 to 519

(A) A68 - 763, A68 - 804, A68 - 799, A68 - 739.

(B) 1. F/O K. McLEOD 2. F/O T. Mc ROHAN
3. P1 NICOLIS B.F.S. 4. P2 DOUGLAS E.R.

(C) Task No 2 for 28th August to provide close support.

(D) IWAKUNI

(E) C.A.V.U.

(F) 28 0056 Z IWAKUNI
28 0410 Z TAEGU

(G) 28 0520 Z TAEGU
28 0622 Z IWAKUNI

(H) The second section of the day airborne from the base at IWAKUNI was on an armed recce through the HAMCHANG (36° 34' N, 128° 10' E), YECHON (36° 40' N, 128° 43' E) and ANDONG (36° 34' N, 128° 44' E) areas. A bridge at ANDONG which had been repaired was bombed but all bombs missed the bridge. An animal drawn vehicle on the road was strafed and destroyed. A small building south of UISONG (36° 21' N, 128° 43' E) was strafed and burnt. Thought to be a fuel fire. "MOSQUITO ANTIDOTE" gave the section permission to rocket and strafe UIHONG (36° 10' N, 128° 43' E). Some 40 - 50 troops were seen among the houses. One large fuel fire was started. Houses in three sections of the village were left aflame. The aircraft landed at TAEGU and refuelled and then returned to base here at IWAKUNI

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 28th August 1950.

FORM : A123 No. 127383

SORTIES REPORT SERIAL NUMBER 8/~~509~~ 520 to ~~512~~ 523

(A) A68-813, A68-753, A68-709, A68-708.

(B) 1. F/Lt. HARVEY 2. P3 COTTEE M.
3. F/Lt. COBURN 4. P3 ROYAL.

(C) Task Number 3 for 28 Aug. to provide close support.

(D) IWAKUNI

(E) C.A.V.U.

(F) IWAKUNI 28 0249 Z

(G) ~~TAEGU~~ IWAKUNI 28 0403 Z

(H) The section after getting airborne proceeded to PUSAN and there contacted "MELLOW " who passed them on to "MOSQUITO WILD WEST " in the WAEGWAN(35°59'N 128°24'E) area. They were directed to bomb tanks on the east bank of the river. Near misses were registered. They were then sent to bomb and rocket a tank in an orchard some 3 miles north of WAEGWAN. Rocket hits were registered and the controller said the tank was damaged or probably destroyed. They were then passed to"PINEAPPLE" who instructed them to strafe the town of HAEPYONG(35°57'N ,128°13'E) reportedly housing troops. Several fires were started. The aircraft then returned to base.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT - 77 (F) SQUADRON

Date 29th August 1950

Form A123 No's 127384 and 127385

Sorties report serial No's 8/~~515~~ 524 to ~~518~~ 529

A. Two Mustang fighters No's A68 - 729, A68 - 737

B. 1. F/Lt. J ADAMS 2. F4 STONEY A.T.

C. Mission No. 1 for 29th August to carry out an armed recce as directed at briefing.

D. IWAKUNI

E. CAVU

F. 282043 Z IWAKUNI
290300 Z TAEGU
290750 Z TAEGU

G. 282330 Z TAEGU
290635 Z TAEGU
290956 Z IWAKUNI

H. The two aircraft left IWAKUNI with only rockets and full bins of .5 ammunition. They carried out an armed recce starting at MASAN (35° 13' N, 128° 34' E) and from there to CHONJU (36° 38' N, 137° 29' E), NAGAN (34° 55' N, 127° 20' E), HAENAN (34° 34' N, 125° 36' E), HAMPYONG (35° 04' N, 126° 30' E), YONGWAN (35° 16' N 126° 30' E), KUNSAN (36° 16' N, 128° 54' E), TAEJON (36° 20' N, 127° 26' E) and KUMJOSAN (36° 06' N 128° 17' E). The aircraft then returned to TAEGU to refuel and rearm. The only targets that were sighted on the recce was a radio tower ~~kmx~~ on a hill near KUMJOSAN. This was attacked with two rockets but with nil result. There was no sightings of enemy activity during the recce. For the second and third missions of the day this section joinedup with No. 2 mission for the day and carried out operations with them.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT - 77 (F) SQUADRON

Date 29th August 1950

Form A 123 No's 127384 and 127385

Sorties report serial No's 8/~~519~~ 530 to ~~524~~ 536

A. Two Mustang fighters No's A68 - 763, A68 - 801

B. 1. P2 THORNTON G. 2. P3 HARROP W.P.

C. Task No 2 for 29th August to do armed recce as directed in briefing.

D. IWAKUNI

E. CAVU

F. 282043 Z IWAKUNI
290300 Z TAEGU
290750 Z TAEGU

G. 290010 Z TAEGU
290635 Z TAEGU
290956 Z IWAKUNI

H. The two aircraft took off from IWAKUNI and proceeded to TAEGU from where the recce was to start. From TAEGU they proceeded to TAEJON (36° 20' N, 127° 26' E), ANDONG (36° 34' N, 128° 44' E), POHANG (36° 02' N, 129° 23' E) and returned to TAEGU. During the whole recce there were no sightings of any type and the two aircraft brought back all the rockets and ammunition that they had on loaded at IWAKUNI. After refuelling at TAEGU they were joined by the two aircraft that constituted the first mission. They were instructed to do an armed recce from SEOUL, then up the west coast of KOREA along the railways and roads up to CHINNAMPO (38° 43' N, 125° 25' E), thence to PYONGYANG (39° 02' N, 125° 45' E) and back along the roads and railways to SEOUL. The section split into two sections after crossing the HAN river and one section followed the direct route to TAEJON while the other section went along the west coast and joined the first section over TAEJON. Two aircraft rocketed and strafed a large factory building at CHINNAMPO without any visible results. Three horse drawn carts were strafed just south of SEOUL and three trucks were strafed rocketed and destroyed just south of SUWON (37° 17' N, 127° 32' E). Railway trucks were attacked north of TAEJON but the results of this attack could not be judged. About 4 miles west of TAEJON people that were working on a railway bridge were strafed. The aircraft then returned to TAEGU to refuel and rearm. During the recce all railways were usable and several destroyed locomotives were observed.

For the third mission of the day the section of four was joined by aircraft No. A68 - 715 from another section. All aircraft had rockets and there were 4 napalm; two 500lb and four frag bombs in the section. Their task was to provide close support as directed by ground control. They were under the control of "MOSQUITO MASTIFF" who was operating about 5 miles south east of HYOPCHON (35° 34'N, 128° 10' E). There they were directed to attack all villages in the area. Five villages were attacked and all of them were set on fire. These villages were supposed to be holding enemy troops and supplies. No sightings were made by the attacking aircraft and after the attacks the aircraft returned to base at IWAKUNI.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT - 77 (F) SQUADRON

Date 29th August 1950

Form A-123 No. 127384 and 127385

Sorties Report Serial No's 8/536 to 543

A. Four Mustang fighters No's A68 - 715, A68 -796, A68 - 782
A68 - 791.

B. 1. F/O W.C. HORSMAN 2. P2 MICHELSON W.S.
3. F/Lt T.W. MURPHY 4. P4 STEPHENS G.I.

C. Mission No 3 for 29th August to do armed recce of all airfields in the SEOUL, KIMPO, HEITAKU and KORYO areas.

D. IWAKUNI

E. CAVU

F. 282243 Z IWAKUNI
290545 Z TAEGU

G. 290130 Z TAEGU
290917 Z IWAKUNI

H. The four aircraft took off from IWAKUNI loaded with two 500lb bombs per aircraft and six rockets each. They proceeded to PUSAN where they contacted "MELLOW" and from there they were ordered to waive the briefed mission and attack an underwater bridge at HYONPUNG (35° 42' N, 128° 27' E). There they were ordered to attack troops that were crossing the river there on a bridge. They proceeded to the area but could not see any troops. "MASTIFF" then took them along a road to a village about 10 miles south of HYOPCHON (35° 34' N, 128° 10' E). They again made no sightings on the road but twelve huts that contained stores were rocketed and all burnt. Some of the huts that were fired exploded. After firing the huts they were sent to a village immediately north and there they set fire to the village which held enemy troops. The aircraft then returned to TAEGU where they refuelled. At TAEGU the leader of this section joined the other section and only three aircraft did the next strike.
At TAEGU they were armed with six 500 lb GP bombs and 16 rockets. They contacted "MELLOW" after getting airborne and were sent to carry out the original mission of the day that was to recce the airfields. The aircraft saw no enemy aircraft during the recce and dropped bombs on the strips at HEITAKU (36° 58' N, 127° 05' E), SUWON (37° 17' N, 127° 32' E), KIMPO (37° 34' N, 127° 42' E). They then proceeded to recce the roads to the YONGPYONG (38° 01' N 127° 17' E) area but there were no sightings. They also rocketed a railway bridge east of SEOUL but only slight damage was done to it. The section then proceeded to KORYO (37° 45' N, 128° 55' E)where they rocketed and strafed three buildings which was a vehicle repair shop. They also destroyed one truck and possibly destroyed another five at that place. They then continued the recce southwards and at INWONJIN (37° 14' N, 129° 21' E) harbour they strafed a metal ship of over 100 ft in length. It burst into flames and was still burning when they left the target area. In a village north of KIMPO there was slight flak that could have been 40 mm. A68 -782 had two small arms holes, one in the side of the fuselage and one in the tailplane. A68 -791 had a bullet in the propellor. The aircraft all retuned to base at IWAKUNI.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 30th August 1950.

FORM : A123 No.

SORTIES REPORT SERIAL NOS : 8/544 to 547

(A) Four Mustang aircraft No's : A68-709, A68-753, A68-726, A68-708.

(B) 1. F/Lt. F. BARNES 2. P3 L. READING 3. F/Lt. J. OLORENSHAW 4. P3 R. TREBILCO.

(C) Mission No. 1 for the 30th. August 1950.

(D) IWAKUNI

(E) CAVU

(F) IWAKUNI 29 2019 Z

(G) TAEGU 29 2245 Z

(H) This was a dawn take off for this section of four aircraft and this time the call sign was "DROPKICK BUSTER". This BUSTER flight has been organised to proceed to TAEGU and stand by there all day solely as a tank attack section. Any tanks sighted during the day will be given as targets to this section. The section left IWAKUNI loaded with 6 rockets per aircraft and full load of .5 ammunition. They decided to do a strike on the way to TAEGU and so on reaching PUSAN they contacted "MELLOW" control and asked for a target. He gave them the road from 1 mile south of CHANGSHA-DONG north to YONCHU GAP on the east coast. This road was covered but there were nil sightings. They rocketed a concrete bridge at the town of PYONGHAE RI(36°44'N 129°27'E) Near misses recorded. The section then returned to TAEGU and refuelled and rearmed and waited as stand by as "BUSTER FLIGHT" for tank targets.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 30th Aug. 1950.

FORM : A123 No.

SORTIES REPORT SERIAL NO. 8/548 to 549

(A) 2 Mustang Aircraft Nos A68-739, A68-799

(B) 1. P2 RIVERS W.B. 2. F/O T.E. McCROHAN.

(C) Task No. 2 for 30th Aug. to carry out armed recce between the bombline and a line parallel and 20 miles west from the south west to WAEGWAN(35°59'N 128°24'E) at 1000K hrs and 1800K hours, staying at TAEGU.

(D) IWAKUNI

(E) C.A.V.U.

(F) IWAKUNI 29 2301 Z
TAEGU 30 0730 Z

(G) TAEGU 30 0140 Z
IWAKUNI 30 0950 Z

(H) Pilots were breifed for the area and the two aircraft armed with 6 x 60 lb. H.E. rockets and full load of .5 ammunition were airborne under the callsign of "DROPKICK OBOE". The aircraft flew to PUSAN where they contacted "MELLOW" and were told to carry out the mission as briefed. They started the recce at CHINJU (35°12'N 128°04'E) and covered the roads leading due north as for as HYOPCHON. The only sightings made were tracks leading into buildings. All these buildings along the whole recce were rocketted and strafed but although hits were registered in the town of HYOPCHON(35°34'N 128°10'E) KONYONG (35°44'N 128°16'E) and SONGJONG-DONG(35°43'N 128°09'E) no results could be seen. The aircraft then returned to TAEGU and rearmed and refuelled.

The section for the second mission, was joined by aircraft No. A68-804 and the three aircraft, loaded with 18 rockets and full ammunition bins. The section carried out an armed recce of communications between KUMCHONG and CHINJU (35°12'N 128°04'E). During the recce there were no sightings but a village with two large school buildings near the front line about 13 miles north of CHINJU was attacked and set afire. The section of three then returned safely to base at IWAKUNI.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 30th Aug. 1950.

FORM : A123 No.

SORTIES REPORT SERIAL NOS : S/550 and 551

(A) 2 Mustang aircraft Nos A68-813, A68-804.

(B) 1. P2 FLEMMING J.H. 2. P2 DOUGLAS E.A.

(C) Task No. 3 of 30th Aug. to carry out armed recce between the bombline and a line parallel to and 20 miles north of the bombline, from WAEGWAN(35°59'N 128°24'E) to the east coast, at 1000K hrs and 1800 K hrs.

(D) IWAKUNI

(E) C.A.V.U.

(F) IWAKUNI 29 2306 Z

(G) TAEGU 30 0155 Z

(H) The pilots were briefed for the area and the two aircraft armed with 6 x 60 lb. H.E. rockets and full load of .5 ammunition were airborne under the callsign of "DROPKICK NAN". The two aircraft proceeded to PUSAN where they contacted "MELLOW" and were told to continue the mission as briefed. All roads were patrolled in the area and the section rocketted and strafed a crane that was being used to repair a bridge east of ANDONG (36°34'N 128°44'E) but without any apparent damage. The section also strafed two ox carts three miles north of UISONG(36°21'N 128°43'E) and destroyed them. The aircraft made no further sightings and returned to TAEGU. Aircraft No. A68-813 went U/S with a bad radiator and stayed at TAEGU while the other one joined Task No. 2 for the second mission of the day.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 30th Aug. 1950.

FORM : A123 No.

SORTIES REPORT SERIAL NOS: S/552 and 553.

(A) Two Mustang aircraft nos: A68-709, A68-753.

(B) 1. F/Lt. F. BARNES 2. P3 L. READING.

(C) Task No. 4 for the 30th. August.

(D) IWAKUNI

(E) CAVU.

(F) TAEGU 30 0100Z

(G) TAEGU 30 0230Z

(H) A call from the Air Operations Command at PUSAN to fighter Operations room at TAEGU activated No.'s 1 and 2 of "BUSTER FLIGHT" on a tank attack under the control of "MOSQUITO WILDWEST" in the area at KUMCHON(36°08'N 128°08'E). The contact was made and he took them to a tank which had been turned upside down on the road but which had been newly camouflaged. This was ordered to be attacked and the aircraft attacked with NAPALM bombs. The tank was left in flames. The extent of damage previously done to the tank as unknown. The controller then took them to a bridge over a creek 1 and a half miles west of the town where he had sighted two tanks. The bridge was under repiar. The two tanks were rocketted and strafed but only near misses were recorded with the rockets however one of the rockets in the overshoot hit the section of the bridge under repair and destroyed the repair work which had been carried out. The section then returned to TAEGU and there they refuelled and rearmed again.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 30th Aug. 1950.

FORM : A123 No.

SORTIES REPORT SERIAL NO'S : S/554 to 555

(A) Two Mustang aircraft No's : A68-726 , A68-708.

(B) 1. F/Lt. J. OLORENSHAW 2. P3 R. TREBILCO.

(C) Task No. 5 for the 30th Aug. 1950.

(D) IWAKUNI

(E) C.A.V.U.

(F) TAEGU 30 0405 Z

(G) TAEGU 30 0535 Z

(H) The second pair of "BUSTER FLIGHT" were ordered airborne this time to make contact with "MOSQUITO VAUDEVILLE". The contact was made and he gave them a target of two large unidentified vehicles in the area at SINBAN NI(35°28'N128°19'E). The aircraft reached the target at 1430K.
The aircraft for this mission were carrying a full load of ammunition 8 rockets and four NAPALM bombs. The vehicles which were on the outskirts of the village were napalmed. The village was left afire and one destroyed and one probably destroyed. Another vehicle in a river bed on the east of the town was left aflame. One mile east of the town in a valley facing North 2 trucks were strafed and left afire and one P O L dump was strafed and left burning. Other trucks were strafed but they did not burn and the extent of damage was unknown. The aircraft left the target are at 1520K and returned to TAEGU where they refuelled and rearmed.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 30th Aug. 1950.

FORM : A123 No.

SORTIES REPORT SERIAL NOS : 8/556 to 559

(A) Four Mustang aircraft Nos : A68-709, A68-753, A68-726, A68-708.

(B) 1. F/Lt. F. BARNES, 2. P3 L. READING 3. F/Lt. I. OLORENSHAW
4. P3 R. TREBILCO.

(C) Task No. 6 for the 30th Aug. 1950.

(D) IWAKUNI.

(E) C.A.V.U.

(F) TAEGU 30 0910 Z

(G) TAEGU 30 1000 Z

(H) Again BUSTER FLIGHT as a section of four was ~~again~~ alerted and airborned by Fighter Operations Room at TAEGU after receiving a call from PUSAN A.O.C. reporting that "MOSQUITO VAUDEVILLE" the airborne controller in the area near WASAN(35°13'N 128°34'E) had discovered a village which was reportedly full of supplies. The section of four loaded with 8 NAPALM filled drop tanks,16 rockets and full ammunition set off and contact was made with MOSQUITO VAUDEVILLE at 1935K. He took them to a village some 6 miles Northest of HAMAN(35°14'N 128°25'E) . The village had an approximate 300 houses and this was napalmed,rocketted and strafed. The village was almost totally destroyed. A large fuel type looking fire was seen amidst the flames at the eastern end of the village. The section expended all their ammunition on the village and after leaving the target area at approximately 1945K they returned to TAEGU and landed to R.O.N.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 30th Aug. 1950.

FORM : A123 No.

SORTIES REPORT SERIAL NO'S : 8/560 to 563.

(A) Four Mustang Aircraft Nos: A68-705, A68-763, A68-726, A68-796.

(B) 1. F/O McLEOD . 2. P2 THORNTON G.3. F/Lt. T. MURPHY
4. P3 . COTTEE. M.J.

(C) Task No. 7 of the 30th Aug. 1950.

(D) IWAKUNI

(E) C.A.V.U.

(F) TAEGU 30 0740 Z

(G) TAEGU 30 1015 Z

(H) This section of four aircraft was pre briefed at IWAKUNI for an armed recce of an area within a radius of 25 miles of the city of SEOUL. They were to proceed straight to TAEGU, land there and refuel, and then proceed on their recce. These instructions were faithfully carried out the section departing IWAKUNI at 1430 K and landing at TAEGU at 1545K. The section were refuelled and then set off on their armed recce of the SEOUL area. The section for armament was carrying 8-500 G.P. bombs, 16 rockets and full ammunition. They proceeded to PYONGTAEK (36°58'N 127°05'E) arriving 1815K and from there along the railline to SUWON(37°17'N 127°32'E) to INCHON (36°55'N 127°03'E). At an approximate 2 miles Northeast of this town an electric power house was hit with 6-500 lb G.P. bombs. All bombs were direct hits. Fires started throughout the plant and buildings and lines demolished. The section leader did not think the plant warranted the use of the other two bombs and he directed that they be expended on the road bridge over the river some 2 miles due west of SEOUL. The northern approaches were hit. The section then continued its recce right round the town of SEOUL and then headed down the road and railway parallel to the HAN RIVER. An approximate 15 miles along the road a truck carrying fuel was strafed and left in flames. Another truck was damaged with continued strafing at the town of CHANGHOWAN NI(37°07'N 127°37'E) Three other vehicles were strafed on the road and were seen to smoke a little but extent of damage was unknown. The aircraft left the area at 1945K. The aircraft continued their recce and then returned to TAEGU where they refuelled and rearmed and were R.O.N.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77(F) SQUADRON

DATE : 30th. Aug. 1950

FORM : A123 No.

SORTIES REPORT SERIAL NOS : S/~~554~~ 564 to ~~556~~ 566

(A) Three Mustang Aircraft Nos : A68-739, A68-799, A68-804.

(B) 1. P2 W.B. RIVERS 2. F/O T. McCROHAN 3. P2 E. DOUGLAS

(C) Task No. 8 of the 30th. August 1950.

(D) IWAKUNI

(E) CAVU

(F) TAEGU 30 0730 Z

(G) IWAKUNI 30 0950 Z

(H) This a section of three was composed of one of the original pairs that had left IWAKUNI and one member of the other pair who travelled with these aircraft because his No. 1 had gone U/S with radiator trouble.

The section as briefed when they left IWAKUNI set out on an armed recce from the town of KUMCHON(36°08'N 128°08'E) to CHINJU(35°12'N 128°04'E). There were no sightings on the road so the section attacked the village an approximate 13 miles north of CHINJU. Two school buildings thought to be containing stores were attacked and left in flames. The rest of the village was attacked and left in flames from a rocket and strafing attack. The section left the target area at 1850K and returned to IWAKUNI.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 31st Aug. 1950.

FORM : A123 No.

SORTIES REPORT SERIAL NOS 8/567 to 570

(A) Four Mustang aircraft Nos A68-809, A68-803, A68-801, A68-737

(B) 1. W/C. L.T. SPENCE 2. F/O W.C. HORSMAN
3. F/Lt. J.W. MURPHY 4. F/Lt. R.E. COBURN

(C) Task No. 1 to contact "MELLOW at 2045K for target after which proceed to TAEGU and await utilization by Joint Operations Centre.

(D) IWAKUNI

(E) CAVU

(F) IWAKUNI 30 2011Z

(G) TAEGU 30 2305Z

(H) The aircraft were armed with 500 lb. G.P. bombs, rockets and full .5 ammunition. They were given a general briefing of flak positions. They proceeded to PUSAN under the call sign of "DROPKICK BUSTER" allotted in the Frag Order.

Over PUSAN they contacted "MELLOW" as briefed and were directed to Vaudeville control in the southern Sector. Just after setting course for the area they were again called by "MELLOW" who redirected them to attack a train of 20-25 cars at 5 miles east-south-end of TAEJON(36°19'N 127°26'E). This was located at 2120Z and dive bombed first by all four aircraft with 4 bombs direct hits and others nearby. Results of this were that 5 box cars were blown off the line and destroyed and the railway line was seen to be cut in four places. The aircraft then rocketted and strafed the train but further damage as a result of this was not observed. Proceeding S.W. down the railway line to SIMCHON NI(36°14'N 127°43'E) they rocketted and strafed 6 box cars in the railway siding there but the amount of damage inflicted was not observed although hits were seen. A camouflaged school yard in SIMCHON NI was strafed in which, 3 fires probably fuel dumps, were strafed. Further S.E. along the road a large camouflaged object, was strafed in the village of KA-RI(36°10'N 127°51'E) but no results were observed. The aircraft then returned to TAEGU where they landed, refuelled, and rearmed to be ready for standby as "BUSTER FLIGHT" at the disposal of Joint Operation Centre.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 31st August 1950.

FORM : A123 No.

SORTIES REPORT SERIAL NOS: 8/571 to 574

(A) Four Mustang Aircraft No's A68-705, A68-763, A68-729, A68-769.

(B) 1. F/O K. McLEOD 2. P2 THORNTON G 3. F/Lt. J. MURRAY
4. P3 M. COTTEE.

(C) Task No. 2 Armed reconaissance.

(D) IWAKUNI

(E) C.A.V.U.

(F) TAEGU 31 0001 Z

(G) TAEGU 31 0253 Z

(H) This section of four aircraft had been R O N at TAEGU over the night of the 30th August and proceeded to operate from TAEGU for the rest of the day. The section was briefed for an armed recce from the area at MASAN (35°13'N 128°34'E)up through YECHON(36°40'N 128°27'E) to ANDONG(36°34'N 28°44'E). The section contacted VAUDEVILLE Control at MASAN area at 1020K and he sent them to the controller "PICKLEBARREL" who was operating at HAMAN(35°14'N 128°25'E). He directed the flight to a ridge some 3-4 miles Southwest of HAMAN where there were enemy troops and gun positions dug in. The target area was marked with white smoke from friendly artillery. The section dropped the 8 NAPALM bombs in the area indicated. The practice at TAEGU appears to be load up the aircraft with NAPALM - if desired - and then if sent on an armed recce when NAPALM becmes a little unwieldy to handle, the section may ask for a target on which to expend their NAPALM before actually proceeding on the armed recce. The NAPALM target was asked for by this section and this ridge was the target given. All bombs landed in the area but the extent of damage was unknown. The section then proceeded to carry out its armed recce. The aircraft continued on up the roads to YECHON and there they split up into two pairs. One pair continued on as briefed to the ANDONG area. They strafed a camouflaged vehicle and damaged it but it is thought that this vehicle was unserviceable before the attack. A camouflaged object alongside a house was strafed. It started to burn but then went out. Camouflaged object on the road strafed no result seen. After close inspection thought to be possible dummy. The section continued on and rocketted a bridge at CHONGJI DONG (36°27'N 128°54'E). Only the approaches hit. They continued on to UISONG but nil sightings. Aircraft then returned to K2 and refuelled and rearmed. The other pair went along the road from YECHON to HAMCHANG(36°34'N 128°10'E), then to CHUNGJU(36°56'N 127°56'E) then to TANGYANG(36 56'N 128 20'E). Haystacks in middle of the road were strafed and burned - and turned out to be haystacks. Over TANGYANG on the east side of the town near the railway bridge two flak positions, one an approcimate 75mm gun and the other 2 guns probable 20 mm flak, about 100 yds. apart on the east side of the rail line opened up ton the two aircraft. The fire was accurate and bumps could be felt in the aircraft, height ranging and line of fire were very good pilots reported. However each of these two positions were attacked pilots beginning to strafe the area soon after they started their dives, and then when in range they fired their rockets salvo at the two positions. Both salvoes of four rockets per salvo were direct hits on both positions and the guns were silenced. The section then continued the recce south from YECHON and returned to TAEGU and refuelled and rearmed. On return it was found that the Section Leaders aircraft was U/S due to radiator trouble.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 31st Aug. 1950.

FORM : A123 No.

SORTIES REPORT SERIAL NOS : 8/575 to 576

(A) Two Mustang Aircraft No's A68-726, A68-708.

(B) 1. F/Lt. L. LORENSHAW 2. P3 R. TREBILCO.

(C) Task No. 3 of 31st Aug to provide close support.

(D) IWAKUNI

(E) C.A.V.U.

(F) TAEGU 31 0014 Z

(G) TAEGU 31 0245 Z

(H) This section also airborne after a call from A O C at PUSAN were sent to contact Controller "MOSQUITO MASTIFF". Contact was made and he took them to a village of an approximate 100 houses at SINBAN NI (35°28'N 128°19'E). The village reportedly housing stores was napalmed by the pair and an approximate 80 % of the village was left in flames. They then went to a valley off a creek bed about 1/2 and a half miles east of the village where there were camouflaged trucks. One truck was destroyed and one damaged. The section then returned to SINBAN NI where they damaged another truck in the river bed. Two other vehicles were strafed on the road south of CHONGYO RI(35°22'N 128°20'E) with no results seen. The aircraft left the target at 0225 Z and returned to TAEGU where they refuelled and rearmed.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 31st Aug. 1950.

FORM : A123 No.

SORTIES REPORT SERIAL NOS : 8/~~567~~ 577 to ~~569~~ 579

(A) Three Mustang Aircraft No's A68-709, A68-753, A68-813.

(B) 1. F/Lt. BARNES F. 2. P3 L. READING 3. P2 J. FLEMMING.

(C) Task No. 4 of 31st Aug. to provide close support.

(D) IWAKUNI

(E) CAVU

(F) TAEGU 31 0020 Z

(G) TAEGU 31 0130 Z

(H) This was a close support mission given to this section by the Air Operations Command at PUSAN. The section was to contact "MOSQUITO WILD WEST". Contact was made with the controller at 0040Z and he sent them to a town an approximate 5 miles South southwest of WAEGWAN(35°59'N 128°24'E).

The town was hit with 2 NAPALM bombs and fires startes covering a proximately one quarter of the town. After finishing the NAPALM bombing the section was called up by an American F-80 on the call sign of INFORM ABLE No 6 who was in the area at KORYONG(35°44'N 128°16'E). He put them onto a camouflaged vehicle just south of the town. This was strafed and left in flames. Also a line of box-cars on a railline were rocketted and strafed. Five direct hits with rockets were recorded. The aircraft left the target at 0115 Z then returned to TAEGU where they refuelled and rearmed.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 31st Aug 1950

FORM : A123 No.

SORTIES REPORT SERIAL NO's. : S/580 to 583

(A) Four Mustang Aircraft No.'s A68-726, A68-708, A68-709, A68-753.

(B) 1. F/Lt. I.R. GLORENSHAW, 2. P3 TREBILCO, R.E.
3. F/Lt. F.W. BARNES 4. P3 READING, L.

(C) Strike number 5 of 31st. August to provide close support as directed by ground control.

(D) IWAKUNI

(E) C.A.V.U.

(F) TAEGU 310625 Z

(G) TAEGU 310732 Z

(H) This section, as pre-briefed, contacted "MOSQUITO POLYGON", the airborne controller, at 0650Z, and he directed them to a hill approximately half a mile westbof TUMA-RI (39. 10' N - 129. 01' E). The area was reportedly containing troops dug in. The whole area was NAPALMED and rocketted. Results of the attack could not be ascertained. They were then directed to a 40 to 50 house village two miles to the south west of the hill, this also housing troops and stores. The village was rocketted and strafed and left burning. The aircraft left the target at 0720 Z and returned to TAEGU where they refuelled and rearmed.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT - NO. 77 (F) SQUADRON

DATE : 31st. Aug 1950

FORM : A123 No.

SORTIES REPORT SERIAL NO's. : 8/584 to 587

(A) Four Mustang Aircraft No.'s. A68-729, A68-796, A68-763, A68-813

(B) 1. F/Lt. J.C. MURRAY 2. P3 COTTEE, M.J.
3. P2 THORNTON, G 4. P2 FLEMMING, H.J.

(C) Strike number 6 of 31st August to carry out an armed recce.

(D) IWAKUNI

(E) C.A.V.U.

(F) TAEGU 310715Z

(G) IWAKUNI 310917Z

(H) The mission for this section was a pre-briefed armed recce from ANDONG (36. 34' N - 128. 44' E) to YONGDOK (36.24' N 129. 23' E). The aircraft flew to ANDONG and bombed an area of barrack type buildings with two NAPALM bombs and four 500 lb. G.P. bombs. Approximately twelve of these were destroyed. The briefing from Fighter Operations at TAEGU had stated that these barrack buildings were an Army Cadet Training camp. Two small camouflaged carts on the road were strafed and although hits were seen results are unknown. The town of YONGDOK was also rocketted as briefed. One large building was destroyed and two fires were started. The aircraft then returned to base at IWAKUNI.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 31st Aug 1950

FORM : A123 NO.

SORTIES REPORT SERIAL NO'.s. : 8/588 to 589

(A) Two Mustang Aircraft No's. A68-809, A68-807.

(B) 1. W/Cdr. L.T. SPENCE,D.F.C.
2. F/O W.HORSMAN

(C) Task number 7 of 31 August to provide close support as directed by ground control.

(D) IWAKUNI

(E) C.A.V.U.

(F) TAEGU 310505 Z

(G) TAEGU 310640 Z

(H) The aircraft were armed with 2 napalm,4 rockets and full .5 ammunition each and operated under the call sign DROPKICK BUSTER. After they were airborne they contacted "VAUDEVILLE" who sent them to "CHILDHOOD 14 " who in turn passed them on to "MOSQUITO VAUDEVILLE" in the UIKYONG (35. 19' N 128. 15' E) area. They dropped the napalms on wooded areas which were reported to contain troops and then rocketted and strafed a truck and a light tank. The truck was destroyed and the tank probably damaged. Two other camouflaged vehicles were then strafed but no results were seen. The aircraft then left the target area ,having been over from 1530 to 1625 K and returned to TAEGU ,both landing safely.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 31st Aug. 1950.

FORM : A123 No.

SORTIES REPORT SERIAL NOS : 8/590 to 593.

(A) Four Mustang aircraft No's. A68-809 A68-803, A68-801, A68-737.

(B) 1. W/Cmdr. L. T. SPENCE 2. F/O. W. HORSMAND
3. F/Lt. T. MURPHY 4. F/Lt. R. COBURN

(C) Task No. 8 of 31 Aug. to carry out close support.

(D) IWAKUNI

(E) CAVU.

(F) TAEGU 31 0105 Z

(G) TAEGU 31 0330 Z

(H) The section of four aircraft was airborne after a call from Joint Operations Command at PUSAN. They were breifed to contact "MOSQUITO POLYGON" in the area at CHANGAK TONG(Contact was made with this controller at approximately at 0200Z. They were instructed to drop the NAPALM bombs they were carrying on troop concentrations near the village of CHANGAK TONG. While the controller was looking for tanks the section found a truck on the road and destroyed it. Several small object seen on the side of the road were then attacked. Puffs of white smoke were seen to come out of three od these objects. A long barrelled field piece was direct hit with a rocket, extent of damage unknown. Rockets alos fired at other unidentified field pieces but results are unknown. A small village near the field pieces was strafed. The section left the target area at 0300 Z and then returned to TAEGU where they refuelled and rearmed.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 31st Aug. 1950.

FORM : A123 No.

SORTIES REPORT SERIAL NOS : 8/594 to 595

(A) Two Mustang aircraft No's A68-801 A68-737.

(B) 1. F/Lt. T. MURPHY 2. F/Lt. R. COBURN.

(C) Task No. 9 of 31 Aug. to carry out close support.

(D) IWAKUNI

(E) CAVU.

(F) TAEGU 31 0645 Z

(G) IWAKUNI 31 0954 Z

(H) This was BUSTER Flight No. 3 and 4 who were airborned on a call from Joint Operation Command. They were briefed to contact "WILD WEST CONTROL" but the section could not hear him. He was to have put the section on to a tank. The section circled the area and saw an approximate 20 tanks but they all appeared to have been burnt out. Further attempts were made to contact the controller and the section went to WAEGWAN(35°59'N 128°24'E) area where finally the contact was made. He took the section to an orchard some 4 miles north of WAEGWAN. The orchard was napalmed and a tank in an emplacement was "near missed". The controller then directed them to a hill 2 miles North east of the orchard where there were troop positions located. This was strafed but results were unknown. He then sent them to an area some 2-3 miles Southwest of NAJONG DONG

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 31st Aug. 1950.

FORM : A123 No.

SORTIES REPORT SERIAL NOS : 8/596 to 599

(A) Mustang fighter Nos A68-709, A68-753, A68-726, A68-708.

(B) 1. F/Lt. F.W. BARNES 2. P3 READING L.
3. F/Lt. I.R. OLORENSHAW 4. P3 TREBILCO R.E.

(C) Task No. 10 of 31st Aug. to provide armed recce from CHINJU (35°12'N 128°04'E) to WAEGWAN(35°59'N 128°24'E).

(D) IWAKUNI

(E) Hazy but other wise CAVU

(F) TAEGU 31 0815 Z

(G) IWAKUNI 31 0951 Z

(H) The aircraft were bombed up with 24-5 inch rockets and full bins of.5 ammunition. They set out on their recce run and first found about 12 camouflaged objects that they could not identify in a sandy creek bed 8 miles north of UIRYONG(35°19'N 128°15'E). They strafed these objects and set fire to about six of them. They were then called up by "MOSQUITO VAUDEVILLE" and taken to a spot one mile east on the road from CHUNGGYO RI(35°23'N 128°19'E) and UIRYONG. There they strafed and rocketed three camouflaged vehicle ~~there~~ but no results were seen from this attack. Another vehicle was also attacked about half a mile away but no results were seen on this attack either. The aircraft then returned to base at IWAKUNI and all aircra ft landed safely but were unable to contact the ground controller at PUSAN to report in to him on the results of the recce.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 31st Aug. 1950.

FORM : A123 No.

SORTIES REPORT SERIAL NOS : 8/600-to 601

(A) Two Mustangs Nos A68-809, A68-803.

(B) 1. W/Cmdr. L.T. SPENCE DFC. 2. F/O ".C. HORSMAN

(C) Task No. // for 31 Aug. to provide close support as directed by ground control.

(D) IWAKUNI

(E) There was quite a lot of smoke haze but apart from that it was CAVU.

(F) TAEGU 31 0805 Z

(G) IWAKUNI 31 1005 Z

(H) The two pilots were prebreifed at TAEGU to contact "MOSQUITO ANTIDOTE". The section took off armed with four 500 lb. GP. bombs, 7 5 inch rockets and full bins of ammunition. "hen the section contacted "ANTIDOTE " he did not have any special targets so took them to a railway tunnel about 4 miles north of UIHUNG(36°10'N 128°43'E). The section dropped bombs at both ends of the target and hits were scored on the top and one end of it although the results of the bombing could not be assessed. Rocket attacks were then made on the tunnel but again the results could not be judged. They were then led to KUNWI(36°14'N 128°34'E) where they expended the rest of their rockets and .5 ammunition on attacks on a large concrete building. Hits were scored and when the section left the area the building was aflame. The section then returned to IWAKUNI and both aircraft landed safely.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

APPENDIX "A"

COMMANDING OFFICER'S REPORT

1. Total of hours flown during August, covering all types was 1,745.25 with the squadron operating every day of the month.

2. The squadron callsign is now familiar to all air and ground controllers who know the aircrew as the "Aussie boys." The pilots have adapted themselves readily to the role of close support.

3. Many armed reconnaissances were flown during the month, some taking our aircraft close to the Manchurian and Russian borders. Infrequent roads and rail targets are found but the targets were substantial when they did show up. Considerably more flak is encountered north of the 38th Parallel.

4. Quite a few aircraft were hit by enemy ground fire, one being written-off after making a crash landing. No damage was received from our own missiles. This was most satisfactory as earlier many aircraft were damaged by our own rocket explosions.

5. During the month most squadron aircraft staged out of TAEGU. Departing IWAKUNI at first light, aircrew carried out a sortie then landed at TAEGU, for further operations. Some pilots flew three and four sorties a day, but since the POHANG strip has been out of action more aircraft use TAEGU and consequently re-arming has slowed up considerably. To assist, the squadron sent small parties of armourers to TAEGU each time the Dakota took spares for aircraft temporarily grounded.

6. There were no accidents because of carelessness.

7. On August 8, General PARTRIDGE and General DOOLITTLE visited the squadron. General PARTRIDGE discussed the position regarding aircraft spares and possible operational moves with the Commanding Officer. General DOOLITTLE chatted with the pilots about operations.

8. On August 15, the Rt. Hon. R.G. MENZIES accompanied by Air Marshal G. JONES, Lt. Gen. Sir Horace ROBERTSON, Col. HODGSON, Air Commodore A.M. CHARLESWORTH and various Diplomatic, Departmental and Service representatives visited the squadron. The Gloucester Cup was presented by the Prime Minister after introductory address by the C-in-C B.C.O.F. and the Chief of Air Staff. The Prime Minister met all aircrew in the Crew Room later.

9. On August 22, General STRATEMEYER visited IWAKUNI and awarded Wing Commander L.T. SPENCE the Legion of Merit.

10. No enemy aircraft were sighted although sections were briefed to check enemy airfields.

11. A summary of aircrew state and general training is set out hereunder :-

(a) Aircrew State.

Mustang Pilots		36 fully trained.
Dakota Pilots	1st Pilot	1 fully trained.
	2nd Pilot	1 fully trained.
Navigator		1 fully trained. (Nav.W.)
Wireless Operator		1 fully trained.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

(b) Ground and Air Training - Mustang Aircrew.

(i) Ground Training.

Ground training consisted of briefings by the Commanding Officer, O.C. Flying and Flight Commanders on tactics, evasive action, bad weather flying, etc. At every briefing, the Meteorological Officer was present and a full meteorological briefing of approximately 10 minutes carried out. All aircrew are weather conscious.

(ii) Air Training.

Rocketry	2 pilots.
Air to Ground Gunnery	2 pilots.
General Airmanship	3 pilots.
Spraying	4 pilots.
Testing	5 pilots.

(iii) Operation.

All pilots.

(c) Training for Dakota Crew.

Thirteen trips to KOREA were carried out, including one on the 17th with Air Marshal G. JONES, Chief of Air Staff, R.A.A.F.

A trip was made to HANEDA on the 23rd, returning on the 24th. The only major unserviceability during the month resulted in an engine change which was carried out on the 16th.

It is expected that F/Lt. TAPLIN's conversion to 1st pilot will be completed during September.

(d) Total Flying Times.

	Day.	Night.
Dakota	50.40	7.35
Auster	1.40	-

(e) Ground Training.

Wireless Training.

10 hours Morse practice.

Navigation Training.

1 hour sectant practice. Practice dotting of Radio Compass and VHF D/F bearings.

12. Summary of Flying Hours.

Mustang.	Day.	Night.
Operations	1619.55	-
General Airmanship	1.40	-
Armament	2.35	-
Spraying	3.35	-
Photographic	1.00	-
Testing	43.35	-
Instrument Flying	.35	-

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

Wirraway.	Day.	Night.
General Airmanship	1.00	-
Travel	8.50	-
Photographic	1.15	-
Testing	1.30	-
Dakota.		
Operations	49.10	7.35
Testing	1.30	-
Auster.		
Travel	.40	-
Testing	1.00	-

Total flying hours for squadron : Day : 1,737.50 Night : 7.35

INTELLIGENCE/SECURITY.

13. Security.

(a) Security of Information.

No incidents observed or reported.

(b) Security of Materials.

(i) Two Koreans were apprehended during the period for having illegally entered the Camp Area. Investigations failed to reveal ulterior motive or intent and they were not charged by the Service Police Section.

(ii) On 16th August, 1950 at 0500 hours, a Japanese was seen near 3 U.S.A.F. aircraft on the airstrip by an Australian guard. He did not stop when challenged and made his escape. After a check by U.S. personnel, it was discovered that two of the aircraft had been tampered with. Investigations were made with nil results.

(c) Security of Graded Documents.

No incidents observed or reported.

14. Relations with Japanese Civilian Authorities.

Close liaison has been maintained with IWAKUNI City Municipal Police, KUGA East District National Police, KUGA North District National Police, City and Liaison Office officials and satisfactory co-operation has been received. A special meeting of IWAKUNI factory officials was attended.

15. Japanese National Employees.

Checks continue to be made of Japanese employees who were hurriedly employed when the U.S.A.F. moved on to the Camp.

16. Civil Intelligence.

(a) Political.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

Local political activities have been practically negligible during the month, due to the inactivity of the J.C.P. It has been reported that most of the Communists left the area early in the month. Their destination and purpose are not known. The only Leftist activity has been in the form of attempts by members to undermine the morale of country police by distributing J.C.P. literature to them and telling them that they as well as the Police Reserve, will be primary targets for the liberation army when it takes over next year.

Rightists have been inactive excepting for the Youths Patriotic Party. Membership has increased and officials have attended two conferences, one at TOKYO and another at SHIMONOSEKI.

(b) Labour.

Unions have been very quiet during the period. No strikes, struggles or wage increase demands have been reported.

The nation-wide purge by DENSAN (Electrical Industry) resulted in one Communist being discharged in this area on 31st August.

It is expected that a purge of Reds employed in government agencies is to be carried out during September. This will probably start in the Government Railways.

(c) Koreans.

(i) The former chief of MINDAN, SEN GYOKU SEN, has retired and his place taken by the more energetic RYU GU KAI. RYU has not previously held an official post in any Korean organisation. His appointment will probably lead to higher morale and greater activity among MINDAN members. His lieutenant, BOKU SEI TOKU, who is also Chairman of the YAMAGUCHI Prefectural Emergency Committee, was former official of the outlawed Korean League (CHOREN). Soon after RYU took over, MINDAN members paid visits to the Mayor and various other citizens of IWAKUNI asking them for donations to help them organise to effectively combat the underground of the aggressors.

(ii) Visits have been made to IWAKUNI by top MINDAN inspectors. The object of the visits has been to discuss management and surveillance of reactionary elements within the ranks.

(iii) Police officials believe that the Leftist Korean Liberation and Relief Society may interfere with and even resort to physical violence against members of MINDAN in the near future with the object of preventing the Rightist organisation from gaining too much power.

(d) Civilian Attitude.

There has been no appreciable change in the attitude of the civil populace towards the Occupation Force or its policy in this area. It is, however, of interest to note that at SHOMYOICHI town, YAMAGUCHI Prefecture, a case has been reported of an attempt to discredit this Camp. A poster was displayed claiming that aircraft operating from here do not carry out effective missions.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

They return with half their bomb loads remaining and badly damaged. The pilots faces are blackened showing that the struggle is desperate. It is easy to see that the majority of them have no desire to fight in KOREA and it has been rumoured that the men have refused to go to the front and have fought with the officers.

It has been possible to gauge the public opinion of the Japanese regarding the present Korean conflict. The majority of the middle class people are very uneasy about the situation because of its proximity and fear for the security of Japan. Opinion is divided as to whether it will lead to a Russo-American War with the younger generation being almost unanimously certain of it. Should a war break out, a great majority think that Japan will be involved and consider that the best way to defend the country is to build up a military force with the help of either America or the United Nations, but for that force to be kept in Japan for self defence only.

17. Operational Intelligence.

During the month the squadron mounted 615 sorties in operations, 322 of which were flown from TAEGU in KOREA. Of the total number, four were non-effective, six were not carried out because of bad weather, and eight were not carried out because of mechanical failure.

The greater part of the operations conducted has been in direct support of the ground forces and attacks against armour , transport and troop concentrations. However, towards the latter part of the month, armed reconnaissance, firstly immediately behind the enemy lines and then deep into enemy territory beyond the thirty-eighth parallel, have been carried out.

During these operations one aircraft was lost at POHANG airfield, where the pilot, unable to use his flaps because of the failure of the hydraulic system, overshot on a flapless approach. Attempting to make a baulked approach, the engine failed and the aircraft went over the end of the strip and was a complete loss. The pilot was uninjured.

No enemy aircraft opposition has been encountered and anti-aircraft fire has been light causing only slight damage to a few aircraft.

Damage inflicted by the squadron aircraft since its participation in the Korean action is assessed as follows :-

Targets.	Destroyed.	Probably Destroyed.	Damaged.	Probably Damaged.
Tanks	35	7	8	16
Trucks	182	17	14	5
Misc. Vehicles	30	7	3	-
Locomotives	4	-	2	-
Box Cars	14	18	5	10
Imperial Buildings	22	7	26	3
Bridges	4	1	19	3
Ammo Fuel Dumps	13	-	-	-
Boats	2	-	-	-

AIR TRAFFIC CONTROL.

18. During the month of August, the following personnel were on duty in this Section :-

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

(a) F/Lt. R.V. BANKS - S.A.T.C.O.

(b)	033206	P.2.	WILSON	G.I.		Control Officer
	11176572	SGT.	WAISANEN	W.W.	(USAF)	Tower Operator
	18256158	CPL.	GILLISPIE	R.E.	"	" "
	12118754	CPL.	FOLEY	J.R.	"	" "
	14328976	CPL.	BRYANT	J.E.	"	" "
	17265198	CPL.	MEYER	A.F.	"	" "
	19356855	CPL.	CROWE	K.E.	"	" "
	300609	CPL.	DAVIES	C.S.		General Hand
	A5888	CPL.	WIGHAM	D.R.		D.M.T.
	1/9139	DVR.	CARTER	R.J.	(RAASC)	Driver
	NX/04430	DVR.	JONES	I.G.	"	"
	QX/59913	PTE.	HAACK	H.	"	"
	5/1102	PTE.	TIERNEY	J.	"	"

19. All night flying facilities were fully maintained by the Japanese Aeronautical Aids Office. Owing to the frequent unserviceability caused by operationally damaged aircraft, it has been necessary to have Japanese flare-path personnel in constant attendance while night flying is in progress.

20. To facilitate the homing of aircraft to this aerodrome, the USAF Air Installations Unit installed two search lights at each end of the runway on the West side and 300 feet from the centre of the runway. With the increase in night flying, these aids have been of invaluable assistance to all aircraft flying in the IWAKUNI area as a means of homing and as a means of estimating the heightof the cloud bases and, where possible, the thickness of the cloud layers.

21. The Crash fire tenders have been maintained fully serviceable during the month and the crews have been extremely alert when fires have occurred. Three USAF Crash fire tenders have been continuously available as well as two RAAF tenders.

22. The following RAAF vehicles have been used on essential duties during the month :-

216342	"FOLLOW ME" Jeep
150228	Mobile Control Van (on stand-by)
214130	Crash Fire Tender
214133	Crash Fire Tender

23. During the month the following events occurred :-

(a) On three occasions aircraft made emergency landings due to engine trouble.

(b) On three occasions aircraft caught fire after landing and the alertness of the crash crews prevented the fires from doing anything but minor damage to the aircraft.

(c) On five different occasions it was necessary to close the aerodrome to aircraft landing. This time varied from twenty (20) to forty five (45) minutes and was caused by B26 aircraft with flat landing wheels (2), with fire in port engine (1), out of petrol (1) and with collapsed nose-wheel (1).

(d) On two occasions it was necessary to alert search and rescue, through FUKUOKA Control, and initiate the procedure for overdue aircraft.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

24. A total of 4039 movements consisting of 2931 Day and 1108 Night were made during the month. Of these movements, 339 landings were made by visiting aircraft which were as follows :-

4-B26, 2-C45, 6-C47, 4-C54, 1-PBM, 1-SA16	from ASHIYA
1-L5	" BRADY FIELD
1-L5	" FUKUYAMA
3-Sunderland	" HONG KONG
1-B26, 2-45, 2-C47, 8-C54	" HANEDA
11-B26, 10-C45, 1-C46, 1-F4U, 34-C47, 20-C54 2-JD1, 1-T33, 2-T6, 1-F51	" ITAZUKE
1-B26, 2-C45, 2-AD4, 2-C46, 1-F4U, 3-C47, 3-C54, 11-L5, 10-H5, 1-B17	" ITAMI
15-B26, 8-AD4, 6-C46, 8-F4U, 4-C47, 3-P2V	" JOHNSTON
4-B26, 3-C45, 4-C46, 6-C47, 24-C54, 1-T33, 4-T6, 2-B17	" KOMAKI
1-B26, 6-C47, 1-C54, 2-T6	" K2
1-C47	" K1
1-C45	" KANOYA
3-Sunderland	" KURE
11-C54	" MANILA
2-C47, 1-T6	" MIHO
6-C47, 1-P2V, 1-PBM	" NAHA
1-C46, 1-C47, 4-P2V, 6-C54, 1-T33	" TACHIKAWA
3-Firefly, 6-Seafire	" TRIUMPH
1-C45	" SUN VALLEY
1-PBY, 9-PBM, 1-Sunderland	" YOKOSUKA
6-B26, 1-C45, 3-C46, 3-C47	" YOKOTA
3-PBM, 3-Sunderland	" SASEBO

25. After a period of approximately three weeks installing and calibrating, a mobile GCA unit, manned by USAF personnel, came into operation early in the month. By the end of the month, this unit had carried out 8 IFR let-downs and 334 practice let-downs.

26- To facilitate and speed-up the let-down of aircraft at night time and in IFR conditions, an Approach Control system, operated from the Control Tower, was instituted on August 5 at IWAKUNI. In conjunction with the GCA unit and FUKUOKA Control, it is now possible to land aircraft during weather minimums of 400 feet ceiling and 1 mile visibility in the daytime and 1½ mile visibility and 600 feet at night. This of course applies only to aircraft with the necessary radio equipment.

27. In addition to the above statistics of the activities of this Section, a total of 463 position reports, each containing "Aircraft Type and Number, Altitude, Point of Departure, Destination, ETA, Time and Location of Position, Type of Flight (IFR or VFR)", were received during the month.

ARMAMENT.

28. During the month the following inspections were carried out :-

Major inspections	- 29
Check inspections	- 34

29. The ammunition and explosive expenditure was :-

Bombs M.C. 500 lbs (Aust)	346 off.
" 500 lbs. (American)	88 off.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

Bombs Frag. 260 lbs. (American)	196 off.
" T.R.T. 500 lbs (American)	12 off.
" Napalm (American)	124 off.
.50 inch Ammunition A.P.I. (Aust)	425,219 rounds.
" " " (American)	282,340 rounds.
" " " Total	707,559 rounds.
3 inch Rockets (60 lbs HE Heads) (Aust)	1,659 off.
5 inch " (American)	1,448 off.

30. Of the total rounds fired there were 131 gun stoppages. One stoppage for every 5,401 rounds fired, of which 35 of these were caused by the breaking down of the electrical gun firing solenoid. Investigations have shown that these are nearly all caused by a manufacturing fault. This is the subject of a defect report.

31. Another large group of stoppages was caused by lightly struck caps - 20 off. This is caused mainly by the accumulation of brass clips and dirt in the firing pin hole, a situation difficult to eliminate as so many rounds are fired between servicing of the guns, under the present operating conditions.

32. There were NIL bomb hang-ups and 22-hang-ups with 3" rockets.

33. With the recent arrival of 5 armourers and 1 fitter armourer, it has been possible to institute two shifts both in the Servicing Flight and Inspection Section.

34. Tests are being carried out on a new bomb hoist, using an hydraulic car jack; indications are it will be quite satisfactory. It is anticipated that the bomb hoist should be ready within the next week.

35. Apparatus for the mixing and transferring of Napalm has been satisfactorily completed. Although action is being continued to improve this apparatus by the use of a tender it is hoped to reduce by approximately half the time of transfer. This should be completed within the next two weeks.

36. A new harmonization stand for harmonization at 400 yards is temporarily held up because of higher priority jobs and the pressure of other work.

TECHNICAL.

37. The following aircraft maintenance was carried out :-

(a)	Mustang	Major inspections	5
		Minor "	19
		Engine change	2
		A/F Skin Repairs	12
		Engine & A/F Repairs	9
		A/C Deinhibited	1
(b)	Dakota	Minor Inspection	1
		Engine change	1
		Engine & A/F Repairs	3

38. Two engine changes were carried out during the month quite close to the battle front. These changes were carried out by three Fitters IIE and in each case they were completed in one day. In the second case the engine was removed and replaced in seven hours. These replacements were not quick change units.

39. A U.S. Mobile Technical Training Unit has been based at this unit for the past two weeks. The unit consists of an officer and seven instructors, with cut-aways for practically all components of the P.51 aircraft. Most technical personnel

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

have attended one lecture each day of the week, in their own time. In most cases they have attended lectures not associated with their own musterings. A great deal of interest was shown throughout and it is considered that much benefit was derived. Group II personnel in all cases attended the lectures associated with their own musterings.

TRANSPORT.

40. M.T.R.S.

During the month 21 vehicles were received into M.T.R.S. for inspection. 14 vehicles were completed and issued to R.T.S. In addition, 17 inspections were carried out on earth moving plant.

41. R.T.S.

18 vehicles of Army origin in addition to Squadron establishment are being serviced by this section; this has only been made possible by the loan of two Army M.T. Fitters and employment of additional Japanese Fitters.

Total mileage for R.T.S.	33,960
" " " Signals Section	2,750
Attached R.A.F. Vehicles	3,397

96 minor inspections were carried out.

SIGNALS.

42. Work is progressing on the installation of four BC-625-A Transmitters (part of TR5043) atop one of the 150 feet masts at the Transmitting Station. The aim is to provide greater VHF coverage, with as little loss of power as possible through co-axial aerial feeder lines.

43. A Radio Relay Station situated on a vantage point at SOU Mura was brought into operation for use on a link between IWAKUNI and ITAZUKE during the month.

44. The W/T aircraft servicing section created a small sub-section consisting of one Corporal and two Airmen to facilitate daily inspections, repairs to pilots telephone equipment and sundry other items of work. The new sub-section has proved to be a satisfactory addition to the W/T Aircraft Servicing Section.

45. Because of changes in the VHF frequencies organization in the FEAF theatre, alterations were carried out to the Aerodrome Control Tower installation. This involved minor changes and some additional equipment was installed.

46. New aerials fitted to the VHF D/F set proved satisfactory and notable work was carried out by the D/F Operators. A number of aircraft in conditions of emergency were homed and let-down in addition to many other routine homings. Figures for the month were :-

Homings	130
Let-Downs	9

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

47. Signals traffic for the month were as follows :-

	MESSAGES.			GROUPS.		
	IN	OUT	TOTAL	IN	OUT	TOTAL
Teletype	2482	3028	5510	264004	160213	424217
W/T	932	2115	3047	11786	25271	37057
Telephone	793	402	1195	7391	4174	11565
			9752			472839

EQUIPMENT.

48. Equipment Personnel.

Strength is equal to establishment.

49. Storage Conditions.

Storage conditions remain satisfactory with the exception of explosives which are held in quantities and conditions beyond safety limits. The Armament Officer, however, has taken all precautions locally available in confirmity with operational requirements.

50. Stock Position.

(a) The build up of flying hours is placing a severe demand on technical groups and some items such as coolant radiators, hydraulic pumps, artificial horizons, directional gyros and exhaust fairings have been in extremely short supply.

(b) Supplies against Task 666 are well forward where items are available, and R.A.A.F. Headquarters has initiated recovery action from stored aircraft in the case of inabilities. The shortage in radiators has been partially met through the repair efforts of Unit Workshops and R.A.A.F Headquarters have been asked to review an earlier direction that unserviceable radiators were not economically suitable for return to AUSTRALIA for the purpose of repair. Directional gyros and artificial horizons are a continuous supply problem. All possible action has been taken to overcome reported difficulties with throat microphones, a supply of mask-type microphones has been obtained from U.S.A.F. Further provisioning action to recoup usages during Ausut is being taken and despatch to AUSTRALIA may be anticipated within five days.

51. Arrears of Work.

There is an unavoidable lag in stock checks, disposals work and clearance of Dependents Housing schedules. The first two are caused merely by the pressure on Stores personnel in relation to increased flying hours, but the arrears in Dependents Housing Section are heavily affected by interruptions of movements of furnishings from point to point to meet the requirements of the U.S.A.F.

52. Receipts and Despatch.

Voucher Registrations	1,918
Inwards Consignments	1,022
Outwards Consignments	216

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

53. General.

During the month representatives of Headquarters FEAMCOM, Headquarters B.C.O.F. and 77 (F) Squadron discussed and approved the draft terms of an agreement relating to the transfer between R.A.A.F. and U.S.A.F. of urgently required supplies.

CATERING.

54. Supplies from D.I.D. have been satisfactory and a high standard of messing is being maintained.

55. The commodities supplied by the Unit Farm such as eggs, fresh pork, beetroot, lettuce, carrots, cucumbers, onions and tomatoes has helped considerably to supplement the unit menus and improve the general standard of meals.

56. During the month in addition to R.A.A.F. personnel thirteen thousand eight hundred and eighty seven (13, 887) meals were served to U.S. Navy personnel at the Airmen's, Sergeants' and Officers' Messes.

57. Meals served to R.A.F. totalled three thousand three hundred and fifty four (3,354).

58. Three thousand three hundred (3,300) meals were served to transient personnel at the Transit Hotel and four hundred and fifty (450) meals were served to Air Crew and duty personnel after normal meal hours through the twenty four (24) hour meal service which is also conducted at the Transit Hotel under the supervision of Messing Section.

59. Special lunch was provided at the Officers' Mess for the Prime Minister of Australia Rt. Hon. R.G. MENZIES on the 15th August, 1950 and a dining-in night was catered for on the occasion of the visit of the Chief of Air Staff, Air Marshal G. JONES, C.B.E., D.F.C., on August 17, 1950.

60. Japanese labour continues to give satisfaction.

WORKS/BARRACKS.

61. Unit Roads.

A progressive programme for sealing roads is continuing. At present the road fronting Blocks 3, 4, and 5 is being prepared for this purpose. With the greatly increased heavy traffic now using Unit roads, sealing will greatly reduce maintenance and dust nuisance.

62. Kawashimo Pump House.

To provide some degree of emergency reserve at the above pump house, an additional pump and motor has been installed there.

Before this installation, both pumps were working 24 hours daily to cope with the increased demand on the unit's water supply. The addition of one extra pump and motor will take some of the strain from those previously installed and will also enable maintenance to be carried out as and when required.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

63. G.I. Mess.

To meet the extra number of American personnel now using the G.I. Mess, several alterations and additional space were required. These included the extension of existing mess to include portion of the D.I.D., thereby providing more suitable kitchen space with a concrete bed for stoves.

64. Steam Heating.

Overhaul of steam heating facilities on the unit has been started. It is anticipated that the demand for the coming winter will be heavy and early steam tests are necessary.

65. General.

Electrical, plumbing, refrigeration and general maintenance was carried out during the month.

PHOTOGRAPHIC.

66. During the month this section completed 17 routine jobs, photographic evidence for the Service Police, Medical, Equipment, Technical, "A" Flight, Base Operation, USA Navy, USA Group Operation and Public Relations.

67. Over 200 negatives were exposed for identifications, news and above jobs, as well as routine works.

68. 1,612 prints were made by the section during the month. They covered identity photos for RAAF personnel and Japanese employees, news and above jobs.

The outstanding events during the month were as follows :-

(a) C-in-C's arrival.
(b) Sunderland.
(c) Air Marshal G. JONES' arrival.
(d) Australia's Prime Minister R.G. MENZIES' arrival.
(e) Lt. Gen. G.E. STRATEMEYER and W/Cmdr. L.T. SPENCE.
(f) Reinforcement.
(g) Constellation's arrival.

69. 16 mm films exposed by AN/N6 cameras was 4,000 feet.

70. Press.

Photos were distributed and news paragraphs of various events to Japan News and Public Relations, HQ. BCOF.

71. Approximately 3,660 words and 10 photos were released to Japanese Press concerning Korean War. These news and photos were published in the "Daily Mainichi," the "Asahi," the "Chugoku," and the "Bo-Cho."

SERVICE POLICE.

72. Discipline - Officers and Civilians.

No breaches of any nature were reported or observed. Considered to be very satisfactory.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

73. Discipline - Troops.

Discipline amongst R.A.A.F. personnel on this Station continued to remain satisfactory. Three charges were preferred against airmen by this Section during the month, but all offences were of a minor nature. Charges were also preferred against three A.M.F. personnel and forwarded to the Officer Commanding A.M.F. Detachment.

A report has been forwarded to the Commanding Officer of a member of the U.S.N. who, under the influence of liquor, caused a disturbance in IMAZU and assaulted an aged Japanese national in a public bath house.

74. Attitude of Civil Population.

The attitude of the civilian population in this area towards the Occupation Force is still considered to be satisfactory. Six Japanese nationals were apprehended and will be charged through the Civil Court for dealing in Occupation Force currency and canteen goods. The A.P.M. apprehended two Japanese nationals who were salvaging without authority a submarine sunken off the Target Island. The civil police are proceeding with the investigation.

Co-operation of the civil police has been very satisfactory.

75. V.D. and Bounds.

An alarming increase of cases of Venereal infection contracted by members of the Occupation Forces was seen during the month of August, a total of 25 cases being reported to this Section. Figures are as follows :- R.A.A.F. - 6, R.A.F. - 1, A.M.F. - 1, U.S.A.F.,- 10, and U.S.N. - 7.

Anti-Vice patrols apprehended 148 suspected prostitutes during the month who were all medically examined at the Iwakuni Health Centre. Of these females 48 were found to be infected and have been isolated for treatment in the FUJUU National Hospital. The remainder have been instructed to leave IWAKUNI for their home towns.

76. S.I.B.

Seven cases were investigated during the month. The occurrence of a fire at G.E.S. was investigated by a member of this Section, a report of which has been forwarded to Headquarters, 77 Squadron undercover of our 5/10/GEN/7A/553 dated 31st August, 1950. Investigations were carried out into the losses of a .38 Smith & Wesson revolver and a Contax Camera. The revolver has been recovered but no trace of the camera could be found.

Approximate value of property recovered during the month is £ 2. 18. 5.

77. General.

Seven accidents, including those in which USAF vehicles were involved, were reported to this Section during the month. An R.A.A.F. bus involved in one of the accidents sustained damage to the extent of £ 13. 15. 0., and an R.A.A.F. member, owner of a private motor cycle was admitted to hospital when the vehicle he was riding collided with a sign post.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

Custom duties on all incoming aircraft have been maintained and all outgoing aircraft have been attended by the Service Police.

Dress and behaviour of airmen on and off the Station were considered to be satisfactory.

MEDICAL.

78. Establishment - Strength Tables.

(a) 77 (F) Squadron.

	Establishment.	Strength.
Officers	50	39
N.C.O's) Airmen)	257	266
R.A.A.F.N.S.	3	3

(b) Medical Section.

Medical Officer	S/Ldr.	1	2
	F/Lt.	1	-
R.A.A.F.N.S.		3	3
Medical Clerk	CPL.	1	1

(c) Lodger Units.

U.S.A.F.	OFFICERS	167	O.R.'s	848
U.S. Navy	"	33	"	154
R.A.F.	"	7	"	49
A.M.F.	"	3	"	57

79. Lodger units now include U.S.A. 2 Squadrons of B-26 aircraft reconstituted recently as the 6133rd Bomb Wing (Light), a U.S.N. Mariner Squadron (VP42). A detachment from 3 Bn A.M.F. has returned to HIRO to rejoin the parent battalion for operational training in preparation for the move to KOREA. There continues to be a heavy transient traffic both in personnel and aircraft.

80. Health Statistics.

General health amongst all personnel remains excellent, and sick parades have been remarkably low this month. As usual at this time of the year, there has been a sharp increase in the incidenc e of otitis externa and fungoid infections of the feet. Several cases of otitis externa have progressed to the stage or periauricular facial cellulitis and have been most unresponsive to treatment. Facilities have not existed for identification of the causative organism in cases of otitis externa, and would probably be of little value as in most cases mixed fungoid and bacterial flora would be found. In treatment emphasis has been placed on a gentle, but thorough, regular aural toilet as the prime factor with local applications varying with each M.O. Systemic therapy, sulphonamide and/or penicillin seems of little value in these cases. Personnel have been informed via D.R.O's of the nature of prickly heat, otitis externa and fungoid feet infections, with stress laid on prevention by consistent personal hygiene but no reduction in incidence has been effected.

81. Sick Parades.

Seen by M.O.

R.A.A.F.) R.A.F.)	182
Outpatients	142
Dependents	60

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

Records for U.S. patients seen by R.A.A.F. M.O's are not available.

82. Admissions and Discharges to S.S.Q.

	Admissions	Discharges
R.A.A.F.	17	11
U.S.A.F.	21	24
U.S.N.	3	3
R.N.	1	1
A.M.F.	-	1

83. Admissions and Discharges - Other Hospitals.

	Admissions	Discharges
R.A.A.F.	7	1
U.S.A.F.	2	1
R.A.F.	1	2
Dependent	1	1

84. Infectious Diseases.

Venereal Diseases	R.A.A.F.	R.A.F.
V.D.G.	3	1
Syphillis	1	-
Urethritis	2	1

85. Medical Evacuation - Air.

(a) Sister J.D.V. MILLS (N22236) escorted the following patients to AUSTRALIA on August 7, 1950 :-

(i) 2/46967 SGT. BROWN J.T. - Army BCOF Workshops
Diagnosis 1) Fractured dislocation of 4th Cervical Vertebra.
2) Compound linear fracture skull
3) Concussion.

(ii) 2/45141 CPL. WATTERS G. - Army BCOF Engineers
Diagnosis 1) ?Carcinoma colon with secondaries in liver
2) ?Carcinoma Head of Pancreas.

(iii) 2/3001 PTE. HORRELL J. - Army BCOF B.O.D.
Diagnosis : Gastric Ulcer.

(b) Sister E.L. MORGAN (N5910) escorted the following patients to AUSTRALIA on August 21, 1950 :-

(i) 2/45132 PTE. SOUTHWELL T. - Army BOD BCOF
Diagnosis: Transverse Frac. through Body of the 5th Lumbar Vertebrae.
Transverse Process.

(ii) 3/35011 LT. SCOTT - Army 3 Bn.
Diagnosis: Gunshot wound right loin.

86. To date, no Korean casualties have been evacuated via IWAKUNI. "Japan News" August 30 carried news of the landing in KOREA of 1st Bn. Argyll and Sutherland Highlanders and the 1st Bn. Middlesex Regiment. No information is available as to whether or not these British Forces are complete with medical units, or

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

whether it is intended to use American lines of evacuation either to BCOF General Hospital at KURE. In the latter instance, this Sick Quarters would certainly have to be built up in establishment as, undoubtedly, many cases arriving here by air from KOREA would require treatment perhaps over several days prior to being passed on by rail, or launch to BCOF General Hospital for completion of treatment and convalescence. This applies equally to the arrangements for evacuation of casualties when Australian troops go into action.

This brings up the question of the provision of a fully qualified surgeon for this Sick Quarters. This matter has already been discussed in a personal letter with A.D.M.S. and with Col. C.W. NYE, A.D.M.S., HQ. BCOF.

87. Malarial Suppressive Drugs.

It is noted that until supplies of chloroquine arrive from A.F.H.Q., paludrine in daily doses of 100 mgs is being exhibited as a routine malarial suppressive amongst aircrew operating over KOREA and members on temporary visits to the area.

DENTAL.

88. 334 treatments and examinations were made during the month.

89. Personnel employed in the section and number of days worked are as follows :-

Major OWEN R.R., U.S.A.F.	24
SGT. THOMPSON L.E., U.S.A.F.	17
SGT. McMAHON J.T., U.S.A.F.	14
CPL. HAINES K.G., R.A.A.F.	27

EDUCATION.

90. Staff.

The strength of the section is at present :-

1 Flight Lieutenant - Officer in Charge Education Facilities.
1 Sergeant - Education Assistant.

Japanese employed are :- Language Instructor, English Speaking Clerks, Interpreters and Librarian, Typist, Artist and Labourer.

91. Classes.

Classes are conducted in Japanese and Tutorial instructions are given to members doing correspondence courses, etc.

92. Correspondence Courses.

Two applications have been received for courses.

93. Clubs.

The Camera and Jeep Clubs continue to function. The developing and printing service conducted by the Camera Club is very well patronised.

94. Unit Newspaper.

The Unit Newspaper "SIMBUN" is published fortnightly, the distribution being 500 copies. (August issues are attached).

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

95. Library.

The Library is well patronised. Hours are from 0800 to 2100 hours.

WEATHER.

96. Personnel.

F/Lt. G.B. TODD	(023005)	Officer in Charge.
F/Lt. J.W. ALLEN	(023011)	Weather Officer.
W/O. GALLAGHER J.	(A33069)	Weather Observer
W/O. ORREILL C.G.	(A2378)	Weather Observer.

97. Postings, Movements, Etc.

Nil for R.A.A.F. Staff.

98. Japanese Staff.

Fukuhara (Observer) promoted to Forecaster w.e.f. 14/8/50 to help cover the additional working hours which forecasters have to do during the present situation. He had passed the Forecasters Course conducted by CMO TOKYO in March, 1945, but has been employed as an Observer due to no vacancies existing for him as a Forecaster.

Takeuchi Shoji employed w.e.f. 23/8/50 as additional Observer. Munesato (W/T Operator) discharged w.e.f. 22/8/50 at his own request.to enable him to join the Japanese National Police Reserve. Arrangements are in hand for his replacement.

Staff (Japanese) now consists of 4 Forecasters, 13 Observers and 8 Operators.

99. Schedule of Section Operations.

a) Charts:- Charts WRC-8 plotted, drawn and analysed at 0001Z and 1200Z daily. Charts AM 2254 plotted, drawn and analysed at 0300Z 0600Z, 1800Z and 2100Z daily. Charts 43WX/C17 plotted and drawn at 0900Z and 1500Z daily. Relevant Pseudo-adiabats at 0300Z and 1500Z daily. 700 mbs Upper level analyses superimposed on the surface charts for 0300Z and 1500Z daily.

b) Regular Air Services:- QANTAS Courier aircraft to and from Manila and Tokyo. Additional services have been operating since the 30th August, providing for 6 services per week to and from Australia, and once weekly to Tokyo. This arrangement is only temporary and is expected to last approximately 3 weeks. Times of arrivals and departures are amended to allow for quick turn-rounds at Iwakuni.

c) Weather Advice Supplied:-

0800K 24 hour area forecast for BCOF and Inland Sea area, sent to HQ BCOF, NOIC Kure, 3 Battalion, Chugoku Civil Affairs, Eta Jima School Command, BCOF Transportation Squadron RAETN, and ABCC Kure and Hiroshima.

0900K 24 hour aviation and area forecast, distributed on form A/16.
1600K 24 hour area forecast, as at 0800K.
1630K 24 hour area forecast and statement, for Radio Station Iwakuni.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

d) Standard Weather Reports:- Unchanged.

e) Ground to Air Weathers:- Reports in AERO code prepared and broadcast on Beacon every 30 minutes. Plain language reports also available on all aircraft watches and tower frequencies.

f) Radio Reception:- Good for all broadcasts.

g) W/T Weather Broadcasts:- Three intercept positions maintained continuously receiving broadcasts from Irkutsk, Vladivostock, Khabarovsk, Guam, Tokyo, Formosa, Manila, Honolulu, Fukuoka, Osaka, South Korea (very few) Manchuria and Shanghai.

h) Teletype:- Outage for the month was approximately 77 hours, which is a fraction more than 10%. As with last month, trouble was caused not so much by the machine itself as the line from Komaki.

i) Air Route and Terminal Forecasts:- Written and oral route forecasts were issued for flights to Tokyo, Nagoya, Osaka, Tsuiki, Miho, Itazuke, Ashiya, Sasebo, Okinawa, Hong Kong and Manila. Also tactical and operational briefings were given for flights to Korea and Patrol areas. Half route forecasts were sent to Hong Kong for the area between Okinawa and Iwakuni or Sasebo.

Terminal forecasts sent to Manila on the evening prior to the departure of QANTAS aircraft for Iwakuni, and terminals sent to these and other aircraft in flight en route to Iwakuni.

j) Weather Coverage:- As before, with the Chinese ARC from Formosa changing its secret groups regularly.

100. Forecast Summary:-

Surface charts plotted, drawn and analysed every three hours, 700 mbs charts every twelve hours, and relevant upper air soundings plotted every twelve hours. These are always on display together with the latest hourly reports, long range and terminal forecasts, typhoon warnings, etc. taken per W/T or Teletype. Forms A/16 distributed each morning for internal distribution.

101. Forecast Summary:-

a) Agencies Served:- R.A.A.F., R.A.F., U.S.A.F., U.S. Army A.F., U.S. Navy A.F., R.N. Fleet Air Arm, HQ BCOF, NOIC Kure, 3 Battalion, Chugoku Civil Affairs, Eta Jima School Command, BCOF Transportation Squadron, ABCC Kure and Hiroshima, Radio Station Iwakuni and various local Japanese agencies.

b) Forecasts Issued:-

Route forecasts (Oral and Written)	341
Half route forecasts (Hong Kong)	4
Terminal forecasts (Manila and Hong Kong)	12
Terminal forecasts (A/C in flight)	18
Area forecasts (A/16)	31
Area forecasts (BCOF Etc)	62
Area forecasts (Radio Station)	31

Up to six forecasts per day per telephone for local Squadron or Japanese agencies.

Of the route forecasts issued, approximately 300 were for transient American aircraft. The number of route forecasts does not include forecasts or briefings issued for operational, tactical, or patrol missions.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

102. Stores Forms:- Nil.

103. Remarks:-

a) This month provided the heaviest transient traffic recorded at Iwakuni. Before the Korean conflict, approximately 50 to 60 transient aircraft passed through Iwakuni each month. As can be seen, this figure has been increased by 500 to 600 percent, and even then does not include operational briefings, etc., which at a very conservative estimate would be approximately 6 per day for all sources.

b) With regards to the R.A.A.F., missions were flown every day of the month. On one occasion, a flight of aircraft turned back because of weather, but on the same day another flight was able to successfully complete its missions.

c) American weather staff at Iwakuni at present consists of 2 officers and 2 NCO Forecasters. USAF weather staff cover all night transient traffic and USAF operations. RAAF weather staff cover day transient traffic, RAF and RAAF operations, together with any RAF, RAAF or QANTAS transient traffic.

104. Weather Statistical Summary:-

Rainfall:-	2.09 inches	Mean for 30 yrs.	4.26"
		Mean recent yrs.	5.52"
		Last year	11.11"
Raindays:-	8 days	Mean for 30 yrs.	10 days
		Mean recent yrs.	10 days
		Last year	14 days
Humidity:-	75.5 percent	Mean for 30 yrs.	76%
		Mean recent yrs	77%
		Last year	80%
Sunshine:-	269.4 hours(65%)	Mean for 30 yrs.	233 (56%)
		Mean recent yrs.	267 (63%)
		Last year	253 (61%)
Temperatures:-			
Mean Temperature:-	81.0 degs F.	Mean for 30 yrs.	80 degs.
		Mean recent yrs.	83 degs.
		Last year	80 degs.
Mean Maximum Temp:-	88.5 degs F.	Mean for 30 yrs.	89 degs.
		Mean recent yrs.	88 degs.
		Last year	87 degs.
Mean Minimum Temp:-	74.5 degs F.	Mean for 30 yrs.	73 degs.
		Mean recent yrs.	74 degs.
		Last year	74 degs.

Temperature Extremes:-

Highest Temp:-	92.6 on 9th (92.2 last year, 94 recent years)
Lowest Maxim:-	81.9 on 12th.
Highest Mini:-	78.5 on 7th.
Lowest Temp:-	65.2 on 30th (71.3 last year, 69 recent years)

105. Weather Phenomena:-

Thunderstorms occurred over the Station on 6 occasions during the month, and on 7 other occasions were observed with lightning in the area. Most of these were afternoon convective activity, but on two occasions were associated with a weak frontal passage.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

Tropic Storm 'Ida' never developed as a typhoon, and was observed first as a weak tropical low pressure system between Guam and Manila on the 12th. After remaining almost stationary in this area for three days, it finally moved NE across Iwo Jima on the 16th and accelerated to 20/25 knots, passing quickly out of the area.

For the period from approximately the 10th to the 17th, a low pressure system covered the area bounded on the north by Japan, south by approximately the 13th Parallel and on the west and east by the Ryukyus and Bonins respectively. At one time, there were five small centres of low pressure in this area, one of them being 'Ida'. With the movement of 'Ida' away from the area, this system quickly disappeared. It is believed that this phenomena occurs approximately every 5 to 6 years.

106. Weather Summary:-

August was notable for the long periods of fine weather, with periods up to 9 days between rainfall. Two-thirds of the monthly rainfall occurred in the period from the 9th to the 14th, the heaviest fall being 60 points on the 13th. Temperatures and sunshine were slightly higher than for last year, with a lower average humidity.

The Polar Front, which had been lying from northern Japan across northern Korea and the Yellow Sea area, moved quickly southwards during the month, with little or no activity to mark its passage and for the last week of the month was lying about 50 to 100 miles off the southern coasts of Japan. As a result, temperatures were noticeably lower this period than for the first part of the month.

STATION FARM.

107. General.

The end of this month saw the finish of a lot of summer crops; good results were obtained. Consideration has been given to the change-over from summer to autumn crops and the preparation of soil in readiness for the sowing is the main work being carried out at present. Most of the autumn variety of vegetable seeds have been sown in nursery beds and the germination has been quite satisfactory. Germination of other autumn vegetables, such as carrots and parsnips that were sown straight into the fields was so poor that they had to be resown. The seed may have been poor or as observed, may have been destroyed by sparrows of which there are numerous flocks frequenting the fields. Quite a few surplus vegetables were given away this month to the R.A.A.F. at Singapore and Americans. Tomatoes that were sown late are still producing approximately 200 lbs per day and cucumbers are still bearing. The middle of next month will probably see the end of these. All produce have been delivered pro rata to the various messes and hospital.

DEFENCE.

108. Defence Scheme.

Each U.S.A.F. unit is now responsible for its own area and protection of personnel and equipment. Local Defence Orders are being formulated by these units which are to fit into the Station Defence Scheme.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

109. Defence Works.

Defence Works considered sufficient for the time being have been completed.

110. Defence Training.

Training has been spasmodic due to the number of hours flying and maintenance that are now necessary.

111. Personnel.

(a) On the August 7 of this month the 3 Bn R.A.R. component used in manning the 20 mm Polsen Guns were withdrawn from the Station. They left all the guns and equipment on the Station.

(b) Enough personnel of the Squadron have been trained to form two Gun Teams but it will be impossible to train and man the 16 Guns because of the commitments and strength of personnel.

112. Small Arms.

(a) Arrangements have been completed with 3 Bn R.A.R. to deliver early next month 60 Owen Sub Machine Guns.

(b) These Guns will be used to arm all Air Crew and ground personnel operating in KOREA.

DISASTER.

113. No opportunity has presented itself for a practice, however the Disaster Plan has been vetted and kept up to date.

LETTERS OF APPRECIATION.

114. The following letters of appreciation received by the Squadron for month of AUGUST are as follows :-

115. Air Headquarters HONG KONG.

QUOTE : I should like to thank you and all the officers under your command for the way Air Vice Marshal RAGG and I were entertained and looked after during our stay on your Station.

We very much appreciated the flat out efforts made by all to see that we were comfortable and to help us on our way. Nothing was too much trouble.

I was delighted to see a high morale and esprit-de-corps amongst your officers and wish them and you every success in this Korean business. Yours sincerely, A.D. DAVIES, Air Commodore, UNQUOTE.

116. Lt. Gen. G.E. STRATEMEYER, U.S.A.F.

QUOTE : It is with the greatest of pleasure and pride that I refer to the operational activities of the 77th Squadron, and to the outstanding manner in which the Squadron has undertaken the task of close support to the United Nations Forces fighting in Korea.

Since the 2nd of July 1950, the Squadron has made 717 effective operational flights covering 2203 flying hours and the armament expended amounts to a total of 460 - 500 lb. bombs,

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

168 - 260 lb. fragmentation bombs, 34 napalm bombs, 3903 rocket projectiles, and 584,960 rounds of.50 calibre ammunition. To accomplish this most creditable effort, it has undoubtedly been necessary for the flying personnel to spend long hours in their aircraft, and by refueling, and re-arming at advanced bases in Korea, they have assisted considerably to increase the overall effort made against the enemy.

This outstanding operational record could not have been maintained without the whole-hearted efforts of the ground personnel, and, in this respect, they have every reason to be proud of the excellent condition in which the aircraft are maintained, combined with the high percentage of aircraft that have been continuously available for operation.

I wish to convey to all members of your organization my sincere appreciation for their excellent work. The assistance they have given and are continuing to give to my command, through the operational control of the Fifth Air Force, in maintaining the air effort so greatly needed by the United Nations Forces during the hard and bitter struggle against the North Korean Armies will long be remembered.

My best wishes for your continued success. UNQUOTE.

(L.T. SPENCE)
Wing Commander,
Commanding No. 77 Squadron,
R.A.A.F. - IWAKUNI.

1

ANNEXURE "A" TO COMMANDING OFFICER'S REPORT

AUGUST, 1950

The operational hours and number of sorties flown by each pilot of the Squadron during the months of JULY and AUGUST are as shown hereunder :-

	Name		Hours	Sorties
W/Cmdr.	L.T. SPENCE	(011315)	89.45	30
S/Ldr.	G. STROUT	(031401)	8.10	-
F/Lt.	J.I. ADAMS	(033119)	93.25	28
F/Lt.	S. BRADFORD	(022040)	88.10	26
F/Lt.	G.R. HARVEY	(022048)	78.45	25
F/Lt.	C.R. NOBLE	(033061)	86.40	26
F/Lt.	T.W. MURPHY	(033171)	93.50	29
F/Lt.	F.W. BARNES	(033196)	62.55	22
F/Lt.	I.R. OLORENSHAW	(04410)	79.00	27
F/Lt.	J.C. MURRAY	(022053)	74.15	24
F/Lt.	F.R. COBURN	(02179)	85.50	23
F/Lt.	D.W. HITCHINS	(05836)	7.45	2
F/Lt.	C. KIRKPATRICK	(033170)	21.00	6
F/Lt.	R.H. GLASSOP	(021989)	5.55	2
F/Lt.	L.B. BROWN	(022087)	26.50	7
F/O.	W.C. HORSMAN	(022102)	100.25	34
F/O.	K.D. McLEOD	(031479)	111.25	32
F/O.	T.E. McCROHAN	(031717)	83.00	22
A22103	P.I. NICOLLS	B.F.S.	81.25	24
A22108	P.II. RIVERS	W.B.	80.15	26
A33207	P.II. FAIRWEATHER	R.F.	77.25	24
A33201	P.II. THORNTON	G.	99.45	30
A22136	P.II. FLEMMING	J.H.	90.15	30
A22133	P.II. GARROWAY	W.M.	82.10	22
A33213	P.II. WILLIAMSON	S.W.	56.05	16
A528	P.II. DOUGLAS	E.A.	64.05	19
A11412	P.II. MICHELSON	W.S.	67.20	21
A22086	P.III. BRACKENREG	R.O.L.	54.35	18
A11389	P.III. HUNT	R.C.A.	60.40	18
A4218	P.III. KLAFFER	W.R.	55.20	18
A5879	P.III. READING	L.	89.20	32
A22168	P.III. TURNER	A.R.	75.55	24
A22222	P.III. COTTEE	M.J.	84.05	26
A33260	P.III. TREBILCO	R.E.	79.25	27
A22058	P.III. WITTMAN	R.W.	54.45	18
A22791	P.III. HANKINSON	A.	59.15	19
A33272	P.III. HARROP	W.P.	76.30	25
A647	P.IV. STEPHENS	G.I.	79.20	25
A22110	P.IV. STONEY	A.T.	82.05	27
A33217	P.IV. ROYAL	K.E.	74.55	25
A21261	P.IV. ELLIS	D.C.	69.00	24

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

SECRET

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 1st November, 1950.

FORM : A123 No. ~~3266~~ 116051

SORTIES REPORT SERIAL NOS: 11/5 to 8

(A) Four Mustang aircraft numbers A68-739, A68-763, A68-782, A68-729.

(B) 1. F/Lt. W.C. HORSMAN 2. P2 MICHELSON, W.S.
3. F/Lt. J.C. MURRAY 4. P2 DOUGLAS, E.A.

(C) Strike No. 2 for November to provide close support.

(D) POHANG

(E) Hazy in target area.

(F) POHANG 01 0050 Z

(G) POHANG 01 0400 Z

(H) Pilots were briefed to contact POLYGON, the TALO of 1 ROK Corps, at HAMHUNG (39°55'N 127°32'E) to be sent on an armed recce. The four aircraft, each armed with 1 napalm bomb, 4 x 5 inch rockets and full load of ammunition, and fitted with one fuel drop tank, were airborne under the call sign of DROPKICK GEORGE.

They contacted POLYGON at 1120 I and he sent them to MOSQUITO POLYGON in the SANGTONG NI(40°06'N 127°20'E) area. Shortly after contacting MOSQUITO POLYGON, VOLLEY BALL 14, the TACP of the 3rd ROK Division, called and asked the aircraft for assistance. MOSQUITO POLYGON handed them over to VOLLEYBALL 14 and he directed that a ridge at 40°09'N 127°20'E be attacked as enemy troops there were holding up the advance of friendly forces. The controller stated that these were Chinese Communists. The ridge was located and napalmed, rocketted and strafed. Results could not be determined from the air. During the attack, some of the friendly forces moved up and after it was finished a general advance was commenced. The aircraft left the area and, after reporting results to POLYGON, returned to base.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

APPENDIX "D"

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 1st November 1950.

FORM : A123 N°. ~~22166~~ 116051

SORTIES REPORT SERIAL NOS: 11/1 to 4

(A) Four Mustang aircraft numbers A68-726, A68-756, A68-804, A68-754.

(B) 1. S/Lrd. R.C. CRESSWELL 2. P3 ROYAL K.E.
3. F/Lt. F.R. COBURN 4. P2 FAIRWEATHER R.F.

(C) Strike No. 1 for November to carry out an armed recce.

(D) POHANG

(E) Hazy. Visibility 5 miles at 6,000 ft.

(F) POHANG 31 2210 Z

(G) POHANG 01 0230 Z

(H) Pilots were briefed to contact POLYGON, the TALO of 1 ROK Corps, at HAMHUNG (39°55'N 127°32'E) to be sent on an armed recce. The four aircraft, each armed with one napalm bomb, 4x5 inch rockets and full load of ammuni tion and fitted with one fuel drop tank, were airborne under the call sign of DROPKICK ABLE.

They proceeded to HAMHUNG and contacted POLYGON at 0930I. We sent them to MISSISSIPPI 14, TACP o f the Capital ROK Division, at SONGJIN (40°40'N 129°12'E). He was contacted and directed them to attack a hill, at 40°38'N 129° 14'E, on which there were reported to be about 2,000 enemy troops. The section proceeded to this area but found it studded with hills all of similar characterists. There being no spotting aircraft, the section did not know which hill to attack and, although the area was searched, no troops could be located. They returned to MISSISSIPPI 14 and this time he sent them just west of HOJI DONG(40°37'N 129°23'E)where he stated a weapons park was located. The section searched the area indicated but could not find this park. Then it was decided to napalm some "haystacks" suspected to be camouflage, just out of HOJI DONG. These were hit with 2 napalm and burnt. They then proceeded to YONGAM DONG(41°05'N 129°24'E) and napalmed, rocketted and strafed a long oblong building in the town. The building burned where the remaining two napalms hit it. The aircraft then left the area and,after reporting results to MISSISSIPPI 14, returned to base.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

SECRET

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 1st November 1950.

FORM : A123 No. ~~32166~~ 116051

SORTIES REPORT SERIAL NOS: 10/9 to 12

(A) Four Mustang Aircraft numbers A68-720, A68-772, A68-791, A68-708.

(B) 1. F/Lt. I.R. CLORENSHAW 2. P3 STEPHENS G.I.
3. Pl. THORNTON G. 4. F/Lt. GRAY W.V.

(C) Strike No. 3 for November to provide close support.

(D) POHANG

(E) Hazy over target area.

(F) POHANG 01 0430 Z

(G) POHANG 01 0830 Z

(H) Pilots were briefed to contact POLYGON, the TALO of 1 ROK Corps, at HAMHUNG (39°55'N 127°32'E) to be sent on an armed recce. The four aircraft, each armed with 1 napalm bomb, 4 x 5 inch rockets and full load of ammunition and fitted with one fuel drop tank, were airborne under the callsign of DROPKICK LOVE.

They contacted POLYGON at 1500 I and he sent them to VOLLEYBALL 14, the TACP of the 3rd ROK Division, at a point 40°11'N 127°19'E. He directed them to attack enemy troop positions on a hill at a point 40°10'N 127°25'E. The section proceeded to the position and located some troops who appeared friendly as they stood in the open and waved their caps at the aircraft. The leader decided to get confirmation before attacking so he contacted the controller again. Positive confirmation was not forthcoming as one company commander did not know the exact location of his forward patrols. VOLLEY BALL 14 then sent the section to attack troop positions on a ridge at a position of 40°11'N 127°19'E just north of a power station. The ridge was located and fox-holes on the top of it were attacked with napalm, rockets and strafing. Results of the attack could not be determined from the air. During the attack, some smalls arms fire was seen, but none of the aircraft were hit. The aircraft then left the area and, after reporting results to POLYGON, returned to base.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

SECRET

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 2nd November 1950.

FORM : A123 NO. ~~38167~~. 116052

SORTIES REPORT SERIAL NOS: 11/13 to 16.

(A) Four Mustang Aircraft numbers A68-804, A68-763, A68-782, A68-729.

(B) 1. F/Lt. J.C. MURRAY 2. P3 SLY C.
3. P1 RIVERS W.B. 4. P3 BRACKENREG, R.O.L.

(C) Strike No. 4 for November - close support.

(D) POHANG

(E) CAVU

(F) POHANG 01 2245 Z

(G) WONSAN 02 0245 Z

(H) Pilots were briefed to report to Polygon, the TALO, 1 ROK Corps, at HAMHUNG (39° 55'N 127°32'E) at 0900 I for assignation to a target. The four aircraft, each armed with 1 napalm bomb, 4 x5 inch rockets and full load of ammunition and fitted with one fuel drop tank, were airborne under the call sign of DROPKICK SUGAR.

The section contacted POLYGON at 0905 I and were directed to contact MISSISSIPPI 14, the TACP of the Capitol ROK Division at SONGJIN (40°40'N 129°12'E). They were unable to contact him and called for any controller in the area. Still contact could not be made and they proceeded 20 miles west of SONGJIN but without success. They then returned to HAMHUNG, contacted POLYGON who this time sent them to MOSQUITO POLYGON, the airborne controller, at MAJON DONG(40°06'N 127°22'E). He was contacted and directed them to attack 6 buildings reportedly holding troops at 40°10'N 127°19'E. The buildings were napalmed and set on fire. Troops ran from one of the buildings. The aircraft then left the target area and, after reporting results to POLYGON , proceeded to WONSAN (39°10'N 127°26'E) to land and refuel.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

SECRET

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 2nd November 1950.

FORM : A123 NO. ~~32167~~ 116052

SORTIES REPORT SERIAL NOS: 11/17 to 20.

(A) Four Mustang aircraft numbers A68-804, A68-763, A68-782, A68-729.

(B) 1. F/Lt. J.C. MURRAY 2. P3 SLY C.
3. P1 RIVERS W.B. 4. P3 BRACKENREG R.O.L.

(C) Strike No. 5 for November - close support.

(D) POHANG

(E) CAVU

(F) WONSAN 02 0400 Z

(G) POHANG 02 0700 Z

(H) This section, which had landed at WONSAN (39°10'N 127°26'E) to refuel after carrying out a strike earlier in the day took off and contacted POLYGON, the TALO of 1 ROK Corps, at HAMHUNG (39°55'N 127°32'E). He sent them to MOSQUITO POLYGON at SACHANG NI (40°05'N 126°56'E) who directed them to attack a loaded truck beside a house at 39°56'N 126°41'E. This was strafed and both the truck and house set afire. They were then taken to NAKPO RI(39°56'N 126°34'E)and directed to attack a truck and field piece in a bend in the road. These were rocketted and strafed but, although hits were seen, no results were observed. The aircraft then left the target area and returned to base.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

SECRET

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 2nd November 1950.

FORM : A123 NO. ~~28167~~ 116052

SORTIES REPORT SERIAL NOS: 11/21 to 24

(A) Four Mustang aircraft numbers A68-723,A68-756,A68-754,A68-799.

(B) 1. F/Lt. W.C. HORSMAN 2. P3 HUNT R.C.A.
3. F/Lt. F.R. COBURN 4. P3 WITTMAN R.W.

(C) Strike No. 6 for November - armed recce then close support.

(D) POHANG

(E) Hazy over target area.

(F) POHANG 02 0130Z

(G) POHANG 02 0530 Z

(H) Pilots were briefed to report to POLYGON, the TALO of 1 ROK Corps, at HAMHUNG (39°55'N 127°32'E) at 1200 I for assignation to a target. The four aircraft, each armed with 1 napalm, 4 x5 inch rockets and full load of ammunition and fitted with one fuel drop tank, were airborne under the call sign of DROPKICK GEORGE.

They reported to POLYGON at 1200 I and were sent to carry out an armed recce of the roads on the east side of the FUSEN Reservoir (40°35'N 127°33'E) as enemy troops were reported to be coming down this road. In the event of sighting troops, they were instructed to contact MOSQUITO POLYGON for confirmation before attacking. At 40°41'N 127°32'E, about 200 troops and ox-carts were seen and MOSQUITO POLYGON was immediately contacted. He was undecided whether to send the section in to attack and whilst he was deliberating, the troops disappeared into the woods off the sides of the road. MOSQUITO POLYGON then took them to a point at 40°24'N 127°34'E. Here, he pointed out a loaded comouflaged rail truck on a rail line halfway down a mountain. This was napalmed and rocketted but was not hit. This was very hazardous terrain and difficult to carry out an attack of this type. They then attacked a fuel truck near 2 sheds on the top of this mountain. The truck was rocketted and strafed and many hits were seen. It did not burn but was considered damaged. Approx. 30 troops were seen in this area but disappeared before they could be attacked. The aircraft then left the target and returned to base.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

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NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 2nd November 1950.

FORM : A123 NO. ~~39167~~ 116052

SORTIES REPORT SERIAL NOS: 11/25 to 26

(A) Two Mustang aircraft numbers A68-760, A68-739.

(B) 1. F/Lt. F.W. BARNES 2. P3 FOSTER, K.H.

(C) Strike No. 7 for November - close support.

(D) POHANG

(E) CAVU

(F) POHANG 02 0500 Z

(G) POHANG 02 0910 Z

(H) The frag order for the day had called for 3 flights from the Squadron. However at 1145 I, J.O.C. called for a maximum effort and requested that an additional flight be despatched to contact WILDWEST, the TALO of the 1st U.S. Cav. Div.. The enemy had launched a counter attack and the position was considered serious.

The pilots were briefed to contact MELLOW for permission to proceed on the mission and then to report to WILD WEST. The two aircraft, each armed with 1 napalm, 4 x 5 inch rockets and full load of ammunition and fitted with one fuel drop tank, were airborne under the call sign of DROPKICK MIKE.

MELLOW was contacted at 1515 I and he cleared them for the mission. They attempted to contact WILDWEST but were not successful. HAMMER, the TALO of the 24th. Inf. Div., called and requested the leader to do a recce of an area on the east coast. The leader decided that this was ~~be~~ too far away. MOSQUITO GEOLOGY, the airborne controller of 8th ROK Div., then contacted the aircraft and requested them to go to KUJANG DONG (39°52'N 126°02'E). He met them over the town and pointed out 8 camouflaged vehicles about 500 yards east of the town. These were napalmed and strafed, resulting in 5 being set afire and destroyed and 1 damaged. Another truck was strafed and damaged about 1,000 yards east of the town. About 400 yards north east of the town, the controller pointed out what he thought to be camouflaged tanks. The object was rocketted and hit but with no apparent result.

The aircraft then left the ta rget area and, after reporting results to MELLOW, returned to base. Some small arms fire was experienced in the first attack but neither aircraft was hit.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

SECRET

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 2nd November 1950.

FORM : A123 No. ~~32167~~ 116052

SORTIES REPORT SERIAL NOS: 11/27 to 30.

(A) Four Mustang aircraft numbers A68-772, A68-708, A68-720, A68-715.

(B) 1. P1 THORNTON G. 2. P3 ROYAL K.E.
3. P3 TREBILCO R.E. 4. P3 STEPHENS G.I.

(C) Strike No. 8 for November-armed recce.

(D) POHANG

(E) Fair

(F) POHANG 02 0520 Z

(G) POHANG 02 0900 Z

(H) Pilots were briefed to report to POLYGON, the TALO of 1 ROK Corps, at HAMHUNG(39°55'N 127°32'E) at 1600 I for assignation to a target. The four aircraft, each armed with 1 napalm, 4 x 5 inch rockets and full load of ammunition and fitted with one fuel drop tank, were airborne under the call sign of DROPKICK HOW.

Contact was made with POLYGON at 1535 I and he directed them to carry out an armed recce from ONYANG NI (39°58'N 126°46'E) on the road for 3 miles north. There were reported to be many vehicles in this area. The aircraft searched the road but with nil sightings of vehicles. However, about 1½ miles north of ONYANG NI, a group of about 36 troops were seen in a valley and the area was napalmed, strafed and set afire. 3 buildings about ½ miles further north were napalmed, strafed and set afire and then about 3 miles north of ONYANG NI 3 columns of about 30 troops each were rocketed and strafed with unknown number of casualties resulting. In the same area, 3 camouflaged structures were strafed without results. The aircraft then left the area and, after reporting results to POLYGON, returned to base.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

SECRET

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 3rd November, 1950.

FORM : A123 N°. ~~32168~~. 116053

SORTIES REPORT SERIAL NOS: 11/39 to 42.

(A) Four Mustang aircraft numbers A68-791, A68-715, A68-772, A68-801.

(B) 1. P1 RIVERS W.B. 2. P3 BRACKENREG R.O.L.
3. P3 HUNT, R.C.A. 4. P3 ROYAL K.E.

(C) Strike No. 11 for November - armed recce.

(D) POHANG

(E) Poor. Smoky and hazy over target area. Visibility ½ mile.

(F) POHANG 03 0435 Z

(G) POHANG 03 0915 Z

(H) Pilots were briefed to report to POLYGON, TALO of 1 ROK Corps, at HAMHUNG(39°55'N 127°32'E) at 1500 I for assignation to a target. The four aircraft each armed with 1 napalm, 4 x 5 inch rockets and full load of ammunition and fitted with one fuel drop tank, were airborne under the call sign of DROPKICK OBOE.

POLYGON was contacted at 1500 I and sent the aircraft to MISSISSIPPI 14, TACP of Capitol ROK Division at KILCHU (40°58'N 129°20'E). They proceeded to KILCHU but could not contact MISSISSIPPI 14 for 45 minutes. When he was finally contacted, he sent them to do an armed recce of the mountains 500 yards north of KILCHU and to attack any troops seen. They proceeded to the area but no troops were seen. However artillery flashes were seen coming from 2 orchards, one about 200 yards N.N.E. of the town and the other about 400 yards east of the town. MISSISSIPPI 14 was called up and he directed them to attack the one to the N.N.E. and not leave the other as friendly troops were in the vicinity. The orchard was napalmed, rocketted and strafed and the area set afire. The artillery flashes ceased. As they were about to leave, 2 camouflaged vehicles parked very close together on the edge of the orchard were seen. These were strafed and one burst into flames. The other had not started to burn when the aircraft left. They set course for POHANG but, shortly after, decided to cross over the sea to avoid the haze. They were unable to contact POLYGON on the way to report results. All landed safely at base.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

SECRET

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 3rd November, 1950.

FORM : A123 NO. ~~32168~~. 116053

SORTIES REPORT SERIAL NOS: 11/31 to 34

(A) Four Mustang aircra ft numbers A68-801, A68-791, A68-737, A68-791

(B) 1. F/Lt. I.R. OLORENSHAW 2. P3 STONEY A.T.
3. F/Lt. W.V. GRAY 4. P3 FOSTER K.H.

(C) Strike No. 9 for November - armed recce.

(D) POHANG

(E) Fair

(F) POHANG 02 2225 Z

(G) POHANG 03 0245 Z

(H) Pilots were briefed to report to POLYGON, the TALO of 1 ROK Corps, at HAMHUNG(39°55'N 127°32'E) at 0900 I for assignation to a target. The four aircraft, each armed with 1 napalm, 4 x 5 inch roc rockets and full load of ammunition and fitted with one fuel drop tank, were airborne under the callsign of DROPKICK LOVE.

POLYGON was contacted at 0847 I and he instructed them to carry out an armed recce of the road from the north tip of the CHOSHIN Reservoir (40°34'N 127°15'E) to CHANGJIN (40°54'N 127°09'E). The aircraft flew to the north tip but from there north to 40°43'N 127°15'E no observations were possible due to ground fog. They continued on to CHANGJIN, turned and started down the road. At SOLGWAN NI(40°49'N 127°11'E) 2 damaged trucks and 3 nearby buildings with fresh vehicle tracks leading into them were napalmed and the buildings were set on fire. 2 miles further down the road, 2 loaded ox-carts were strafed. One ox was killed. At a bend 1½ miles down, 4 buildings were rocketted with no results seen. At YANGGOSU RI(40°46'N 127°11'E), a camouflaged object was strafed and set afire. Black smoke issued forth followed by an explosion. At YONHWA RI(40°44'N 127° 14'E) more buildings with fresh tracks leading into them were rocketted and strafed with no apparent results. The aircraft then left the area and, after reporting to POLYGON, returned to base.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

SECRET

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 3rd November, 1950.

FORM : A123 N°. ~~82168~~ 116053

SORTIES REPORT SERIAL NOS: 11/35 to 38.

(A) Four Mustang aircraft numbers A68-799, A68-804, A68-720, A68-729.

(B) 1. F/Lt. F.R. COBURN 2. P3 SLY C.
3. P3 NICHELSON W.S. 4. P3 TREBILCO R.E.

(C) Strike No. 10 for November - close support.

(D) POHANG

(E) Hazy over target area.

(F) POHANG 03 0035 Z
WONSAN (2 Aircraft) 03 0650 Z

(G) WONSAN (2 Aircraft) 03 0430 Z
POHANG (2 Aircraft) 03 0510 Z
POHANG (2 Aircraft) 03 0825 Z

(H) Pilots were briefed to report to POLYGON, the TALO of 1 ROK Corps at HAMHUNG(39°55'N 127°32'E) at 1100 - for assignation to a target. The four aircraft each armed with 1 napalm, 4 x 5 inch rockets and full load of ammunition and fitted with one fuel drop tank, were airborne under the call sign of DROPKICK DOG.

POLYGON was contacted at 1057 I and he directed to aircraft to MISSISSIPPI 14, TACP of the Capitol ROK Division at KILCHU (40°58'N 129°20'E) and if he had no targets to contact the airborne controller, MOSQUITO POLYGON. The aircraft proceeded to KILCHU but contact could not be made for 30 minutes. Then MOSQUITO POLYGON called, informed them that MISSISSIPPI 14 was at SONGJIN (40°40'N 129°12'E) and requested that they attack a hill about ½ mile south of KILCHU. They flew over the hill and observed many enemy troops in camouflaged slit trenches. These were napalmed, rocketted and strafed resulting in an unknown number of casualties.

The aircraft then left the area. No.3 was running short of fuel so he and No.4 landed at WONSAN to refuel. The first two returned direct to POHANG and the others after refuelling.

Some small arms fire had been noticed over the target area and after landed at POHANG it was found that 2 aircraft had been hit. No. 1 had been holed by a bullet which went through the port tail wheel door and out of the starboard fuselage and No.2 holed through the starboard wing tip.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

SECRET

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 5th November 1950.

FORM : A123 NO. ~~38170~~ 116055

SORTIES REPORT SERIAL NOS: 11/46 to 47

(A) Two Mustang aircraft numbers A68-754,A68-768.

(B) 1. F/Lt. W.C. HORSMAN 2. P3 STONEY, A.T.

(C) Strike No. 13 for November-close support.

(D) POHANG

(E) Clear over target.

(F) POHANG 05 0400 Z

(G) POHANG 05 0815 Z

(H) Pilots were briefed to contact MELLOW for assignation to a target. The two aircraft, each armed with 4 x 5 inch rockets and maximum ammunition and fitted with two fuel drop tanks, were airborne under the call sign of DROPKICK GEORGE.

Contact was made with MELLOW at 1355 I and he sent them to HAMMER TALO of 24th U.S. Inf. Div. HAMMER directed Regt., two miles south west of KOLCHOK TONG(39°40'N 125 °46'E). They proceeded to this area but could not contact YALE 14. Then FOREGO 14, TACP of the 27th British Commonwealth Inf. Brigade, called and requested them to act as CAP over the SANGNYONG DONG(39° 41'N 125 48'E) area as an attack was in progress. They remained as CAP from 1435 I to 1450 I and then MOSQUITO HAMMER, the airborne controller, called and directed them to attack troops position near SANGNYONG DONG. DROPKICK LOVE section, strike number 12., was attacking these positions and so they joined with that section. The area was well done over and although results could not be determined, the controller was enthusiastic.

The two sections left the target area together, flew to PYONGYANG (39°01'N 125°45'E) where they met DROPKICK ABLE, strike number 14. They flew back to POHANG as a squadron and broke into two sections of four to land at base.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77 (F) SQUADRON

SECRET

DATE : 5th November 1950.

FORM : A123 No. ~~38170.~~ 116055

SORTIES REPORT SERIAL NOS : 11/48 to 51.

(A) Four Mustang aircraft numbers A68-803, A68-720, A68-804, A68-729.

(B) 1. S/Ldr. R.C. CRESSWELL 2. P3 SLY C.
3. F/Lt. F.W. BARNES 4. P3 FOSTER K.H.

(C) Strike No. 14 for November - armed recce.

(D) POHANG

(E) Clear over target.

(F) POHANG 05 0407 Z

(G) POHANG 05 0807 Z

(H) Pilots were briefed to contact MELLOW for assignation to a target. The four aircraft, each armed with 4 x 5 inch rockets and maximum ammunition and fitted with two fuel drop tanks, were airborne under the call sign of DROPKICK ABLE. No. 4 aborted about 15 minutes after take off due to an oil leak. The other three aircraft were joined at this point by ADMIRATION MIKE 1, a Mustang of the USAF 35th Fighter Group, based at POHANG.

The section contacted MELLOW at 1400I and was sent to report to HAMMER, TALO of 24th US Inf. Div., at HYOPHUNG NI(39°30'N 125°35'E). He directed them to carry out an armed recce of the road west of SONCHON(39 48'N 124 55'E). They flew along the road and at KOGUNYONG DONG(39°50'N 124°49'E) observed two camouflaged trucks. These were strafed, burst into flames and were destroyed. Near a bridge about ¼ mile north west of KOGUNYONG DONG, two tanks, one facing south east on the road, the other in a river bed, and a small jeep size truck on the river bank were observed. The tank on the road was rocketted and strafed. Several rockets hit the tank and it veered off the road and fell down the bank. It did not burn. During this attack theUS.AF Mustang reported that it had been hit and the cockpit was smoking. The leader detailed No.3 to escort him to PYONGYANG North Airfield. He landed there safely. The tank in the river bed was strafed and, after a slight explosion, it started to smoke and flame. This, however, died out very quickly. This tank was considered to be damaged. The vehicle on the river bank was then strafed and damaged.

Light A.A. fire of meagre intensity and inaccurate and inaccurate M.G. fire was encountered during the attack. A building in KOGUNYONG DONG from which some of the A/A fire was coming was strafed but no results were seen.

The remaing two aircraft of the section left the target area, flew to PYONGYANG where No.3 joined them and DROPKICK LOVE, strike 12, and DROPKICK GEORGE, strike 13, were picked up. The eight aircraft flew as a squadron to POHANG where they broke to land as two sections of four.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

SECRET

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 6th November, 1950.

FORM : A123 No. 116056

COMBAT REPORT SERIAL NOS: 11/52-54

(A) Three Mustang aircraft numbers A68-782, A68-739, A68-801.

(B) 1. F/Lt. G.R. HARVEY 2. P3 STEPHENS G.I. 3. F/Lt. M.V. GRAY

(C) Strike No. 15 for November Visual recce then armed recce.

(D) POHANG

(E) CAVU

(F) POHANG 06 0340 Z

(G) POHANG 06 0810 Z

(H) Pilots were briefed to report to MELLOW and then to proceed on a visual recce from PAKCHON(39°43'N 125°35'E)to the bomb line at YONGSAN DONG(39°50'N 125° 41'E) and then an armed recce from the bombline to UNSAN (39°58'N 125°48'E) then along the road north to KOJANG(40°36'N 125°56'E). The three aircraft each armed [illegible] with 1 napalm, 4 rockets and maximum ammunition and fitted with one fuel drop tank, were airborne under the call sign of DROPKICK EASY.

They reported to MELLOW at 1345I and then proceeded on their mission. There were nil sightings until about 5 miles north of UNSAN. Here, what appeared to be about 20 troops were napalmed. The area was set afire. Two groups of personnel, about 30 in each, were then strafed resulting in an unknown number of cosualties. About a mile north of ONJONG(40°06'N 125°53'E) a building was rocketted with nil results. The aircraft then left the area and returned to base.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

SECRET

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 6th November 1950.

FORM : A123 NO. 116056

SORTIES REPORT SERIAL NOS: 11/55 to 58

(A) Four Mustang aircraft numbers A68-803, A68-754, A68-760, A68-763.

(B) 1. S/Ldr. R.C.CRESSWELL 2. F/Lt. L.B. BROWN
3. F/Lt. J.C. MURRAY 4. P3 BRACKENREG R.O.L.

(C) Strike No. 16 for November - close support.

(D) POHANG

(E) CAVU

(F) POHANG 060350 Z

(G) POHANG 060720 Z

(H) The pilots were briefed to report to MELLOW and receive permission to proceed on an visual recce from PAKCHON (39°43'N 125°35'E) to the bomb line at YONGSAN DONG(39°50'N 125°41'E) then an armed recce to UNSAN (39°58'N 125°48'E) then along the road north west to HOEDOK TONG (40°20'N 125°25'E). The four aircraft, each armed with 1 napalm, 4 rockets and maximum ammunition and fitted with one fuel drop tank, were airborne under the call sign of DROPKICK ABLE.

MELLOW was contacted at 1340 I and told of the prebriefed mission but he told them to standby. Shortly after, he sent them to contact HAWKEYE, the TALO of the 24th US Inf Div. HAWKEYE directed them to the airborne controller, MOSQUITO HAWKEYE, just north of ANJU(39°37'N 125°39'E). He was contacted and took them to a position just south of TUNGSAN DONG(39°45'N 125°39'E). Here there were about 30 camouflaged supply dumps. They were napalmed and about 12 were set afire and destroyed. About a half a mile north of this position, 2 more heavily camouflaged objects were strafed without result. They were then taken about a mile east of this position and told to attack 6 huts into which the controller had seen troops entering. These were strafed and started to smoke. About 30 persons, some in dark uniforms and some in white, were then attacked with rockets, resulting in an unknown number of casualties. The aircraft then left the target area and, after reporting results to MELLOW, returned to base.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

SECRET

NARRATIVE REPORT NO. 77(F) SQUADRON

DATE : 7th November, 1950.

FORM : A123 No. 116057

SORTIES REPORT SERIAL NOS : 11/59 to 62.

(A) Four Mustang aircraft number A68-720, A68-723, A68-756, A68-782.

(B) 1. F/Lt. P.R. COBURN 2. P2 DOUGLAS. E.A.
3. P1 RIVERS W.B. 4. P3 ROYAL K.E.

(C) Strike No. 17 for November - armed recce.

(D) POHANG

(E) CAVU

(F) POHANG 06 2200 Z

(G) POHANG 07 0200 Z

(H) Pilots were briefed to report to MELLOW to receive permission to carry out an armed recce, commencing at 0800 I, from TAECHON (39°55'N 125°30'E) along the road west to TAPTONG(40°04'N 125°02'E). The four aircraft, each armed with 1 napalm, 4 x 5 inch rockets and maximum ammunition and fitted with one fuel drop tank, were airborne under the callsign of DROPKICK DOG.

MELLOW was contacted at 0810 I and he instructed them to carry on with their mission. They flew to TAECHON and then along the road with nil sightings until they reached IGU DONG (40°02'N 125°13'E). Here a long camouflaged building and 2 nearby sheds were attacked with 4 napalm, (two of which did not explode) and rockets. Small explosions began and a little white smoke appeared. The aircraft then proceeded to TAPTONG with nil sightings. On their return down the road, they found that the building they had attacked at IGU DONG was blazing fiercely and thick black smoke was billowing forth and rising to a height of about 4,500 feet. They flew back to TAECHON and then returned to base, informing MELLOW of the results on the way.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

SECRET

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 7th November 1950.

FORM : A123 NO. 116057

SORTIES REPORT SERIAL NOS: 11/63 to 66

(A) Four Mustang aircraft numbers A68-803,A68-760,A68-763,A68-801.

(B) 1 F/Lt. G.R. HARVEY 2. P3 FOSTER K.H.
3. F/Lt. F.N. BARNES 4. P3 WITTMANN R.W.

(C) Strike No. 18 for November - armed recce.

(D) POHANG

(E) CAVU

(F) POHANG 07 0340 Z

(G) POHANG 07 0800 Z

(H) Pilots were briefed to report to MELLOW to receive permission to carry out a visual recce, commencing at 1400 I, from PAKCHON (39°43'N 125°35'E) to the bomb line at YONGSAN DONG(39°50'N 125°41'E) and from there an armed recce to UNSAN (39°58'N 125°48'E) then along the road north to KOJANG (40°36'N 125°56'E). The four aircraft, each armed with 1 napalm, 4 x 5 inch rockets and maximum ammunition and fitted with one fuel drop tank, were airborne under the call sign of DROPKICK EASY.

MELLOW was contacted at 1340 I and he instructed them to carry on with their mission. They proceeded on the rocce with nil sighting until about 4 miles north of UNSAN where two camouflaged trucks were seen. They were strafed and both cought fire quickly and were destroyed. About 2 miles north west of ONJONG (40°06'N 125°53'E) two more camouflaged trucks were seen. These were first attacked with 2 napalm, but both failed to explode. The trucks were then strafed, set afire and destroyed. About ½ mile further on, 5 trucks were seen and these were strafed, set on fire and destroyed. All of these vehicles were camouflaged to appear as haystacks and were in fields off the sides of the road, at times as far 200 yards. These were however tracks leading to them from the road. All burned so quickly that it is thought they were carrying fuel.

These attacks had been carried out by Nos. 1 and 2 whilst 3 and 4 remained aloft. Nos 3 and 4 now came in to the attack whilst the other two went up top. They flew to KOJANG with nil sightings and then returned. About 4 miles N.E. of PUKCHON(40°12'N 125°45'E), 2 more trucks were set afire and destroyed. Then 2 napalm were dropped on a group of 4 buildings but neither exploded. The buildings were then strafed and started to smoke. A half a mile further down the road 4 gun pits were seen and rocketted. All of the rockets missed the target. The pits were then strafed and one caught fire. There were some small stores dumps nearby and these were strafed and three of them were set on fire.

The aircraft then set out and returned to base. They were unable to contact MELLOW to report results on the way home.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

SECRET

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 7th November 1950.

FORM : A123 NO. 116057

SORTIES REPORT SERIAL NOS: 11/67 to 70.

(A) Four Mustang aircraft numbers A68-799, A68-709, A68-720, A68-782.

(B) 1. F/Lt. W.C. HORSMAN 2. F/Lt. L.B. BROWN
3. P2 MICHELSON W.S. 4. P3 HOWE C.R.

(C) Strike No. 19 for November - armed recce.

(D) POHANG

(E) CAVU

(F) POHANG 07 0400 Z

(G) POHANG 07 0805 Z

(H) Pilots were briefed to report to MELLOW to receive permission to proceed on a visual recce, commencing at 1400 I from PAKCHON (39°43'N 125°35'E) to the bomb line at YONGSAN DONG(39°50'N 125°41'E) and from there an armed recce to UNSAN (39°58'N 125°48'E) and then along the road to HOEJOK DONG(40°20'N 125°25'E). The four aircraft, each armed with 1 napalm, 4 x 5 inch rockets and maximum ammunition and fitted with one fuel drop tank, were airborne under the callsign of DROPKICK GEORGE.

They were unable to contact MELLOW but got on to HORSERADISH, the TADC of 607 Aircraft Control and Warning Squadron, who contacted MELLOW and told them to proceed as briefed. They flew along the route to HOEJOK DONG with nil sightings. Returning down the road, at SINCHANG(40°19'N 125°27'E) all napalm and rockets were used attacking 2 large camouflaged buildings and 4 small ones.

One big building and 2 small ones were set on fire. About 4 miles N.N.W. of CHONGSANJANGSI(40°08'N 125°32'E), gun fire and smoke was seen coming from a clump of trees about 20 yards from a creek. The trees were strafed but no results were observed. Then, about ¼ mile east of CHONGSANJANG SI, a building resembling school and camouflaged on top with trees was strafed. About 40 troops ran out and dispersed before they could be attacked. The building started to smoke. A camouflaged truck near a building in the town of CHONGSANJANGSI was then napalmed and both truck and building were destroyed. A factory about 1 mile south of the town was strafed but no results were observed.

The aircraft then left the area and returned to base. MELLOW could not be contacted to report results on the way back.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

SECRET

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 8th November, 1950.

FORM : A123 NO. 116058.

SORTIES REPORT SERIAL NOS: 11/71-74

(A) Four Mustang aircraft numbers A68-803, A68-708, A68-756, A68-765.

(B) 1. S/Ldr. R.C. CRESSWELL 2. P3 SLY C.
3. P3 STONEY A.T. 4. P3 KLAFFER L.R.

(C) Strike No. 20 for November - armed recce.

(D) POHANG

(E) Hazy otherwise good.

(F) POHANG 07 2140 Z

(G) POHANG 08 0140 Z

(H) Pilots were briefed to report to MELLOW to receive permission to proceed on an armed recce from TAECHON(39°55'N 125°30'E) along the road north west to KUSONG (39°59'N 125°15'E) to TAPTONG (40°04'N 125°02'E). The four aircraft each armed with 1 napalm, 4 x 5 inch rockets and maximum ammunition and fitted with 1 fuel drop tank, were airborne under the call sign of DROPKICK ABLE. Approx. 12 minutes after take-off, No. 4 discovered that the aircraft had not been fuelled and he returned to base.

The remaining three aircraft carried on and contacted MELLOW at 0725 I. He cleared them for the mission and the recce was commenced at TAECHON. There were nil sightings until a large fire was seen to the north west. They flew to this position which was about 4 miles south east of SAKCHU (40°23'N 125°03'E). Here, 7 USAF Mustangs were attacking a group of 50-60 camouflaged trucks. The section flew on to SAKCHU and saw 2 USAF Mustangs, bombing the town. 3 napalms were dropped in the town but two failed to explode and the other overshot and landed in a field. 3 single story buildings were then rocketted with no results seen.

They then returned to the trucks and found that the Americans had left the target after having set fire to about 20 trucks. The remaining trucks were strafed and 4 were destroyed and 3 damaged. These trucks were facing south east in the corners of the roads at the bottom of a pass and difficult to attack. Another truck was damaged about 1 mile south east of the main group.

The aircraft then left the target area and, after reporting results to MELLOW returned to base.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

SECRET

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 8th November, 1950.

FORM : A123 NO. 116058

SORTIES REPORT SERIAL NOS: 11 / 75-78

(A) Four Mustang aircraft numbers A68-801, A68-720, A68-782, A68-799.

(B) 1. F/Lt. G.R. HARVEY 2. P3 HUNT. R.C.A.
3. P2 WILLIAMSON S.W. 4. P3 BRACKENREG R.O:L.

(C) Strike No. 21 for November - armed recce.

(D) POHANG

(E) CAVU

(F) POHANG 08 0345 Z

(G) POHANG 08 0800 Z

(H) Pilots were briefed to report to MELLOW to receive permission to proceed on a visual recce from PAKCHON(39°43'N 125°35'E) to the bombline at YONGSAN - DONG (39°50'N 125°41'E) and from there an armed recce to UNSAN (39°58'N 125°48'E) then along the road north to KOJANG(40°36'N 125°56'E). The four aircraft, each armed with 1 napalm 4 x 5 inch rockets and maximum ammunition and fitted with one fuel drop tank, were airborne under the callsign of DROPKICK EASY.

MELLOW was contacted at 1330 I and he cleared them for their mission in ONJONG(40°06'N. 125° 53'E) 2 napalm were dropped but neither exploded. There were nil sightings along the road until they reached CHARYONG DONG (40°14'N 125°49'E). On the outskirts of the town, about 18 trucks, camouflaged as haystacks, were discovered from 20 to 100 yards in fields off both sides of the road. They were strafed and 14 caught fire and were destroyed. Buildings in the town were then rocketted with no results were observed. A long wooden building about ½ mile south of the town was then napalmed and strafed. It was set afire and burned fiercely with thick black smoke pouring out. It is considered that fuel was stored in the building.

The aircraft then left the area and returned to base. They were unable to contact MELLOW to report results.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

SECRET

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 8th November 1950.

FORM : A123 No. 116058.

SORTIES REPORT SERIAL NOS: 11/79-82

(A) Four Mustang aircraft numbers A68-754, A68-765, A68-766, A68-763.

(B) 1. F/Lt. W.C. HORSMAN 2. P3 FOSTER K.H.
3. P1 RIVERS W.B. 4. P3 ELLIS D.C.

(C) Strike No. 22 for November - armed recce.

(D) POHANG

(E) CAVU

(F) POHANG 08 0350 Z

(G) POHANG 08 0815 Z

(H) Pilots were briefed to report to MELLOW to receive permission to proceed on a visual recce from PAKCHON(39°43'N 125°35'E) to the bomb line at YONGSAN-DONG(39°50'N 125°41'E) and from there an armed recce to UNSAN(39°58'N 125°48'E) then along the road north west to HOEDOK-TONG (40°20'N 125°25'E). The four aircraft, each armed with 1 napalm, 4 x 5 inch rockets and maximum ammunition and fitted with one fuel drop tank were airborne under the call sign of DROPKICK GEORGE

MELLOW was contacted at 1340I and he cleared them for their mission. There were nil sightings until just south of UNSAN. Here a jeep in a cutting off the side of the road was seen. It was not attacked as the leader considered that the load carried at this time rendered it hazardous. About 5 miles south east of CHONGSANJANGSI (40°08'N 125°32'E) a building, with 5 trucks, camouflaged with straw, around it was discovered. These were napalmed and strafed and the building and all 5 trucks caught on fire and burned fiercely. The trucks burned with a thick black smoke. 3 rockets were then put into a long wooden building in the town and smoke issued forth. In SINCHANG (40°19'N 125°27'E), a T-shaped building and 3 houses were rocketted and burnt. They then returned down the road and on flying over the building they had set fire to 5 miles south east of CHONGSANJAONGSI, they saw that the roof had fallen in and that the building was filled with stores which were still burning.

On the way back, a building in UNSAN was rocketted with unknown results. Then they went to the jeep they had seen on the way up. This appeared to be American. It was strafed and, after many runs, set afire and destroyed, During this attack No. 4 squashed on to the top ofsome pine trees about 80 ft. high around the jeep as he was pulling out of his strafing attack. He hit with his starboard wing and this was forced down with the impact. He managed to right the aircraft and climbed away. He, escorted by No. 1 set out for PYONGYANG, the nearest field. The other two followed soon after. When PYONGYANG was reached, No 4's aircraft was still handling well so they set out for POHANG and all landed safely.

On inspection, it was found that No.4 nad damaged the starboard mainplane, starboard aileron, scoop and spinner.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

SECRET

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 9th November 1950.

FORM : A123 No. 116059.

SORTIES REPORT SERIAL NOS: 11/83-86

(A) Four Mustang aircraft number A68-709, A68-708, A68-801, A68-804.

(B) 1. F/Lt. G.A. HARVEY 2. P2 WILLIAMSON S.W.
3. P2 NICHELSON W.S. 4. P2 DOUGLAS E.A.

(C) Strike No. 23 for November - armed recce.

(D) POHANG

(E) CAVU

(F) POHANG 08 2130 Z

(G) PYONGYANG EAST 09 0105 Z

(H) Pilots were briefed to report to MELLOW to receive permission to proceed on an armed recce of an area bounded by KANGGYE (40°58'N 126°35'E), MANPOJIN (41°09'N 126°17'E), WIWON(40°54'N 126°04'E) CHONSAN (40°50'N 125°48'E) and KOJANG (40°36'N 125°56'E). They were then to land at PYONGYANG EAST, rearm, refuel and carry out another strike. The four aircraft, each armed with 1 napalm, 4 x 5 inch rockets and maximum ammunition and fitted with one fuel drop tank, were airborne under the call sign of DROPKICK EASY.

MELLOW was contacted at 0730 I and he cleared them for their mission but instructed that the recce start from HUICHON (40°10'N 126°17'E) to KANGGYE. The first sighting was 6 trucks about 4 miles north of HUICHON. 2 napalm were dropped but none exploded. They were then strafed, set afire and destroyed. Two miles further along the road, 8 trucks were strafed and destroyed. Three field pieces in a court yard in CHANGPYONG DONG(40°33'N 126°29'E) were rocketted and one was knocked over with a direct hit and was damaged. 4 miles further on 4 more trucks were strafed, set afire and destroyed. Up to this point, Nos. 1 and 2 had carried out the attacks with the other two as top cover. Now, 3 and 4 took over and, 2 miles further on, strafed 3 trucks and a camouflaged field piece. The trucks were destroyed but no results on the field piece were seen. At SANGSANG CHONG (40°51'N 126°24'E), some wagons and a petrol tanker without an engine were seen on the rail line. These were strafed and the tanker was hit resulted in black smoke pouring from it. Two napalm were dropped here but neither exploded. About ¼ mile on from the town, smoke and steam were seen comming from a tunnel and it was thought that the engine from the train in the town may have been hidden there. The entrame of the tunnel was rocketted and two hit on the tracks right at the mouth. Results were not seen. 3 camouflaged trucks were then seen on the road parked on a hill and these were strafed. Hits were seen and smoke came from them but they did not burn. All of the other trucks hit during the recce had been camouflaged as haystacks and parked in fields up to 100 yards off the sides of the road.

The aircraft then, almost out of ammunition, left the target area and proceeded to PYONGYANG EAST to rearm and refuel.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

SECRET

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 9th November, 1950.

FROM : A123 NO. 116059.

SORTIES REPORT SERIAL NOS: 11/87-90

(A) Four Mustang aircraft numbers A68-709, A68-708, A68-801, A68-804.

(B) 1. F/Lt. G.R. HARVEY 2. P2 WILLIAMSON S.W.
3. P2 NICHOLSON W.S. 4. P2 DOUGLAS E.A.

(C) Strike No. 24 for November - armed recce.

(D) POHANG

(E) CAVU

(F) PYONGYANG EAST 09 0255 Z
PYONGYANG EAST 09 0650 Z

(G) PYONGYANG EAST 09 0540 Z
POHANG 09 0810 Z

(H) This section had landed at PYONGYANG EAST after completion of the previous strike to refuel and rearm and then proceed on an armed recce. The area of reconnaissance was to be bounded by KOJANG (40°36'N 125°56'E) CHOSAN (40°50'N 125°48'E) SAKCHU (40°23'N 125°03'E) and TAEGWAN DONG (40°12'N 125°12'E). They were refuelled and rearmed with 4 x 5 inch rockets and maximum ammunition each and were airborne under the call sign of DROPKICK EASY.

They headed for KOJANG and enroute, about 1 mile north of ONJONG (40°06'N 125°53'E), 17 trucks camouflaged as haystacks in fields off the sides of the roads were sighted. They were rocketted and strafed and 11 were set afire and destroyed and 6 were hit and left smoking. Further along this road, 2 miles south of PONGJANG (40°31'N 125°52'E), 1 camouflaged truck and 2 camouflaged unidentified vehicles were observed. They were strafed, resulting in the truck being destroyed and the vehicles damaged. They were by this time almost out of ammunition so they turned back, landed at PYONGYANG EAST to refuel and then return to base.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

SECRET

NARRATIVE REPORT NO. 77 (F) SQUADRON

DAT : 9th November 1950.

FORM : A123 NO. 116059

SORTIES REPORT SERIAL NOS: 11/91-94

(A) Four Mustang aircraft numbers A68-803, A68-754, A68-765, A68-799.

(B) 1. F/Lt. F.R. COBURN 2. P3 HOWE C.R.
3. F/Lt. W.C. HORSMAN 4. P3 SLY C.

(C) Strike No. 25 for November - armed recce.

(D) POHANG

(E) Fair.

(F) POHANG 09 0400 Z

(G) POHANG 09 0830 "

(H) Pilots were briefed to report to MELLOW to receive permission to proceed on an armed recce of an area bounded by KANGGYE (40°58'N 126°35'E) MANPOJIN (41°09'N 126°17'E) WIWON(40°54'N 126°04'E CHOSAN (40°50'N 125°48'E) and KOJANG (40°36'N 125°56'E). The four aircraft, each armed with 1 napalm, 4 x 5 inch rockets and maximum ammunition and fitted with one fuel drop tank, were airborne under the call sign of DROPKICK DOG. Thirty minutes after take off, No 1 was forced to turn back due to a faulty magneto.

The lead was taken by No. 3 . Contact could not be made with MELLOW so they proceeded on their mission. The recce was started at KANGGYE and the first target attacked was a large goods shed in a marshalling yard just west of SICHONJANG (41°03'N 126°22'E). 3 napalm were dropped but two hung up and overshot by about 500 yards and one was a dud. 12 rockets were then used and 7 were direct hits. The target was heavily damaged. Then, about 1 mile on, a weapons carrier on the road was strafed, set afire and destroyed. Just after this attack, they saw 13 Skyraiders and 8 Corsairs dive bombing the MANPOJIN area. What appeared to be heavy intense flak bursting in box formation at about 10,000 to 12,000 ft. The flak did not appear to be directed at the aircraft but rather to be a defensive barrage.

The section skirted MANPOJIN and followed the river west to WIWON. Here a long tiled building with a parade ground in front of it was strafed. About 50 troops ran out and they were strafed and at least 2 killed. Some ran into nearby houses and the houses were then strafed and two set on fire.

The aircraft then flew to KOJANG and, after reporting to MELLOW, returned to base.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

SECRET

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 10th November, 1950.

FORM : A123 NO. 116060.

SORTIES REPORT SERIAL NOS: 11/95-98

(A) Four Mustang aircraft numbers A68-804, A68-729, A68-796, A68-791.

(B) 1. F/Lt. F.R. COBURN 2. P3 WITTMANN R.W.
3. F/Lt. J.C. MURRAY 4. P3 BRACKENREG R.O.L.

(C) Strike No. 26 for November - armed recce.

(D) POHANG

(E) Hazy. Visibility down to 1 mile in target area.

(F) POHANG 09 2300 Z
PYONGYANG EAST 10 0315 Z
KIMPO 10 0620 Z

(G) PYONGYANG EAST 10 0230 Z
KIMPO 10 0415 Z
POHANG 10 0710 Z

(H) Pilots were briefed to report to MELLOW to receive permission to proceed on an armed recce of an area bounded by KANGGYE (40°58'N 126°35'E) MANPOJIN (41°09'N 126°17'E) WIWON (40°54'N 126°04'E) CHOSAN (40°50'N 125°48'E) and KOJANG (40°36'N 125°56'E). There were then to land at PYONGYANG EAST, rearm, refuel and carry out another strike. The four aircraft, each armed with 1 napalm 4 x 5 inch rockets and maximum ammunition and fitted with one fuel drop tank, were airborne under the callsign of DROPKICK DOG.

They were unable to contact MELLOW en route so proceeded to KANGGYE and started the recce. They flew to WIWON and then turned down the road south east. There were nil sightings until they reached KWANGCHON DONG (40°48'N 126°18'E). Here, 5 trucks, camouflaged as haystacks in fields off the roads and facing south, were sighted. They were strafed and all set on fire and destroyed. One large building and 2 smaller ones in the town were then napalmed and rocketed. Two of the napalm hung up and overshot and another failed to explode. The other set fire to the two small buildings. The large building was hit with rockets but no results were seen.

They then left the area and proceeded to PYONGYANG EAST. They could not get any ammunition or fuel there so took off and went to KIMPO. There they were refuelled and, as it was too late to do another strike, returned to base.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

SECRET

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 10th November, 1950.

FORM : A123 NO. 116060.

SORTIES REPORT SERIAL NOS: 11/99 - 102

(A) Four Mustang aircraft numbers A68-803, A68-801, A68-765, A68-708.

(B) 1. F/Lt. F.W. BARNES 2. P3 FOSTER K.H.
3. F/Lt. W.V. GRAY 4. P3 ELLIS D.C.

(C) Strike No. 27 for November - armed recce.

(D) POHANG

(E) Poor. Visibility 2 miles at 4,000 ft. Hazy and smoky.

(F) POHANG 10 0400 Z

(G) POHANG 10 0835 Z

(H) Pilots were briefed to report to MELLOW to receive permission to proceed on an armed recce of an area bounded by KOJANG (40°36'N 125°56'E) CHOSAN (40°50'N 125°48'E) SAKCHU (40°23'N 125°03'E) and TAEGWAN DONG(40°12'N 125°12'E). The four aircraft, each armed with 1 napalm, 4 x 5 inch rockets and maximum ammunition and fitted with one fuel drop tank, were airborne under the call sign of DROPKICK MIKE. No 2 turned back a out 30 minutes after take off with a rough motor. The other 3 continued on.

MELLOW was contacted at 1400 I and he told them that their mission had been cancelled and that they were to proceed to ANJU (39°37N125°40'E) and contact the TALO of the 24th U.S. Inf. Div., whose call sign had been changed from HAMMER to SPIRIT. After they had dropped their napalm on a target given them by SPIRIT, they were to proceed to a position 39°34'N 125°00'E and cover some men in life rafts until they were relieved or ran short of fuel. Ten minutes later MELLOW called them again and told them that this later task was now cancelled and that they were to carry on with then original mission.

Accordingly, they set out on the recce and, en route to KOJANG, sighted a stationary convoy of vehicles stretching over about 2 miles starting 1 mile north of PUNGJANG (40°31'N 125°52'E). The convoy which consisted of about 100 vehicles was composed of trucks jeeps and 5 large buses. It had been attacked earlier and about 20% of the vehicles had been burned and destroyed and the remainder damaged. However it was considered that about 50% of those damaged could have been salvaged. The section napalmed, rocketted and strafed the convoy but owing to poor visibility it was difficult to pick out and attack individual vehicles which appeared to be in reasonably good order. Hits were seen but no vehicles caught fire and no claims were made.

The aircraft then, almost out of ammunition, left and, after reporting to MELLOW, returned to base.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

SECRET

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 11th November

FORM : A123 NO. 116061.

SORTIES REPORT SERIAL NOS: 11/103 - 106

(A) Four Mustang aircraft numbers A68-754, A68-799, A68-756, A68-729.

(B) 1. F/Lt. G.R. HARVEY 2. P3 FOSTER K.H.
3. P2 WILLIAMSON S.W. 4. P3 ROYAL K.E.

(C) Strike No. 28 for November - armed recce.

(D) POHANG

(E) Poor. Fog over whole entire area.

(F) POHANG 10 2030 Z

(G) POHANG 11 0050 Z

(H) Pilots were briefed to report to MELLOW to receive permission to proceed on an armed recce of an area bounded by TAEGWAN DONG (40°12'N 125°12'E) SAKCHU (40°23'N 125°03'E) SINUIJU (40°06'N 124°23'E) and SONGJAE RI (39°53'N 124°35'E). The four aircraft, each armed with 1 napalm, 4 x 5 inch rockets and maximum ammunition and fitted with one fuel drop tank, were airborne under the call sign of DROPKICK EASY.

MELLOW was contacted at 0645 I and he cleared them for their mission. Poor weather made navigation difficult and much time was lost pin pointing landmarks to ensure that they were in the proper area. When PIHYON(40°01'N 124°37'E) was identified, its was decided to attack that town, as fuel was getting low, and then return. 3 large two story building were hit and one was set afire. 6 other smaller buildings were rocketted with nil results seen. The town area was well strafed and then the aircraft headed for base. Results were reported to MELLOW and all landed safely at POHANG.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

SECRET

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 12th November 1950.

FORM : A123 NO. 116062.

SORTIES REPORT SERIAL NOS: 11/107 - 110.

(A) Four Mustang aircraft numbers A68-709, A68-791, A68-765, A68-708.

(B) 1. F/Lt F.R. COBURN 2. F/Lt. L.S. BROWN
3. F/Lt. K.V. GRAY 4. F3 HOWE C.R.

(C) Strike No. 29 for November - armed recce.

(D) POHANG

(E) Poor

(F) POHANG 11 2140 Z

(G) KONAN NORTH 11 2300 Z

(H) Pilots were briefed to report to MELLOW to receive permission to proceed on an armed recce of an area bounded by KOJANG(40°36'N 125°56'E) CHOSAN (40°50'N 125°48'E), SAN-SOP YONG(41°27'N 126°33'E) and HUCHANG (41°25'N 127°03'E) and after this mission to land at KONAN NORTH, refuel, rearm and carry out a further armed recce of the same area. The four aircraft, each armed with 1 napalm, 4 x 5" rockets and maximum ammunition and fitted with one fuel drop tank, were airborne under the call sign of DROPKICK DOG.

MELLOW was contacted and he cleared them for their mission. They flew as far as the CHONSHIN Reservoir but were unable to penetrate further due to the weather. After flying in cloud and snow for approx. 1 hour they turned back and, after jettisoning their napalm in the sea, landed at KONAN NORTH.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77 (F) SQUADRON

SECRET

DATE : 12th November 1950.

FORM : A123 NO. 116062.

SORTIES REPORT SERIAL NOS: 11/111-114

(A) Four Mustang aircraft numbers A68-709, A48-791, A68-765, A68-708.

(B) 1. F/Lt. F.R. COBURN 2. F/Lt. L.B. BROWN
3. F/Lt. W. V. GRAY 4. P3 HOAR C.R.

(C) Strike No. 30 for November - armed recce.

(D) POHANG

(E) Poor

(F) KONAN NORTH 12 0045 Z

(G) KONAN NORTH 12 0215 Z

(H) This section, which had landed at KONAN NORTH after carrying out strike number 29, took off again and, as briefed, set out for their armed recce area. They again reached as far as the CHOSHIN Reservoir area but as cloud and snow prevented them proceeding further, was decided to attack the town of CHANGJIN (40°54'N 127°09'E). Buildings in the town were recketted and the area thoroughly strafed b t although hits were seen no results were observed. The railway yards were rocketted and strafed and a shed adjoining the yards was damaged. After expending their ammunition, they returned to KONANA NORTH.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77 (F) SQUADRON

SECRET

DATE : 12th November, 1950.

FORM : A123 No. 116062.

SORTIES REPORT SERIAL NOS: 11/115-118.

(A) Four Mustang aircraft numbers A68-709,A68-791,A68-765,A68-708.

(B)1.F/Lt. F.R. COBURN 2. F/Lt. L.B. BROWN
3. F/Lt. W.V. GRAY 4. P3 HOWE C.R.

(C) Strike No. 31 for November - armedrecce.

(D) POHANG

(E) Fair.

(F) KONAN NORTH 12 0525 Z
KONAN NORTH 12 0810 Z

(G) KONANA NORTH 12 0750 Z
POHANG 12 1000 Z

(H) This section, which had carried out strikes number 29 and 30, took off again, and each aircraft armed with 6 x 5 " rockets and maximum .5, proceeded to MANPOJIN(41°09'N 126°17'E). The weather by this time had cleared up quite a deal. Over MANPOJIN, heavy accurate anti-aircraft fire was experienced. The guns were firing from the Manchurian side of the border and the flak was bursting in box formation at 7,500 to 8,500 feet.

From MANPOJIN, they followed the road south west on the south side of the YALU River to CHOSAN (40°50'N 125°48'E) with nil sightings. They then set out on the road from CHOSAN to KOJANG (40°36'N 125°56'E) and here 2 haystacks and a house near the road appeared as though they could be housing vehicles. They were strafed and all burned readily but pilots could not tell whether there were vehicles inside.

From KOJANG, they flew to WIWON (40°53'N 126°04'E) and here 2 haystacks in the courtyard of a building were strafed with negative results. The road south east was followed and about 3 miles west of TAEN DONG (40°49'N 126°14'E) approx. 20 troops were seen. They dispersed and although the area was strafed and rocketted no results were seen. A small shed nearby was set afire and burnt. They followed the road to MUPYONG NI(40°40'N 126°27'E) then to KANGGYE (40°58'N 126°35'E). About 2 miles south of KANGGYE, a large building was strafed and rocketted and although 8 hits with rockets were seen no results were observed. They then left the area and returned to KONAN NORTH. After being refuelled, they returned to POHANG. After they landed it was found that one aircraft had suffered slight damage to the wheel fairing, probable due to flak incountered over MANPOJIN.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77 (F) SQUADRON SECRET

DATE : 13th November, 1950.

FORM : A123 N°. 116063.

SORTIES REPORT SERIAL NOS: 11/119 - 122

(A) Four Mustang aircraft numbers A68-799,A68-804,A68-796,A68-729.

(B) 1. P1 RIVERS W.B. 2. P3 WITTMANN R.W.
3. P3 STONEY A.T. 4. P3 TURNER A.R.

(C) Strike No. 32 for November - armed recce.

(D) POHANG

(E) Fair

(F) POHANG 12 2030 Z

(G) KONAN NORTH 130030 Z

(H) Pilots were briefed to report to MELLOW to receive permission to proceed on an armed recce of an area bounded KOJANG (40°36'N 125° 56'E) CHOSAN (40°50'N 125°48'E) SAN-SOP YONG (41°27'N 126°33'E) and HUCHANG (41°25'N 127°03'E). On completion of this mission, they were to rearm and refuel at KONAN NORTH and carry out another armed recce of the same area. The four aircraft, each armed with 1 napalm, 4 x 5 inch rockets, maximum armmunition and fitted with one fuel drop tank, were airborne under the call sign of DROPKICK OBOE.

They contacted MELLOW and were cleared. The recce was commenced at PANPYONG DONG (40°27'N 125°50'E) then along roads to YONGSANG DONG (40°41'N 125°52'E) to CHOSAN with nil sightings. From CHOSAN, they headed for KUUP TONG (40°54'N 126°01'E) and just south of YONGMUN DONG (40°50'N 125°59'E), a jeep-like vehicle on the road was strafed and destroyed. Personnel wearing long blue coats ran out of the jeep but dispersed before they could be attacked. The village of YONG MUN DONG was then attacked. Four napalm were dropped but 3 hung up and missed. The other set fire to a long camouflaged building.

They then followed the road to TOKSAN DONG(40°51'N 126°24'E) on to KANGGYE (40°58'N 126°35'E). Several buildings in KANGGYE were nocketted but no results were observed. 3 gun pits were strafed near the town and a fire was started in one of them. From KANGGYE, the recce was continued along the road to SAMPO RI (41°03'N 127°08'E) and then south to the CHOSHIN Reservoir with nil sightings. The aircraft then proceeded to KONAN NORTH to refuel and rearm.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77 (F) SQUADRON

SECRET

DATE : 13th November 1950.

FORM : A123 NO. 116063.

SORTIES REPORT SERIAL NOS: 11/123 - 126

(A) Four Mustang aircraft numbers A68-799,A68-804,A68-796,A68-729.

(B) 1. P1 RIVERS W.B. 2. P3 WITTMANN R.W.
3. P3 STONEY A.T. 4. P3 TURNER A.R.

(C) Strike No. 33 for November - armed recce.

(D) POHANG

(E) Poor.

(F) KONAN NORTH 13 0430 Z

(G) POHANG 13 0635 Z

(H) This section, which had carried out strike number 32, was rearmed and refuelled and set out, as briefed before leaving POHANG , to carry out a further armed recce.

They flew to the CHOSHIN Reservoir (40°30'N 127°12'E) area but were unable to proceed further due to bad weather. They turned and flew south to the ONYANG NI (39° 59'N 126°45'E) area but still could not find a break to enable them to fly to the west. All along this front there was 10/10 ths cloud and snow to 14,000 ft.

They then returned to base.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77 (F) SQUADRON

SECRET

DATE : 14th November, 1950.

FORM : A123 NO. 116064.

SORTIES REPORT SERIAL NOS : 11/127 to 130.

(A) Four Mustang aircraft numbers A68-754, A68-709, A68-791, A68-772.

(B) 1. F/Lt. G.R. HARVEY 2. P3 BRACKENREG, R.O.L.
3. F/Lt. F.W. BARNES 4. P3 ELLIS ?, D.C.

(C) Strike No. 34 for November - armed recce.

(D) POHANG

(E) CAVU

(F) POHANG 13 2130 Z

(G) KONAN NORTH 14 0140 Z

(H) Pilots were briefed to report to MELLOW to receive permission to proceed on an armed recce of an area bounded by KOJANG (40°36'N 125° 56'E) CHOSAN (40°50'N 125°48'E) SANSOPYONG (41°27'N 126°33'E) and HUCHANG (41°25'N 127° 03'E). On completion of this, they were instructed to land at KONAN NORTH, rearm, refuel and carry out a further armed recce of the same area. The four aircraft, each armed with 1 napalm, 4 x 5 inch rockets and maximum ammunition and fitted with one fuel drop tank were airborne under the call sign of DROPKICK EASY.

MELLOW cleared them for their mission and they proceeded to UNSAN (39°58'N 125°48'E) and then up the road to PUKCHIN (40°12'N 125°45'E) to TONGCHANG (40°17'N 125°33'E) to CHANGHA RI (40°32'N 125°30'E) to PYOKTONG (40°37'N 125°26'E) with nil sightings. Two napalm were dropped on the town of PYOKTONG and fires started.

They then proceeded up the road and about 2 miles north east of UHA RI (40°41'N 125°39'E) 5 trucks camouflaged as haystacks in fields off the road were seen. They were strafed and all burned and were destroyed. They continued on to CHOSAN and then to YONGMUN DONG (40°50'N 125°59'E). Here, 4 rockets were put into 2 large buildings but no results were seen.

From here they proceeded to YONGSANG DONG (40°41'N 125° 52'E) and dropped 2 napalm but both missed. A truck just out of the village was then strafed and though hits were seen, it did not burn.

The aircraft then returned to KONAN NORTH to refuel and rearm.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77 (F) SQUADRON

SECRET

DATE : 14th November, 1950.

FORM : A123 N^{O}. 116064.

SORTIES REPORT SERIAL NOS: 11/131 - 134

(A) Four Mustang aircraft numbers A68-754,A68-709,A68-791,A68-772.

(B) 1. F/Lt. G.R. HARVEY 2. P3 BRACKENREG, R.O.L.
3. F/Lt. F.W. BARNES 4. P3 ELLIS? D.C.

(C) Strike No. 35 for November - armed recce.

(D) POHANG

(E) Fair - low cloud in valleys.

(F) KONAN NORTH 14 0400 Z

(G) POHANG 14 0700 Z

(H) This section, which had carried out strike number 34, had landed at KONAN NORTH to rearm and refuel and then carry out the armed recce. They were each armed with 6 x 5 inch rockets and maximum ammunition.

They took off and headed on a course for KANGGYE (40°58'N 126°35'E). They met the road about 6 miles south of KANGGYE and started towards that town. After about 1 mile, a truck was seen on the road and it was strafed and left smoking. Then about a mile further on, they sighted an airfield with a dirt strip. This was being repaired and had recently been graded and lengthened. About 100 to 150 people had been working on the strip and they had apparently ceased their labours and taken to trenches on both sides of the strip when they heard aircraft. The last few were seen to jump in. Oxen towing rollers had been left on the strip. The trenches and strip area generally were thoroughly strafed and rocketted but results could not be observed. They then went N.W. to the YALU River with nil sightings and then turned S.W. about 3 miles west of KOBO DONG (40°57'N 126°09'E), 2 destroyed. The recce was continued on to CHOSAN and from there down the road south east. At KURYONG DONG (40°46'N 125°52'E), a truck on the road was strafed and damaged and at SINMAK TONG(40°38'N 125° 55'E) 3 trucks, one under a bridge, were strafed, caught fire and were destroyed. The aircraft flew on to UNSAN with nil sightings and then returned to base.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77 (F) SQUADRON

SECRET

DATE : 15th November, 1950.

FORM : A123 NO. 116065.
SORTIES REPORT SERIES NOS 11/135 - 138

(A) Four Mustang aircraft numbers A68-803,A68-723,A68-804,A68-799.

(B) 1. F/Lt. F.W. BARNES 2. P3 WITTMANN, R.W.
3. P1 RIVERS W.B. 4. P3 TURNER A.R.

(C) Strikes No. 36 for November - armed recce.

(D) POHANG

(E) CAVU

(F) POHANG 14 2130 Z

(G) KONAN NORTH 15 0030 Z

(H) Pilots were briefed to report to MELLOW to receive permission to proceed on an armed recce of an area bounded by SONGJAE RI (39° 53'N 124°35'E) SINUIJU (40°06'N 124°23'E) SAKCHU (40° 23'N 125°03'E) and TAEGWAN DONG(40°12'N 125°12'E). On completion of this, they were instructed to rearm and refuel at KONAN NORTH and then to contact MELLOW for assignation to a target. The four aircraft, 3 with 2 napalm, 1 with 1 napalm and each with 4 x 5 inch rockets and maximum, ammunition, were airborne under the call sign of DROPKICK MIKE.

They contacted MELLOW and were cleared for the mission. The recce was started at PAKCHON (39°43'N 125°35'E) and from there along the road west. About 1 mile west of KWAKSAN (39°41'N 125°05'E) a tank just off the road was seen. Whilst they were attempting to make positive identification, the tank disappeared among trees and could not be found again.

They flew on to SONGJAE RI with nil sightings. 3 napalm were dropped on a hill with supplies on it about ½ mile north east of SONGJAE RI and the hill was set afire. They then flew north east to meet the railway at TAEN DONG(40°09'N 125° 12'E). They proceeded down the rail line and at NAMSI(39°53'N 125°14'E) put 4 napalm on to a group of 7 barrack type buildings. Four of these were blazing when the aircraft left.

They then went to KONAN NORTH to rearm and refuel.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77 (F) SQUADRON SECRET

DATE : 15th November, 1950.

FORM : A123 NO. 116065.

SORTIES REPART SERIAL NOS : 11/139 - 142.

(A) Four Mustang aircraft numbers A68-803,A68-723,A68-804,A68-799.

(B) 1. F/Lt. F.W. BARNES 2. P3 WITTMANN R.W.
3. P1 RIVERS W.B. 4. P3 TURNER A.R.

(C) Strike No. 37 for November - close support.

(D) POHANG

(E) Fair

(F) KONAN NORTH 15 0220 Z

(G) POHANG 15 0520 Z

(H) This section, which had landed at KONAN NORTH on completion of strike number 36, was refuelled, and, armed with 4 x 5 inch rockets and maximum ammunition, airborne under the call sign of DROPKICK MIKE.

As briefed befor they left POHANG earlier in the day, they proceede to MELLOW for assignation to a target MELLOW sent them to Tumbleweed, the TALO of the 8th R.O.K. Division, at KACHANG NI(39°31'N 126°17'E). He sent them to contact Tumbleweed 14, TACP of the 8th ROK Division at TOKCHON(39°46'N 126°18'E). TUMBLEWEED 14 was contacted and he said that the advance column of friendly troops was in TOKCHON and that they were being opposed by a large enemy force. He sent the aircraft to search the area immediately north and east of the town for troops and positions.

About 2 miles north of TOKCHON, a network of trenches, camouflaged with nets, on low lying hills was observed. The trenches were rocketted and thoroughly strafed and some of the nets were seen to smoke. Then, on a rise about 1 mile east of the town, more trenches were seen and rocketted and strafed. Only a few troops were actually seen in these trenches. Results of the attacks are not known.

The aircraft, having expended most of the ammunition, then left the target area and returned to base, reporting results to MELLOW on the way.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77 (F) SQUADRON

SECRET

DATE : 15th November, 1950.

FORM : A123 N^{O}. 116065.

SORTIES REPORT SERIAL NOS: 11/143 to 145.

(A) Three mustang aircraft numbers A68-213,A68-726, A68-760.

(B) 1. F/Lt. G. R. MARVEY 2. P1 GARROWAY, W.M.
3. P3 HOWE C.R.

(C) Strike No. 38 for November - close support.

(D) POHANG

(E) Fair - hazy over target area.

(F) POHANG 15 0100 Z.

(G) KONAN NORTH 15 0400 Z

(H) Pilots were briefed to contact MELLOW for assignation to a target and on completion of this strike to land at KONAN NORTH, refuel, rearm and proceed on an armed recce. The three aircraft, each armed with 2 napalm, 4 x 5 inch rockets and maximum ammunition, were airborne under the call sign of DROPKICK EASY.

MELLOW was contacted at 1100 I and he sent them to contact STRATEGY, the TALO of 1st U.S. Cav. Div., at KUNU RI(39°42'N 125°53'E). They could not get STRATEGY but contacted the airborne controller, MOSQUITO STRATEGY. He told them that neither he nor STRATEGY had any targets so the aircraft proceeded to SINHUNG DONG(39°55'N 126°05'E), a town given at briefing as a secondary target. All napalm and rockets were used on this town and fires were started. The town was then strafed. About 100 yards east of the town a truck and a sedan car in a creek bed were seen. These were strafed. The truck was set ablaze and destroyed and smoke was seen coming from the sedan.

They then went to KONAN NORTH.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77 (F) SQUADRON

SECRET

DATE : 15th November 1950.

FORM : A123 NO. 116065.

SORTIES REPORT SERIAL NOS: 11/146 to 148

(A) Three Mustang aircraft numbers A68-813,A68-726,A68-760.

(B) 1. F/Lt. G.R. HARVEY 2. P1 GARROWAY, W.M.
3. P3 HOWE C.R.

(C) Strike No. 39 for November - armed recce.

(D) POHANG

(E) Fair - Smoke and haze over target area.

(F) KONAN NORTH 15 0450 Z
KONAN NORTH(1Aircraft) 15 0520 Z

(G) KONAN NORTH (1 Aircraft) 15 0510 Z
POHANG (1 ") 15 0625 Z
POHANG (2 ") 15 0800 Z

(H) This flight, which had been refuelled and rearmed with 18 x 5 inch rockets and maximum ammunition, at KONAN NORTH, after completion of strike number 38, was airborne again under the call sign DROPKICK EASY. Ten minutes after take off, the actuator on No.1's coolant control became U/S and he returned to KONAN NORTH.

No. 3 took over the lead and they set out to carry out an armed re recce of an area bounded by SONGJAE RI(39°53'N 124°35'E) SINUIJU (40°06'N 124°23'E) SAKCHU (40°23'N 125°03'E) and TAEGWAN DONG (40°12'N 125°12'E). They proceeded to CHONGJU(39°41'N 125°12'E) to SONCHON (39°47'N 124°55'E) back to CHONGJU to NAMSI (39°53'N 125°14'E) and back to CHONGJU with nil sightings. All rockets were put into CHONGJU then the town was thoroughly strafed. 3 building were hit with rockets but no results were observed.

The two aircraft then returned to base, reporting to MELLOW on the way. No. 1 was quickly repaired and he proceeded back to base on his own.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

SECRET

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 16th November 1950.

FORM : +A123 No. 116066.

(A) Four Mustang aircraft numbers A68-715,A68-755,A68-813,A68-704.

(B) 1. P1 GARROWAY W.M. 2. P3 HUNT R.C.A.
3. P2 WILLIAMSON S.W. 4. P3 ELLIS D.C.

(C) Strike No. 40 for November - armed recce.

(D) POHANG.

(E) Fair.

(F) POHANG 15 2230 Z

(G) KONAN NORTH 16 0140 Z

(H) Pilots were briefed to report to MELLOW to receive permission to proceed on an armed recce of the area between KUJANG DONG (39°52'N 126°02'E) and KANGGYE (40°58'N 126°35'E) and after this mission to land at KONAN NORTH, refuel, rearm and carry out another strike as directed by MELLOW.

The four aircraft, each armed with 4 x 5 inch rockets and maximum 50 calibre, were airborne under the callsign of DROPKICK SUGAR.

Aircraft No. A68-7o4 returned to base with a rough engine after being airborne for 15 minutes.

The remaining three aircraft proceeded to MELLOW and on contacting him, were cleared for their mission. They flew as far as KANGGYE without sighting any targets, and put all their rockets (12) into the factory area on the Western side of that town, severaly damaging at least two buildings. During this attack, a green verey light was seen to come up from a hospital.

Returning along the same route, they strafed a truck on the side of the road about 15 miles North of HUICHON (40°11'N 126°16'E). This truck was damaged, but did not burn.

They then proceeded to KONAN NORTH and landed there.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

SECRET

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 16th November 1950.

FORM : A123 NO. 116066.

SORTIES REPORT SERIAL NOS: 11/153 to 156.

(A) Four Mustang aircraft numbers A68-799,A68-723,A68-760 A68-796.

(B) 1. P1 RIVERS, W.B. 2. F/Lt. L.B. BROWN
3. P3 BRACKENREG, R.O.L. 4. P3 STONEY, A.T.

(C) Strike No. 41 for November - armed recce.

(D) POHANG

(E) Fair over target area.

(F) POHANG 16 0010 Z

(G) KONAN NORTH 16 0310 Z

(H) Pilots were briefed to contact MELLOW for assignation to a target and after completion of this strike to refuel and rearm at KONAN NORTH preparatory to carrying out another strike. In the event of controllers not having any targets, they were to carry out an armed recce of an area bounded by NAKPORI (39°56'N 126°34'E) YUDAM NI(40°29'N 127°07'E) PYONGNAMJIN (40°32'N 126°43'E) and HUICHON (40°11'N 126°16'E). The four aircraft, each armed with 4 x 5 inch rockets and maximum ammunition, were airborne under the call sign of DROPKICK OBOE. MELLOW was contacted and he told them to contact TUMBLEWEED, TALO of the 8th ROK Division at KACHANG NI (39°31'N 126°17'E) When they reached PYONGYANG, they found 10/10ths cloud at 8,000 ft. and were forced to fly to the east. They could not contact TUMBLEWEED so decided to carry out the recce.

They flew to the CHOSHIN Reservoir area and started a recce along the road west of YUDAM NI. About 4 miles along the road they rocketted a building and it caught fire. About 12 troops ran out and they were strafed and 6 killed. Trenches on a ridge in this area were strafed with unknown results. 4 miles further on 9 oxen with packs on their backs were seen on the road. They were strafed and killed. 3 buildings in this area were rocketted and set afire. They returned to YUDAM NI and strafed trenches on hills overlooking the town with unknown results. The flight then went to KONAN NORTH to refuel and rearm.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77 (F) SQUADRON

SECRET

DATE : 16th November 1950.

FORM : A123 No.

SORTIES REPORT SERIAL NOS: 11/157 to 159.

(A) Three Mustang aircraft numbers A68-715,A68-755,A68-813.

(B) 1. P1 GARROWAY W.M 2. P3 HUNT R.C.A.
3. P2 WILLIAMSON S.W.

(C) Strike No. 42 for November - close support.

(D) POHANG

(E) CAVU

(F) KONAN NORTH 16 0345 Z

(G) POHANG 16 0630 Z

(H) Although pilots had been briefed at POHANG to contact MELLOW for this mission, while refueling and rearming at KONAN NORTH, they were contacted by MOSQUITO DESTINY and requested to accompany him to the MYONGCHON(41°12'N 129°27'E) area, where a division of enemy troops were reported to be retreating in disorder. As no other aircraft were available, they complied with this request, and armed with 4 x 5 inch rockets and full ammunition each proceeded to the area named.

They again contacted MOSQUITO DESTINY, and were asked by him to attack a group of buildings near SUBUKO(41° 20'N 129°26'E) which were believed to be housing enemy troops. All armament was expended on this target, setting three buildings afire and starting several other small fires. Although no troops were actually seen, the controller reported excellent results, and passed on to them a special message of congratulations from the American Regimental Commander in the area.

The section then returned to base.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77 (F) SQUADRON SECRET

DATE : 16th November 195 0.

FORM : A123 No. 116066.

SORTIES REPORT SERIAL NOS: 11/159 to 162.

(A) Four Mustang aircraft numbers A68-799,A68-723,A68-760,A68-796.

(B) 1. P1 RIVERS W.B. 2. F/Lt. L.B. BROWN
3. P3 BRACKENREG, R.O.L. 3. P3 STONEY, A.T.

(C) Strike number 43 for November - close support.

(D) POHANG

(E) CAVU

(F) KONAN NORTH - 16 0430 Z

(G) POHANG - 16 0715 Z

(H) This section which had carried out strike number 41, was refuelled and rearmed, each aircraft with 4 x 5 inch rockets and maximum ammunition, at KONAN NORTH. They had been briefed to contact MELLOW but, as the weather was bad in the western sector and they learned that Mosquito Destiny, an airborne controller, had targets and wanted aircraft, they decided to contact him. He was in the MYONGCHON(41°12'N 129°27'E) area. He was contacted and said that an enemy division was on the retreat out of MYONGCHON and sent them up the road east out of the town.

About 4 miles east along the road, about 50-60 trops in groups were strafed and approx. 20-30 killed. In the same area 12 pack horses were also strafed and killed and a little further on 6 houses were rocketted and set afire.

They then left the area and returned to base.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77 (F) SQUADRON

SECRET

DATE : 18th November, 1950.

FORM : A123 NO. 116068.

SORTIES REPORT SERIAL NOS: 11/163 to 166

(A) Four Mustang aircraft numbers A68-813,A68-755,A68-715,A68-804.

(B) 1. F/Lt. G.R. HARVEY 2. F/Lt. L.B. BROWN
3. P1 THORNTON G. 4. P3 ELLIS D.C.

(C) Strike No. 44 for November - close support.

(D) POHANG

(E) CAVU

(F) POHANG 18 0500 Z

(G) KONAN NORTH 18 0750 Z

(H) Pilots were briefed to report to MELLOW and inform him that they were on a prebriefed mission to contact TUXEDO, TALO of II ROK Corps. They were to land at KONAN NORTH after the strike as operations were to commence from that airfield the following day. The four aircraft, each armed with 2 napalm, 4 x 5 inch rockets and maximum ammunition, were airborne under the call sign of DROPKICK EASY.

They contacted MELLOW at 1500 I and he told them to carry on with their mission. TUXEDO was contacted at SUNCHON(39°25'N 125°54'E) and he sent them to contact either the airborne controller, MOSQUITO TUMBLEWEED or TUMBLEWEED 14, TACP of 8th ROK Division. Contact was made with TUMBLEWEED 14 and he sent them to MOSQUITO TUXEDO. He was contacted about 1 mile north of TOKCHON(39°46'N 126 18'E) but did not have any targets. They then proceeded to HUICHON(40°11'N 126°16'E), a secondary target, and put all rockets into and strafed the town. 1 large building was set afire. Other results were not seen. The aircraft then proceeded to KONAN NORTH.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77 (F) SQUADRON

SECRET

DATE : 18th November 1950.

FORM : A123 No. 116068

SORTIES REPORT SERIAL NOS: 11/167 to 170

(A) Four Mustang aircraft numbers A68-769,A68-799,A68-754,A68-709.

(B) 1. F/Lt. F.W. BARNES 2. P3 HUNT R.C.A.
3. P3 TURNER A.R. 4. P3 BRACKENREG, R.O.L.

(C) Strike No. 45 for November - armed recce.

(D) POHANG

(E) CAVU

(F) POHANG - 18 0510 Z

(G) KONAN NORTH - 18 0810 Z

(H) Pilots were briefed to c ontact MELLOW and inform him that they were on a prebriefed mission to contact Strategy, TALO of 1st U.S. Cav. Div.. They were to land at KONAN NORTH after the strike as operations were to commence from that airfield the following day. The four aircraft, each armed with 2 napalm, 4 x 5 inch rockets and maximum ammunition, were airborne under the call sign of DROPKICK MIKE, near SEOUL, No. 4 had engine trouble and the leader instructed No. 3 to escort him to KONAN NORTH.

The other two carried on and contacted MELLOW who cleared them for the mission. They proceeded to KUNU-RI(39°42'N 125°53'E) but could not contact Strategy. Mosquito Strategy, the airbourne controller called them up and sent them to carry out a recce for vehicles north of ONJONG (40°06'N 125°53'E). They could not find any vehicles so proceeded to attack the town of ONJONG. All armament was used and 3 fires started. They then left the area and proceeded to KONAN NORTH.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77 (F) SQUADRON

SECRET

DATE : 19th November, 1950.

FORM : A123 No. 116069.

SORTIES REPORT SERIAL NOS: 11/171 to 174.

(A) Four Mustang aircraft numbers A68-723, A68-756, A68-715, A68-726.

(B) 1. F/Lt. F.R. COBURN 2. P3 HOWE C.R.
3. P2 WILLIAMSON S. W. 4. P3 SLY C.

(C) Strike No. 46 for November - close support.

(D) KONAN NORTH

(E) CAVU

(F) KONAN NORTH 19 0645 Z

(G) KONAN NORTH 19 0845 Z

(H) This was the first strike carried out by the squadron from its new location, KONAN NORTH.

Pilots were briefed to report to Michael, the TADC of 6132 Aircraft Control and Warning Squadron, at PYONGYANG and then to contact Strategy, TALO of 1st U.S. Cav. Div., at KUNU - RI (39°42'N 125°53'E). The four aircraft, each armed with 6 x 5 inch rockets and maximum ammunition, were airborne under the call sign of DROPKICK DOG . Fifteen minutes after take-off, No. 4 returned with a rough motor.

The other three carried on and contacted Michael and then Strategy Strategy sent them to Mosquito Strategy, the airborne controller, at SOKCHANG-DONG( ). They proceeded to this area but could not contact Mosquito Strategy.

Pineapple control then called up and directed them to Spirit, the TALO of the 24th U.S. Inf. Div., at CHONGJU (39°41'N 125°12'E). When they arrived over CHONGJU, 2 U.S.A.F. flights of F-51's were attacking CHONGJU. Spirit instructed the aircraft to attack villages around the town. 15 rockets were put into buildings about 2 miles east of the town and two of the buildings were set on fire. About 200 yds. further on a truck was seen on the road. It was strafed and started smoking, followed by an explosion. About 2 miles south of this position, a building was hit with 3 rockets but no results were seen. Then another building was strafed and 2 fires started.

The aircraft then left the area and returned to base.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

NARRATIVE REPORT NO. 77 (F) SQUADRON

SECRET

DATE : 20 November 1950.

FORM : A123 NO. 116070

SORTIES REPORT SERIAL NOS: 11/175 - 178

(A) Four Mustang aircraft Nos A68-796, A68-782, A68-813, A68-755.

(B) 1. F/Lt. J.C. MURRAY 2. P3 TWNER A.R.
3. P3 BRACKENREG R.O.L. 4. P3 ELLIS D.C.

(C) Strike No. 47 for November - armed recce.

(D) KONAN NORTH

(E) Fair - hazy over target area.

(F) Konan North 19 - 2255 Z

(G) Konan North 20 - 0055 Z

(H) Pilots were briefed to carry out an armed recce of an area bounded by KOJANG(40°36'N 125°56'E), CHOSAN (40°50'N 125°48'E), SANSOPYONG (41°27'N 126°33'E), and HUCHANG (41°25'N 127°03'E).

Armed with 6 x 5 inch rockets and full 50 cal. ammunition, they were airborne under the callsign of DROPKICK SUGAR and proceeded to KANGGYE (40 58'N 126 35'E), where they encountered medium calibre inaccurate flak coming from an estimated 8 gun positions. These positions, covering an area of approximately 100 yards by 25 yards, were rocketed and strafed and about 15 rockets were seen to land within the area. Only one gun continued to fire after the attack.

Moving on to TAENDONG (40 49'N 126 14'E) they attacked and destroyed 3 ox-carts, using 50 calibre. They expended the remainder of their ammunition on buildings in the town of TAEN DONG, with no results observed, and returned to base.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

SECRET

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 20th November 1950.

FORM : A123 No. 116070

SORTIES REPORT SERIAL NOS: 11/179 to 182.

(A) Four Mustang aircraft numbers A68-715,A68-729,A68-756,A68-723.

(B) 1. P1 THORNTON G. 2. P3 STEPHENS G.I.
3. P3 STONEY A.T. 4. P3 SLY C.

(C) Strike N°. 48 for November - armed recce.

(D) Konan North.

(E) Fair - hazy over target area.

(F) KONAN NORTH 20 0300 Z

(G) KONAN NORTH 20 0530 Z

(H) Pilots were briefed to carry out an armed recce of an area bounded by KOJANG (40°36'N 125°56'E)CHOSAN (40°50'N 125°48'E) SANSOPYONG (41°27'N 126°33'E) and HUCHANG (41 25'N 127 03'E). The four aircraft, each armed with 6 x 5 inch rockets and maximum ammunition, were airborne under the call sign of DROPKICK HOW.

They started the recce at YONGSANG-DONG (40°41'N 125°52'E) and flew up the road towards CHOSAN. About 2 miles south east of CHOSAN, a truck was seen moving south on the road. It was strafed, rocketted and knocked off the road on to its side. Some smoke was seen to come from it. The next sighting was 14 ox carts on the road 2 miles north east of CHOSAN. These were strafed but no results were seen. Flying over KOSANJIN (41°01'N 126°07'E) flak was encountered. It was emanating from 12 gun pits - four about ½ mile south of the town, four ½ mile north of the town and 4 a similar distance north west. These positions were rocketted and strafed. The guns had ceased firing when the flight left. All rockets went into the target area but damage could not be determined. The flak was probably 40 mm, moderate and inaccurate and bursting at about 3,000 ft. A small ammunition dump just near the gun pits north of the town was strafed and explosions were seen, then it caught fire.

They then left the target area and returned to base. None of the aircraft were hit.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

SECRET

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 20 November 1950

FORM : A123 NO.

SORTIES REPORT SERIAL NOS: 11/183 to 186.

(A) Four Mustang aircraft Nos A68-803,A68-755,A68-782,A68-813.

(B) 1. F/Lt. G.R. HARVEY 2. F/Lt. L.B. BROWN
3. P1 GARROWAY, W.M. 4. P3 HUNT R.C.A.

(C) Strike No. 49 for November - armed recce.

(D) KONAN NORTH.

(E) Poor - Low cloud on hilltops - hazy

(F) KONAN NORTH 20 0555 Z

(G) KONAN NORTH 20 0810 Z

(H) Pilots were briefed to carry out an armed recce of an area bounded by KOJANG (40°36'N 125°56'E), CHOSAN (40°50'N 125°48'E), SANSOPYONG (41°27'N 126°33'E) and HUCHANG(41°25'N 126°33'E). They were airborne under the call sign of DROPKICK EASY.

Armed with 6 x 5 inch rockets and maximum 50 calibre ammunition each, they proceeded through low - lying cloud to the vicinity of MANPOJIN(41°09'N 126°17'E), where they encountered a very intense barrage of flak considered to be both 40 mm. and 88 mm. They quickly veered out of this however, without any aircraft being damaged. They then headed South towards KANGGYE(40°58'N 126°35'E) until they sighted two ox-carts on the road. These were strafed and both oxen were killed. On reaching KANGGYE they again encountered flak, appearing to come up from the Southern side of the town. This was of medium intensity and estimated to be 40 mm. They then continued S.W. as far as MUPYONG - NI (40°40'N 126°27'E) where they turned N.W. and proceeded to their secondary target TAEN DONG(40 49'N 126 14'E). All rockets were expended on this town, starting several fires and destroying six haystacks.

They then returned to base.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

SECRET

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 21st November 1950.

FORM : A123 NO. 116071

SORTIES REPORT SERIAL NOS: 11/187 to 190

(A) Four Mustang aircraft numbers A68-756,A68-796,A68-726,A68-729.

(B) 1. F/Lt. F.R. COBURN 2. P2 WILLIAMSON S.W.
3. P1 RIVERS W.B. 4. P3 STONEY A.T.

(C) Strike No. 50 for November - armed recce.

(D) KONAN NORTH.

(E) CAVU

(F) KONAN NORTH 20 2200 Z

(G) KONAN NORTH 21 0100 Z

(H) Pilots were briefed to carry out an armed recce of an area bounded by SONGJAE-RI (39°53'N 124°35'E),SINUIJU(40°06'N 124°23'E) SAKCHU (40°23'N 125°03'E) and TAEGWAN-DONG (40°12'N 125°12'E). The four aircraft, each armed with 6 x 5 inch rockets and maximum ammunition, were airborne under the call sign of DROPKICK DOG.

They started the recce at ATEGWAN-DONG and flew up the railway to KWANGSONG-DONG(40°20'N 125°09'E) and then north west to the YALU River. Then they flew to KABOM-DONG(40°28'N 125°03'E) and along the YALU River to PULCHONG-DONG(40°25N 124 51'E). During this stretch, automatic weapons fire, moderate and inaccurate, was encountered from 3 places from both sides of the river. None of the aircraft were hit. They then went on to YONBONG - NI(40°18'N 124° 44'E). Here 3 buildings were rocketted with unknown results. On the west edge of this village, 6 gun emplacements were seen. They were rocketted and strafed and 2 fires started.

The aircraft then left the target area and returned to base.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

SECRET

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 21st November, 1950.

FORM : A123 NO. 116071

SORTIES REPORT SERIAL NOS: 11/191 to 194

(A) Four Mustang aircraft numbers A68-796, A68-756, A68-813, A68-729.

(B) 1. F/Lt. J.C. MURRAY 2. F/Lt. L.B. BROWN
3. P3 HOWE C.R. 4. P3 SLY, C.

(C) Strike No. 51 for November -search

(D) KONAN NORTH

(E) CAVU

(F) KONAN NORTH 21 0445 Z

(G) KONAN NORTH 21 0615 Z

(H) Pilots were briefed to carry out a search for missing pilot of a U.S.A.F. C-47 which had crashed. The area to be searched was between 37°00' and 38°00' north and 127°00' and 127°30' east.

The aircraft, airborne under the call sign of DROPKICK SUGAR, proceeded to the area and completed a thorough search. Just as they were leaving the area, they heard that the pilot had been found further north so they returned to base.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

SECRET

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 21st November, 1950.

FORM : A123 NO. 116071.

SORTIES REPORT SERIAL NOS: 11/195 to 198

(A) Four Mustang aircraft numbers A68-803,A68-729,A68-726,A68-709.

(B) 1. F/Lt. G.R. HARVEY 2. P3 STEPHENS, G.I.
3. P3 BRACKENREG, R.O.L. 4. P3 HUNT R.C.A.

(C) Strike No. 52 for November - armed recce.

(D) KONAN NORTH

(E) CAVU

(F) KONAN NORTH 21 0600 Z

(G) KONAN NORTH 21 0820.Z

(H) Pilots were briefed to carry out an armed recce of an area bounded by SONGJAE-RI (39°53'N 124°35'E) SINUIJU (40°06'N 124°23'E) SAKCHU (40°23'N 125°03'E) and TAEGWAN-DONG (40°12'N 125°12'E). The four aircraft, each armed with 6 x 5 inch rockets and maximum ammunition, were airborne under the call sign of DROPKICK EASY.

They started the recce at SONCHON (39°47'N 124°55'E) and proceeded up the road to within 2 miles of SINUIJU. From here, they proceeded east to the rail line at TAEN-DONG (40°09'N 125°12'E) and then up towards SAKCHU. The first sighting was 8 ox carts on the road near KWANGSONG-DONG (40°20'N 125°09'E). They were rocketted and strafed and destroyed. About 4 miles south east of SAKCHU, 2 trucks camouflaged as haystacks off the side of the road were seen. They were strafed, caught fire and were destroyed. About a mile from SAKCHO they turned north west and flew to the YALU river. In between KABOM-DONG(40°28'N 125°03'E) and PULCHONG-DONG (40°25'N 124°51'E), automatic weapons fire, mederate and inaccurate was encountered from 2 locations. This was coming from the Manchurian side of the river.

The recce was continued to UIJU (40°12'N 124°31'E) with nil sightings. They then flew to YONGSON-NI(40°08'N 124 48'E), a secondary target and rocketted and strafed buildings in the village. 2 fires were started.

The aircraft then left the target area and returned to base.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

SECRET

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 22nd November 1950

FORM : A123 NO. 116072

SORTIES REPORT SERIAL NOS : 11/199 to 202

(A) Four Mustang aircraft numbers A68-799, A68-760, A68-804, A68-720.

(B) 1. F/Lt J.C. MURRAY 2. F/Lt L. B. BROWN
3. F/Lt F. W. BARNES 4. P3 SLY C.

(C) Strike No 53 for November - armed recce.

(D) KONAN NORTH

(E) CAVU in target area.

(F) KONAN NORTH 21 2215 Z

(G) KONAN NORTH 22 0001 Z

(H) Pilots were briefed to carry out an armed recce of an area bounded by TAEGWAN DONG (40.12'N, 125.12'E), SAKCHU (40.23'N 125.03'E), CHOSAN (40.50'N 125.48'E) and KOJANG (40.36'N 125,56'E). The four aircraft, each armed with 6 x 5 inch rockets and maximum ammunition were airborned under the call sign of DROPKICK SUGAR.

They were forced to fly over 10/10ths cloud, base 7,000 ft. tops 9,500 ft, en route and got off course, arriving over KANGGYE (40.58'N 126.35'E). From KANGGYE, they headed south west towards the recce area. About 4 miles north east of KOJANG, they sighted about 200 troops on a parade ground surrounded by about 9 buildings. The troops dispersed and most ran into the buildings. About 70 ran into a nearby creek bed. These were strafed resulting in approx 40 casualties. The buildings were rocketted and strafed. Several direct hits with rockets were seen.

The aircraft then, almost out of ammunition, left the target area and returned to base.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

SECRET

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 22nd November 1950.

FORM : 123 No. 116072.

SORTIES REPORT SERIAL NOS: 11/203 to 204

(A) Two Mustang aircraft numbers A68-715,A68-755.

(B) 1. F/Lt. F.R. COBURN 2. Pl GARROWAY, W.M.

(C) Strike No. 54 for November - escort.

(D) KONAN NORTH

(E) Fair.

(F) KONAN NORTH 22 0230 Z

(G) KONAN NORTH 22 0430 Z

(H) Pilots were briefed to escort 2 U.S.A.F. C-47 aircraft on a supply drop to Friendly troops in the area about 4 miles south of SINUP (39°55'N 126°47'E). The two aircraft, each armed with 6 x 5 inch rockets and maximum ammunition, were airborne under the call sign of DROPKICK DOG.

They escorted the C-47 to the area but contact could not be made with a controller to indicate the exact area in which supplies were to be dropped. The aircraft circled the area for 1½ hours but contact could not be made nor could friendly troops be seen. They then decided to return to base.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

SECRET

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 22nd November 1950.

FORM : A123 NO. 116072

SORTIES REPORT SERIAL NOS: 11/205 to 208

(A) Four Mustang aircraft numbers A68-803,A68-729,A68-756,A68-723.

(B) 1. S/Ldr. R.C. CRESSWELL 2. P3 ELLIS D.C.
3. F/Lt. I.R. OLORENSHAW 4. P3 KLAFFER L.R.

(C) Strike No. 55 for November - attack on suspected North Korean Army HQ.

(D) Konan North

(E) 10/10ths cloud at 2,800 ft. Visibility 1-3 miles. Light rain and snow.

(F) Konan North 22 0245 Z

(G) Konan North 22 0520

(H) In this strike, four aircraft from the squadron joined with eight aircraft of the 35th USAF Fighter group. The object of the mission was to destroy a building which was believed to be housing the headquarters of the North Korean Army in CHANGDU-DONG (42°12'N 129°41'E). Pilots were shown a photograph of the area with the building pinpointed. The USAF aircraft were each armed with 2 napalm, 6 x 5 inch rockets and maximum ammunition and the squadron aircraft with 6 x 5 inch rockets and maximum ammunition each. The twelve aircraft were airborne with the leading USAF flight under the call sign of WOLFHOUND ABLE, the next USAF flight as ADMIRATION ABLE and the squadron's flight as DROPKICK ABLE.

They proceeded to the target area but could not find the building shown on the photograph. A building in CHANGDU-DONG similar to the one shown was attacked with the napalm and was destroyed. The aircraft then flew on to PURYONG(42°08'N 129° 43'E) and about ¼ mile south of the town found the building as shown on the photo. This was attacked with all rockets carried and it was then strafed. The building was heavily damaged.

The aircraft then left the target area and returned to base.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

SECRET

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 23rd November 1950.

FORM : A123 No. 116073.

SORTIES REPORT SERIAL NOS: 11/209 to 212

(A) Four Mustang aircraft numbers A68-720, A68-755, A68-782, A68-799.

(B) 1. P1 THORNTON, G. 2. P2 DOUGLAS E.A.
3. P3 TURNER, R.R. 4. P4 FOSTER K.H.

(C) Strike No. 56 for November - armed recce.

(D) KONAN NORTH

(E) CAVU in target area. Poor en route

(F)
KONAN NORTH	22	2245 Z
PYONGYANG NORTH	(2 aircraft)	23 0710 Z
WONSAN	(")	24 0040 Z
PYONGYANG NORTH	(")	24 0110 Z

(G)
PYONGYANG NORTH	(2 aircraft)	23 0025 Z
WONSAN	(")	23 0035 Z
PYONGYANG NORTH	(")	23 0740 Z
KONAN NORTH	(")	24 0055Z
KONAN NORTH	(")	24 0150 Z

(H) Pilots were briefed to carry out an armed recce of an area bounded by KOJANG (40°36'N 125°56'E) CHOSAN (40°50'N 125°48'E) SANSOPYONG(41°27'N 126°33'E) and HUCHANG (41°25'N 127°03'E). The four aircraft, each armed with 6 x 5 inch rockets and maximum ammunition, were airborne under the call sign of DROPKICK HOW.

The recce was commenced at CHOSAN and from there they proceeded towards WIWON(40 53'N 126 04'E). About 2 miles south of WIWON(40°53'N 126°04'E). About 2 miles south of WIWON, No. 1 was forced to turn back with high oil pressre. No. 2 went with him and, after putting their rockets into YONGSANG-DONG (40°41'N 125°52'E) with unknown results, they headed for base. They were, however, unable to break through bad weather which had developed, so they proceeded to PYONGYANG NORTH.

The other two continued the recce south east to KOJANG and then up to KANGGYE (40°58'N 126°35'E) with nil sightings. Over KANGGYE, they encountered automatic weapons fire, moderate and inaccurate from 2 positions, one on the north-west edge of the town and the other to the south east. There were 8 gun pits in each position. About half of the guns were probably 40 mm and the others machine guns. These two positions were rocketted and strafed. Hits were seen with rockets in the target areas but no results were observed. They then flew north of KANGGYE and about 4 miles up the road, saw 5 small camouflaged vehicles moving south. They were strafed but could not burn. Smoke was seen to be coming from 3 of them when the aircraft left.

The two aircraft then headed for base but could not get down due to the bad weather so they proceeded to WONSAN (39°10'N 127°29'E) and remained over night. They returned to base next morning.

The two which had landed at PYONGYANG NORTH took off in the afternoon but were again forced back by the weather. They then remained over night to return the following morning.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

SECRET

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 24th November, 1950.

FORM : A123 NO. 116074.

SORTIES REPORT SERIAL NOS: 11/213 to 216

(A) Four Mustang aircraft numbers A68-803,A68-708,A68-723,A68-737.

(B) 1. F/Lt. I.R. OLORENSHAW 2. P2 WILLIAMSON S.W.
3. P1 RIVERS W.R. 4. P3 STEPHENS G.I.

(C) Strike No. 57 for November - armed recce.

(D) KONAN NORTH

(E) CAVU

(F) KONAN NORTH - 24 0025 Z

(G) KONAN NORTH - 24 0300Z

(H) Pilots were briefed to carry out an armed recce of an area bounded by CHANGPYONG-DONG(40°33'N 126°29'E) KOJANG (40°26'N 125°56'E) SINGWAN-WON (41°13'N 127°10'E) and YUDAM-NI (40°29'N 127°07'E). The four aircraft, each armed with 6 x 5 inch rockets and maximum ammunition, were airborne under the call sign of DROPKICK LOVE.

They started the recce at TOKSIL-LI(40°44'N 127°12'E) and from there proceeded to SAMPO-RI(41°03'N 127°08'E). Here 2 huts with tracks around them were strafed with nil results seen. They continued on to KANGGYE(40°58'N 126°35'E) and south down the road to HUICHON (40°11'N 126°16'E) with nil sightings. From there they flew east to KWAN-DONG (40°13'N 126°27'E) and rocketted and strafed 20 small buildings and 1 large building. Several fires started among the small buildings and the large buildings was heavily damaged.

The aircraft then left the target area and returned to base.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

SECRET

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 24th November 1950.

FORM : A123 NO. 116074.

SORTIES REPORT SERIAL NOS: 11/217 to 220

(A) Four Mustang aircraft numbers A68-803,A68-796,A68-756,A68-726.

(B) 1. S/Ldr. R.C. CRESSWELL 2. P3 TREBILCO R.E.
3. P3 HOWE C.R. 4. P3 HUNT R.C.A.

(C) Strike No. 58 for November - close support.

(D) KONAN NORTH.

(E) CAVU

(F) KONAN NORTH 24 0540 Z

(G) KONAN NORTH 24 0805 Z

(H) Pilots were briefed to report to MELLOW for assignation to a controller for a close support mission. The four aircraft, each armed with 2 napalm, 4 x 5 inch rockets and maximum ammunition, were airborne under the call sign of DROPKICK ABLE.

MELLOW was contacted and he sent them to MOSQUITO COBALT 5, airborne controller of the 25th U.S. Inf. Div., just south west of UNSAN (39°58'N 125°48'E). He was contacted and took them to KYERIM-DONG (39°55'N 125° 47'E) where he indicated a school building with 2 outhouses around it. This was attacked with napalm and one of the small buildings was set afire. The buildings were then strafed but no results were seen. Some stores in the schoolyard were strafed and started burning. MOSQUITO COBALT 5 then took them to IPSOKHA-DONG(39°57'N 125°47'E) and pointed out 4 buildings to attack. They were rocketted and 5 or 6 hits were seen. One of the buildings was left heavily smoking but no other results were seen.

They then left the target area and returned to base.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

SECRET

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 25th November, 1950.

FORM : A123 No. 116075.

SORTIES REPORT SERIAL NOS: 11/221 to 224

(A) Four Mustang aircraft numbers A68-782,A68-804,A68-755,A68-737.

(B) 1. F/Lt. F.W. BARNES 2. P3 BRACKENREG, R.O.L.
3. P3 STONEY A.T. 4. P3 ROYAL K.E.

(C) Strike No. 59 for November- close support.

(D) KONAN NORTH.

(E) CAVU in target area.

(F) KONAN NORTH - 24 2345 Z

(G) KONAN NORTH - 25 0230 Z

(H) Pilots were briefed to contact MOSQUITO MELLOW and inform him of their mission which was to provide close support working with Tuxedo, TALO of II ROK Corps. The four aircraft, each armed with 2 napalm, 4 x 5 inch rockets and maximum ammunition, were airborne under the call sign of DROPKICK MIKE.

MOSQUITO MELLOW was contacted and he directed them to contact TUXEDO but when they proceeded to his area, vicinity MAENGSAN (39°39'N 126°30'E), they could not raise him. Then MOSQUITO TUXEDO, the airborne controller called up and requested them to meet him about 2 miles east of UHYON-DONG(39°55'N 126°19'E). The aircraft proceeded to this area and MOSQUITO TUXEDO directed them to attack enemy trenches on two ridges. Friendly troops were being held in a valley about 1 mile west of these ridges. The trenches were napalmed, rocketted and strafed. Many hits were seen in the target area but actual results were unknown. They then left the target area and returned to base.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

SECRET

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 25th November, 1950.

FORM : A123 NO. 116075.

SORTIES REPORT SERIAL NOS: 11/225 to 228

(A) Four Mustang aircraft numbers A68-803,A68-708,A68-739,A68-723.

(B) 1. S/Ldr. R.C. CRESSWELL 2. P3 SLY C.
3. F/Lt. L.B. BROWN 4. P3 KLAFFER, L.R.

(C) Strike No. 60 for November - close support.

(D) KONAN NORTH

(E) CAVU in target area.

(F) KONAN NORTH 25 0215 Z

(G) KONAN NORTH 25 0415 Z

(H) Pilots were briefed to report to MOSQUITO MELLOW for assignation to a controller for a close support mission. The four aircraft, each armed with 2 napalm 4 x 5 inch rockets and maximum ammunition, were airborne under the call sign of DROPKICK ABLE.

Mosquito Mellow was contacted and he sent them to MOSQUITO RAKE - off, airborne controller of the 1st ROK Division, in the TAECHON(39°55'N 125°30'E) area. He directed them to attack trenches on hills on the east and north edges of the town of TAECHON. These were napalmed and hits were scored. They were then rocketted and strafed and the controller applauded the attacks.

They them left the target area and returned to base.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

SECRET

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 25th November 1950.

FORM : A123 NO. 116075.

SORTIES REPORT SERIAL NOS: 11/229 to 232

(A) Four Mustang aircraft No's A68-796, A68-756, A68-813, A68-726.

(B) 1. F/Lt. J.C. MURRAY 2. P3 FOSTER K.H.
3. P3 TURNER A.R. 4. P3 ELLIS D.C.

(C) Strike No. 61 for November - armed recce.

(D) KONAN NORTH

(E) CAVU

(F) KONAN NORTH 25 0220 Z

(G) KONAN NORTH 25 0430 Z

(H) Pilots were briefed to carry out an armed recce of the area bounded by KOJANG (40°36'N 125°56'E) CHOSAN (40°50'N 125°48'E) SANSOPYONG (41°27'N 126°33'E) HUCHANG (41°25'N 127°03'E), and armed with 6 x 5 inch rockets and maximum 50 calibre each, they were airborne under the callsign of DROPKICK SUGAR.

They proceeded to KANGGYE(40°58'N 126°35'E) and continuing up the N.W. road, they sighted a truck containing enemy troops, who immediately abandoned the truck and took shelter in a nearby building. The truck was strafed and destroyed, and several rocket hits were registered on the building. These attacks were carried out by No's 1 and 2, No's 3 and 4 flying top cover, and while they were being conducted, No.3 developed engine trouble and was ordered by No. 1 to returned to base with No.4 as escort. No's 3 and 4 thereupon returned to base.

No's 1 and 2 continued their recce without further sightings until they reached a point about 3 miles N.E. of TOKSAN DONG (40°51'N 126°24'E), where they sighted a group of 200 enemy troops marching up the road, who dispersed into a creek-bed. They were strafed and rocketed, but the number of casualies inflicted could not be determined.

Having expended all their armament, they returned to base.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

SECRET

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 25 November 1950.

FORM : A123 NO. 116075.

SORTIES REPORT SERIAL NOS: 11/233 & 236

(A) Four Mustang aircraft Nos. A68-737,A68-799,A68-755,A68-804.

(B) 1. F/Lt. I.R. OLRENSHAW 2. P3 STEVENS G.I.
3. P2 WILLIAMSON S.W. 4. P1 DOUGLAS E.R.

(C) Strike No. 62 for November- close support.

(D) KONAN NORTH

(E) Fair

(F) KONAN NORTH 25 0635 Z

(G) KONAN NORTH 25 0840 Z

(H) Pilots were briefed to report to MELLOW for assignation to a controller for a close support mission. The four aircraft, two of which were armed with 2 napalm, 4 rockets and point 5 ammunition, were airborne under the callsign of DROPKICK LOVE.

On contacting MOSQUITO MELLOW, they were passed in turn to MOSQUITO TUXEDO, MOSQUITO MICHAEL and MOSQUITO SPIRIT, airborne controller of 24th U.S. Division, finally being directed to a target by the last named. The target given was a small village about 5 miles N.W. of TAECHON(39°56'N 125°30'E) which was believed to contain an enemy command post.

All armament was expended on this village, damaging several large buildings and starting fires.

After reporting the results of their attack to MOSQUITO SPIRIT, the section returned to base.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

SECRET

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 26th November 1950.

FORM : A123 NO. 116076.

SORTIES REPORT SERIAL NOS: 11/ 237 to 240

(A) Four Mustang aircraft numbers A68-723,A68-720,A68-796,A68-708.

(B) 1. F/Lt. F.R. COBURN 2. P3 HUNT R.C.A.
3. P3 HOWE C.R. 4. P3 TREBILCO, R.E.

(C) Strike No. 63 for November - close support.

(D) KONAN NORTH

(E) Fair - hazy and smoky in target area.

(F) KONAN NORTH 25 2235 Z

(G) KONAN NORTH 26 0115 Z

(H) Pilots were briefed to contact MELLOW to obtain clearance to report to TUXEDO, TALO of II ROK Corps, for a close support mission. The four aircraft, each armed with 2 napalm, 4 x 5 inch rockets and maximum ammunition, were airborne under the call sign of DROPKICK DOG.

They could not contact MOSQUITO MELLOW so continued on to TUXEDO. He sent them to MOSQUITO TUXEDO, the airborne controller, who, in turn, sent them to MOSQUITO RAKE-Off, airborne controller of 1st ROK Division at TAECHON (39°55'N 125°30'E). He directed them to attack a camouflaged object on the side of a hill about 5 miles north west of TAECHON. This was napalmed and a direct hit was scored, destroying the object. In the same area a camouflaged truck on the road was strafed and left smoking. They then returned to TAECHON and napalmed trenches just north east of the town. A building holding stores was napalmed and rocketted and it burned fiercely. Two other buildings were hit with rockets and damaged and the aircraft then left the target area and returned to base.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

SECRET

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 26th November 1950.

FORM : A123 NO. 116076.

SORTIES REPORT SERIAL NOS: 11/241 to 244

(A) Four Mustang aircraft No's A68-803,A68-782,A68-804,A68-813.

(B) 1. S/Ldr. R.C. CRESSWELL, 2. P3 ROYAL K.E.
3. P1 THORNTON G. 4. P3 SLY C.

(C) Strike No. 64 for November.

(D) KONAN NORTH

(E) Fair- smoke and haze in target area.

(F) KONAN NORTH 26 0215 Z

(G) KONAN NORTH 26 0515 Z

(H) Pilots were briefed to contact MOSQUITO MELLOW for clearance to carry out an armed recce of an area bounded by SONGJAE RI (39°53'N 124°35'E), SINUIJU (40°06'N 124° 23'E), SAKCHU (40°23'N 125°03'E) and TAEGWANDONG(40°12'N 125°12'E), and were airborne under the callsign of DROPKICK ABLE.

They proceeded to MOSQUITO MELLOW and on contacting and being cleared by him, commenced their recce from SAKC HU. On a secondary road approximately 6 miles S. of YONBONG-NI (40°18'N 124°44'E) they rocketed and strafed a comouflaged truck, which proved to have been burnt out previously.

Proceeding past UIJU(40°12'N 124°31'E) to SINUIJU, a previously unreported dirt airstrip about 3500-3800 ft. long(020/ 200°) was observed. No hangars were near the strip. At SINUIJU, the YALU river bridge was seen to be burning at both ends.

About 7 miles down the railway line(S.E. of SINUIJU) wooden platforms measuring 30ft.long x 6 ft.wide x 8 ft. high were observed at each end of a 200 yard tunnel. A trench dug in to the embankment on the S.E. end ot the tunnel was rocketed and strafed with unknown results.

Continuing their recce, four unexplainable streams of smoke, about 10 miles apart, were observed coming up from the Manchurian side of the border between SINUIJU and SAKCHU. The smoke rose straight up for 2000 ft., zig-zagged to 5,000 ft. and then straight up for the last 100 ft. All four columns rose to the same height.

The results of the mission were reported to MOSQUITO MELLOW and the section returned to base.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

SECRET

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 26th November, 1950.

FORM : A123 NO. 116076.

SORTIES REPORT SERIAL NOS: 11/ 245 to 248

(A) Four Mustang aircraft number A68-739, A68-799, A68-754, A68-756.

(B) 1. P1 RIVERS W.B. 2. P3 SLY C.
3. P3 BRACKENREG, R.O.L. 4. P3 KLAFFER L.R.

(C) Strike No. 65 for November- close support.

(D) KONAN NORTH.

(E) Fair - hazy in target area.

(F) KONAN NORTH 26 0600 Z

(G) KONAN NORTH 26 0750 Z

(H) Pilots were briefed to contact MOSQUITO MELLOW for assignation to a controller for close support mission. The four aircraft, three armed with 6 x 5 inchs rockets, one with 2 napalm and 4 x 5 inch rockets, and all with maximum ammunition, were airborne under the call sign of DROPKICK OBOE.

They contacted MOSQUITO MELLOW and he sent them to MOSQUITO SPIRIT airborne controller of 24th U.S. Divisions who sent them to Gale 14, TACP of 19th U.S. Inf. Regt., at NAPCHONGJONG(39°41'N 125° 22'E). He directed them to attack any villages north of the dam about 3 miles north west of NAPCHONGJONG. They flew north of the dam and attacked a village with napalm, rockets and strafing. The village was set afire and 2 large buildings damaged with rockets. The aircraft then left the target area and returned to base.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

SECRET

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 27th November, 1950.

FORM : A123 NO. 116077

SORTIES REPORT SERIAL NOS: 11/269 to 252

(A) Four Mustang aircraft numbers A68-708,A68-782,A68-804,A68-720.

(B) 1. F/Lt. J.C. MURRAY 2. P3 STONEY A.T.
3. F/Lt. F.W. BARNES 4. P3 ELLIS D.C.

(C) Strike No. 66 for November - armed recce.

(D) KONAN NORTH

(E) CAVU

(F) KONAN NORTH 26 2230 Z

(G) KONAN NORTH 27 0030 Z

(H) Pilots were briefed to carry out an armed recce of an area bounded by YONGYON DONG(40°43'N 126°09'E) KUUP-TONG(40°54'N 126°01'E) the YALU River and HUJUGOUP(41°28'N 127°29'E). The four aircraft, each armed with 6 x 5 inch rockets and maximum ammunition, were airborne under the call sign of DROPKICK SUGAR.

They started the recce at KANGGYE(40°58'N 126°35'E) and from there went north west to the YALU River then down to WIWON(40°53'N 126°04'E) and on to TAEN-DONG(40°49'N 126°14'E), about 5 miles east of TAEN-DONG, two camouflaged object were strafed and both cought fire and were destroyed. From there they proceeded SOCHANG(40°58'N 126°29'E) and rocketted and strafed that town. Hits were seen but damage could not be assessed.

The aircraft then left the target area and returned to base.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

SECRET

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 27th November, 1950.

FORM : A123 NO. 116077

SORTIES REPORT SERIAL NOS: 11/253 to 256

(A) Four Mustang aircraft numbers A68-737, A68-796, A68-709, A68-737.

(B) 1. F/Lt. I.R. OLORENSHAW 2. P3 TURNER, A.R.
3. P2 WILLIAMSON S.W. 4. P3 STEPHENS G.I.

(C) Strike No. 67 for November - armed recce.

(D) KONAN NORTH

(E) CAVU

(F) KONAN NORTH 27 0001 Z

(G) KONAN NORTH 27 0240 Z

(H) Pilots were briefed to carry out an armed recce of an area bounded by YOWONJIN (40°17'N 126°37'E) YONGYON - DONG(40°43'N 126°09'E) SINGWAN - WON (41°13'N 127°10' E) and TOKSIL-LI (40°44'N 127°12'E). The four aircraft, each armed with 6 x 5 inch rockets and maximum ammunition, were airborne under the call sign of DROPKICK LOVE.

They started the recce at YUDAM-NI(40°29'N 127°07'E) and then south to SACHANG-NI(40°06'N 126°56'E) to SINUP (39°55'N 126°47'E) and then to HUICHON(40°11'N 126°16'E) with nil sightings. From HUICHON, they flew north along the road and the first attack was made on 2 buildings near KOGAE-DONG(40°34'N 126°25'E). There were fresh vehicle tacks leading in to these buildings and they both burned quickly when strafed. A railway tunnel about 3 miles south east of this town with steam coming from it was rocketted. Hits were scored on the rail line and tunnel mouths. Actual damage could not be determined. They continued on through MUPYONG-NI(40°40'N 126°27'E) with nil sightings to NAM-DONG (40°47'N 126°39'E). Here 3 buildings were rocketted and damaged and 8 to 12 personnel who ran out of one building were strafed with unknown results.

They then left the target area and returned to base.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

SECRET

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 27th November 1950.

FORM : A123 NO. 116077

SORTIES REPORT SERIAL NOS: 11/257 to 260

(A) Four Mustang aircraft numbers A68-803, A68-799, A68-813, A68-763.

(B) 1. S/Ldr. R.C. CRESSWELL 2. F/Lt. C.D. MURPHY
3. P3 HOWE C.R. 4. F/Lt. L.B. BROWN.

(C) Strike No. 68 for November - close support.

(D) KONAN NORTH.

(E) Fair - hazy in target areas.

(F) KONAN NORTH 27 0640 Z

(G) KONAN NORTH 27 0840 Z

(H) Pilots were briefed to contact MOSQUITO MELLOW for assignation to a controller for a close support mission. The four aircraft, each armed with 2 napalm, 4 x 5 inch rockets and maximum ammunition, were airborne under the call sign of DROPKICK ABLE.

MOSQUITO MELLOW sent them to MOSQUITO RAKE-OFF, airborne controller of 1st. ROK Division, about 1 mile west of CHANG-DONG(39°51'N 125°39'E). He sent them to recce an area between the road and river for 5 miles north west and only carry out attacks after positively identifying the target. In a small valley in this area, camouflaged trenches were seen and hit with 4 napalm. About 1 mile east of this position 4 more napalm were dropped on camouflaged slit trenches on a hill overlooking the road. Enemy troops were not observed in either of these trench emplacements.

The aircraft then left the target area and returned to base.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

SECRET

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 27th November 1950.

FORM : A123 NO. 116077

SORTIES REPORT SERIAL NOS: 11/261 to 264

(A) Four Mustang aircraft numbers A68-708, A68-720, A68-782, A68-804.

(B) 1. P1 THORNTON G. 2. P3 KLAFFER, L.R.
3. P3 TREBILCO R.E. 4. P3 HUNT R.C.A.

(C) Strike No. 69 for November - close support.

(D) KONAN NORTH

(E) Fair - hazy in target area.

(F) KONAN NORTH 27 0700 Z

(G) KONAN NORTH 27 0840 Z

(H) Pilots were briefed to contact MOSQUITO MELLOW for assignation to a controller for a close support mission. The four aircraft, each armed with 2 napalm, 4 x 5 inch rockets and maximum ammunition, were airborne under the call sign of DROPKICK. HOWE.

MOSQUITO MELLOW sent them to MOSQUITO COBALT, airborne controller of 25th Inf. Division, about 3 miles south of UNSAN(39°58'N 125°48'E). He directed them to attack a village reportedly containing troops at this position. All armament was expended on the village and numerous fires started.

The aircraft them left the target area and returned to base.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

SECRET

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 28th November 1950.

FORM : A123 NO. 116078 and 116079.

FORTIES REPORT SERIAL NOS: 11/ 265 to 268

(A) Four Mustang aircraft No's A68-791, A68-726, A68-754, A68-739.

(B) 1. F/Lt. F.R. COBURN 2. P3 FOSTER K.H.
3. F/Lt. L.B. BROWN 4. P3 ROYAL K.E.

(C) Strike No. 70 for November - close support.

(D) KONAN NORTH

(E) CAVU

(F) KONAN NORTH 27-2240 Z

(G) KONAN NORTH 28 - 0040 Z

(H) Pilots were briefed to contact DICKENS ground controller of the 1st Marine Division, for assignation to a controller for a close support mission. The four aircraft, each armed with 2 napalm, 4 x 5 inch rockets and maximum 50 calibre ammunition, were airborne under the callsign of DROPKICK DOG.

Unable to contact DICKENS, they contacted DEVASTATE ABLE, controller for X Corps, who told them to contact DEVASTATE BAKER. He in turn sent them MOSQUITO DEVASTATE BAKER , forward ground controller for X Corps, who finally directed them to attack a group of enemy foxholes and buildings housing troops about 5 miles West of HAKALWOO-RI(40°23'N 127°15'E), on the Southern tip of the CHOSHIN Reservoir. This area was napalmed, rocketed and strafed, with several napalm and rocket hits being registered in the area.

Friendly troops and vehicles were sighted in the same area, about 2 miles N.E. of the position attacked, and their advance appeared to be retarded by an unknown number of enemy troops in trenches and fox-holes overlooking two roadblocks about 200 yards apart on the road below.

Having expended all their armament, the section was unable to attack these positions and returned to base.

They were unable to contact MOSQUITO DEVESTATE BAKER to report their observations and results.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

SECRET

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 28th November 1950.

FORM : A123 No. 116078 and 116079.

SORTIES REPORT SERIAL NOS: 11/269 to 272

(A) Four Mustang aircraft numbers A68-803,A68-723,A68-796, A68-772.

(B) 1. S/Ldr. R.C. CRESSWELL 2. P3 READING L.
3. P3 TREBILCO R.E. 4. P3 SLY C.

(C) Strike No. 71 for November - close support.

(D) KONAN NORTH

(E) CAVU

(F) KONAN NORTH 28 0100 Z

(G) KONAN NORTH 28 0400 Z

(H) Pilots were briefed to contact Devastate Able, controller of 10th U.S. Corps, for assignation to a controller for a close support mission. The 1st. Marine Division was in danger of being encircled around the CHOSHIN Reservoir(40°30'N 127°15'E). The four aircraft, each armed with 2 napalm, 4 x 5 inch rockets and maximum ammunition, were airborne under the call sign of DROPKICK ABLE.

They were unable to contact Devastate Able but eventually contacted Hazard, TALO of 3rd Inf. Div., who sent two aircraft to Burner 14, TACP of 7th Inf. Regt., and two to Abide 14, TACP of 15th Inf. Regt. However neither of these could be contacted. They then managed to contact Devastate Able who sent them to the CHOSHIN Reservoir. There theycontacted Duration 14 Able who directed them to attack enemy trench positions on a small ridge just west of the road about 5 miles south of YUDAM-NI(40°29'N 127°07'E). The enemy were firing on friendly troops from these positions. Two napalm and all the rockets hit the target area. Four napalm hang up and overshot the target. The ridge was thoroughly strafed. Actual results could not be determined.

The aircraft then left the area and returned to base.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

SECRET

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 28th November 1950.

FORM : A123 NO. 116078 and 116079.

SORTIES REPORT SERIAL NOS: 11/213 to 276

(A) Four Mustang aircraft Nos. A68-782,A68-763,A68-708,A68-709.

(B) 1. F/Lt. I.R. OLORENSHAW 2. F/Lt. C.D. MURPHY
3. P1 RIVERS W.B. 4. P3 STEPHENS G.I.

(C) Strike No. 72 for November - close support.

(D) KONAN NORTH.

(E) Fair.

(F) KONAN NORTH 28 - 0320 Z

(G) KONAN NORTH 28 - 0500 Z

(H) Pilots were briefed to contact DEVASTATE ABLE, controller for the 10th U.S. Corps, for assignation to a controller for a close support mission, and each armed with 2 napalm, 4 rockets and 50 calibre ammunition, they were airborne under the callsign of DROPKICK LOVE.

On contacting DEVASTATE ABLE, they were told to contact DEVASTATE BAKER, who then sent them to DEDICATE 14. They were unable to contact DEDICATE 14, but were then called by DUDLEY 14 and told to work with MOSQUITO DEVASTATE BAKER, the airborne controller for the 10th U.S. Marine Corps. On contacting him, they were directed to attack enemy troop entrenchments on a hilltop about 3 miles N.E. of KOTO-RI (40°17'N 127°12'E), which were also being attacked by friendly artillery.

The trenches were napalmed and rocketed, with some casualties inflicted but six out of the eight napalm hung up and eventually dropped off several miles from the target. 3 friendly tanks were seen on the road and appeared to be engaging the enemy.

After reporting their results to DEVASTATE ABLE, the section returned to base.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

SECRET

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 28th November, 1950.

FORM : A123 No. 116078 and 116079.

SORTIES REPORT SERIAL NOS : 11/277 to 280

(A) Four Mustang aircraft numbers A68-796,A68-756,A68-772,A68-720.

(B) 1. F/Lt. J.C. MURRAY 2. P2 WILLIAMSON S.W.
3. P1 THORNTON G. 4. P3 HUNT R.C.A.

(C) Strike No. 73 for November - close support.

(D) KONAN NORTH

(E) Poor - Very poor visibility due haze, smoke, low cloud.

(F) KONAN NORTH 28 0715 Z

(G) KONAN NORTH 28 0820 Z (2 aircraft)
" " 28 0900 Z (2 aircraft)

(H) Pilots were briefed to contact Devastate Able, 10th Corps controller, for assignation to a controller for a close support mission with the 1st Marine Dlv. which had been surrounded at the CHOSHIN Reservoir. The four aircraft, each armed with 6 x 5 inch rockets and maximum ammunition, were airborne under the call sign of DROPKICK SUGAR.

Devactate Able was contacted and he sent 2 aircraft to BOYHOOD 14 and 2 to Canary 14. However, neither of these controllers could be contacted. Nos. 1 and 2 were unable to raise any controller and as they saw 4 USAF Mustangs attacking two ridges about 2 miles north east of KOTO-RI(40°17'N 127°18'E) they join the Americans. Artillery fire was also hitting these ridges. The two rocketted and strafed the area but could not see the results of the attack due to poor visibility. These two then returned to base.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

SECRET

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 28th November, 1950.

FORM : A123 No. 116078 and 116079.

SORTIES REPORT SERIAL NOS: 11/281 to 282

(A) Two Mustang aircraft numbers A68-756,A68-791.

(B) 1. F/Lt. F.W. BARNES 2. P3 STONEY, A.T.

(C) Strike No. 74 for November - close support.

(D) KONAN NORTH.

(E) Poor - smoke, haze, darkness.

(F) KONAN NORTH 28 0715 Z

(G) KONAN NORTH 28 0845 Z

(H) Pilots were briefed to report to Devastate Able, 10th Corps controller, for assignation to a controller for a close support mission. The two aircraft were each armed with 6 x 5 inch rockets and maximum ammunition and airborne under the call sign of DROPKICK MIKE.

Devastate Able was contacted and he sent them to anycontroller in the CHOSHIN Reservoir (40°30'N 127°15'E) area. There they contacted Boyhood 14 and he directed them to join 2 Marine Corsairs attacking a camouflaged tank and nearby building housing troops about half way up the road east of the reservoir. Friendly troops were retreating down this road hotly pursued by the enemy. The Corsairs concentrated on the tank and probably destroyed it with napalm. Meanwhile, our two aircraft rocketted the building and hits were seen. Then the controller told them to proceed up the road to the northern tip of the reservoir and hit anything they saw. They observed about 100 troops coming down the road and started to strafe them. The troops ran off the road into trees and the trees were then strafed with unknown results.

The aircraft then left the target area and returned to base.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

SECRET

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 28th November, 1950.

FORM : A123 NO. 116078 and 116079

SORTIES REPORT SERIAL NOS: 11/283 to 286

(A) Four Mustang aircraft numbers A68-803, A68-765, A68-801, A68-709.

(B) 1. S/Ldr. R.C. CRESSWELL 2. F/Lt. F.R. COBURN
3. F/Lt. I.R. OLORENSHAW 4. P3 KLAFFER, L.R.

(C) Strike No. 75 for November - close support.

(D) KONAN NORT

(E) POOR

(F) KONAN NORTH 28 0740 Z

(G) KONAN NORTH 28 0920 Z

(H) Pilots were briefed to report to Devastate Able, 10th Corps controller, for assignation to a controller for a close support mission. The four aircraft, two armed with 2 napalm and 4 x 5 inch rockets each, two with 6 x 5 inch rockets, and all with maximum ammunition, were airborne under the call sign of DROPKICK ABLE.

Devastate Able sent them to the vicinity of the CHOSHIN Reservoir (40°30'N 127°15'E) where the 1st Marine Division was surrounded by the enemy. They eventually contacted a controller, Earmark 14, who said he had a target. He asked them to stand by and watch for phosphorous to mark the target. They waited for some time with nil sightings and the controller then called up and said it was too dark for him to positively identify a target so he directed them to drop their load anywhere west of a point about 2 miles south west of YUDAM-NI(40°29'N 127°07'E). The flight flew west of this position, dropped its load and then returned to base.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

SECRET

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 29th November, 1950.

FORM : A123 No. 116080 and 116081.

SORTIES REPORT SERIAL NOS: 11/287 to 290

(A) Four Mustang aircraft No's A68-723, A68-763, A68-726. A68-782.

(B) 1. F/Lt. I.R. OLORENSHAW 2. P2 MICHELSON W.S.
3. P3 TURNER A.R. 4. F/Lt. C.D. MURPHY

(C) Strike No. 76 for November - close support.

(D) KONAN NORTH

(E) Fair

(F) KONAN NORTH 28-2345 Z

(G) KONAN NORTH 29-0145 Z

(H) Pilots were briefed to contact MELLOW for assignation to a controller for a close support mission, and each armed with 2 napalm, 4 x 5 inch rockets and maximum 50 calibre ammunition, they were airborne under the callsign of DROPKICK LOVE.

Unable to contact MELLOW, they went to STRATEGY, TALO of the 1st Cav. Div. who instructed them to work with MOSQUITO TUMBLEWEED TWO, located at TOKCHON(39°46'N 126°18'E). He directed them to attack a group of buildings in the S.E. sector of the town. All napalm and rockets were expended on this target, many fires being started among the buildings. Several miles further North up the road, a truck was strafed and it burst into flames. In the same vicinity, some unidentified pedestrians were strafed on the road, several casualties being inflicted.

After reporting the results of their attack to controller STRATEGY, the section returned to base.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

SECRET

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 29th November, 1950.

FORM : A123 No. 116080 and 116081

SORTIES REPORT SERIAL NOS: 11/291 to 294

(A) Four Mustang aircraft numbers A68-803, A68-720, A68-739, A68-756.

(B) 1. S/Ldr. R.C. CRESSWELL 2. P3 KLAFFER, L.R.
3. P2 WILLIAMSON, S.W. 4. P3 WITTMANN R.W.

(C) Strike No. 77 for November - close support.

(D) KONAN NORTH

(E) Fair - very hazy over target area.

(F) KONAN NORTH - 29 0005 Z

(G) KONAN NORTH - 29 0110 Z

(H) Pilots were briefed to report to strategy, TALO of 1st. Cav. Div., , for a close support mission. The four aircraft, armed with 2 napalm and 4 x 5 inch rockets, three with 6 x 5 inch rockets and all with maximum ammunition, were airborne under the call sign of DROPKICK ABLE.

They were unable to contact Strategy control but Rake Off, TALO of Ist. ROK Div., called up and said he had a target about 3 miles south of TAECHON(39°56'N 125°30'E). They proceeded to this area and he directed them to attack a ridge from which A/A fire had b en seen coming. The ridge was napalmed and rocketted with unknown results. The controller them directed them to attack small villages on either side of this ridge. These were rocketted and strafed and hits were seen on buildings.

The aircraft then left the target area and returned to base.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

SECRET

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 29th November, 1950.

FORM : A123 NO. 116080 and 116081.

SORTIES REPORT SERIAL NOS: 11/295 & 298

(A) Four Mustang aircraft numbers A68-708, A68-772, A68-801, A68-796.

(B) 1. P1 THORNTON G. 2. F/Lt. R.L. DAWSON
3. P3 TREBILCO R.E. 4. P3 HOWE C.R.

(C) Strike No. 78 for November - close support.

(D) KONAN NORTH

(E) Fair - hazy over target area.

(F) KONAN NORTH 29 0330 Z

(G) KONAN NORTH 29 0450 Z

(H) Pilots were briefed to report to TUXEDO, TAL of the 2nd ROK Corps, for a close support mission. The four aircraft, each armed with 6 x 5 inch rockets and maximum ammunition, were airborne under the call sign of DROPKICK HOW.

En route, they heard MOSQUITO TUXEDO, the airborne controller, calling for fighters. They contacted him and he directed them to a position about 5 miles south of YONGWON(39°50'N 126°37'E). There a camouflaged vehicle was seen just off the road. It was strafed, very quickly caught fire and was left blazing fiercely. The controller then took them about 500 yards further up the road where he stated enemy horse cavalry was hidden in the trees along the road. The area was strafed and rocketted and 2 horses were seen and killed. A building in which horses could be seen was rocketted and although some of the rockets were hits, results could not be determined.

The aircraft then left the target area and returned to base.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

SECRET

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 29th November, 1950.

FORM : A123 No. 116080 and 116081.

SORTIES REPORT SERIAL NOS: 11/299 & 302

(A) Four Mustang aircraft numbers A68-813,A68-791,A68-709,A68-756.

(B) 1. F/Lt. F.W. BARNES 2. P3 SLY C.
3. P3 READING L. 4. P3 FOSTER K.H.

(C) Strike No. 79 for November - close support.

(D) KONAN NORTH

(E) Fair - hazy over target area.

(F) KONAN NORTH 29 0400 Z

(G) KONAN NORTH 29 0600 Z

(H) Pilots were briefed to contact STRATEGY, TALO of 1st U.S. Cav. Div., at SUNCHON(39°25'N 125°54'E) for a close support mission. The four aircraft, each armed with 6 x 5 inch rockets and maximum ammunition, were airborne under the call sign of DROPKICK MIKE.

STRATEGY was contacted and he sent them to attack the town of PUKCHANG- NI (39°36'N 126°20'E) and the villages immediately south west of that town. The controller said that these places were full of enemy troops. They proceeded to PUKCHANG-NI and although no troops could be seen foxholes were located. These were rocketted and strafed causing unknown damage. One fire was started in the town. About 500 yards west of the town a stack of about 50 petrols drums, was seen in a creek bed. This was strafed and a small fire broke out. They then went to TAEPYONG-NI (39°35'N 126°19'E) and found troops in square dug-outs. These were rocketted and strafed. Some small arms fire was encountered over this village but none of the aircraft were hit.

They then left the target area to return to base.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

SECRET

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 29th November 1950.

FORM : A123 NO. 116080 and 116081.

SORTIES REPORT SERIAL NOS: 11/303 to 306

(A) Four Mustang aircraft numbers A68-782,A68-715,A68-726,A68-754.

(B) 1. F/Lt. J.C. MURRAY 2. F/Lt. C.D. MURPHY
3. P2 MICHELSON W.S. 4. P3 STEPHENS G.I.

(C) Strike No. 80 for November - escort

(D) KONAN NORTH.

(E) CAVU

(F) KONAN NORTH - 29 0520 Z

(G) KONAN NORTH - 29 0715 Z

(H) Pilots were briefed to escort 1 USAF C-47 aircraft on a physological warfare mission to the KUMSONG(38°25'N 127°36'E) area. The C-47 was to broadcast and drop leaflets to guerrillas in this area calling on them to surrender to nearby firendly patrols. Should guerrillas be seen and they paid no heed to the broadcast, the fighters were to carry out attacks and then the C-47 would tell the guerrillas that they would be constantly under such attacks by UN aircraft if they did not surrender. A ground controller was scheduled to be in the area to direct the aircraft to the guerrillas positions.

When they arrived over KUMSONG, the controller could not be contacted The C-47 circled for some time and then carried out the broadcast and dropped leaflets. No movement was seen. After 20 minutes over the area, the C -47 instructed the escort to return to base as the ground controller did not appear to be in the area. The C-47 proceeded further south to drop more leaflets and the Mustangs returned to base without having expended any of their rocket loa or ammunition.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

SECRET

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 29th November 1950.

FORM : A123 No. 116080 and 116081

SORTIES REPORT SERIAL NOS: 11/307 to 310

(A) Four Mustang aircraft numbers A68-723, A68-739, A68-756, A68-720.

(B) 1. F/Lt. F.R. COBURN 2. P3 STONEY A.T.
3. P1 RIVERS W.B. 4. P3 HUNT R.C.A.

(C) Strike No. 81 for November - close support.

(D) KONAN NORTH

(E) Fair - hazy over target area.

(F) KONAN NORTH 29 0620 Z

(G) KONAN NORTH 29 0730 Z

(H) Pilots were briefed to contact TUXEDO, TALO of 2nd ROK Corps, for close support mission. The four aircraft, each armed with 4 x 5 inch rockets and maximum ammunition, were airborne under the call sign of DROPKICK DOG.

They contacted TUXEDO and he sent them to MOSQUITO TUXEDO, the airborne controller, about 4 miles south west of KACHANG-NI (39°31'N 126°17'E). The controller said that there was a regiment of enemy troops in this area. He directed them to attack trenches on ridges. They rocketted and strafed the ridges and although hits were seen on trenches, results could not be observed. The controller then directed them to attack a nearby small industrial area This was strafed and fires were started.

Some ground fire was seen here but none of the aircraft were hit. And all landed safely at base.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

SECRET

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 30th November, 1950.

FORM : A123 No. 116082

SORTIES REPORT SERIAL NOS: 11/311 to 314

(A) Four Mustang aircraft numbers A68-772,A68-801,A68-763,A68-796.

(B) 1. P1 THORNTON G. 2. P3 ROYAL K.E.
3. P3 HOWE C.R. 4. P3 FOSTER K.H.

(C) Strike No 82 for November - close support.

(D) KONAN NORTH

(E) Fair - Hazy and smoky over target area.

(E) KONAN NORTH - 29 2225 Z

(G) KONAN NORTH - 30 0005 Z

(H) Pilots were briefed to report to MELLOW for clearance to STRATEGY, TALO of 1st U.S. Cav. Division, for a close support mission. The four aircraft each armed with 2 napalm and maximum ammunition, were airborne under the call sign of DROPKICK HOWE.

They were unable to contact MELLOW or MOSQUITO MELLOW, so proceeded directly to STRATEGY at SUNCHON(39°25'N 125°54'E). He directed them to attack the town of PUKCHANG-NI (39°36'N 126°20'E) and the villages just east of that town. They dropped 4 napalm in the town and started fires and then dropped 4 napalm and strafed a village about 1½ miles to the east. About 5 fires started in this village. They then left the target area and returned to base.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

SECRET

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 30th November 1950.

FORM : A123 NO. 116082

SORTIES REPORT SERIAL NOS: 11/315 to 318

(A) Four Mustang aircraft numbers A68-737, A68-708, A68-715, A68-754.

(B) 1. F/Lt. I.R. OLORENSHAW 2. P8 SLY C.
3. P2 MICHELSON W.S. 4. F/Lt. R.L. DAWSON

(C) Strike No. 83 for November - close support.

(D) KONAN NORTH

(E) Fair - hazy over target area.

(F) KONAN NORTH - 30 0025 Z

(G) KONAN NORTH - 30 0240 Z

(H) Pilots were briefed to contact Devastate Able, X Corps controller, for clearance to STRATEGY, TALO of 1st. U.S. Cav. Div., for a close support mission. The four aircraft, each armed with 1 napalm, 4 x 5 inch rockets and maximum ammunition, were airborne under the call sign of DROPKICK LOVE.

Devastate Able cleared them and STRATEGY was contacted at SUNCHON(39°25'N 125°54'E). He sent them to the airborne controller, MOSQUITO STRATEGY, who directed them to attack 2 small villages about 6 miles south west of KACHANG-NI (39°31'N 126°17'E). 2 napalm were dropped on each and fires started. Then in the same area fields and drains in which troops were suspected to be hiding were strafed with unknown results. On the west side of one of the village s a camouflaged object thought to be a truck was strafed and burned.

The controller then took them about 5 miles north of this position and directed them to attack clumps of trees off the road where he said troops were hiding. The area was rocketted and strafed but no results could be seen.

The aircraft then left the target area and returned to base.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

SECRET

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 30th November 1950.

FORM : A123 NO. 116082

SORTIES REPORT SERIAL NOS: 11/319 to 322

(A) Four Mustang aircraft No's A68-756,A68-720,A68-723,A68-813.

(B) 1. F/Lt. J.C. MURRAY 2. P3 KLAFFER L.R.
3. P1 THONTON G. 4. P3 WITTMANN R.W.

(C) Strike No. 84 for November - close support.

(D) KONAN NORTH

(E) Fair 3/10 cloud at 4,500 ft.

(F) KONAN NORTH 30 0320 Z

(G) KONAN NORTH 30 0440 Z

(H) Pilots were briefed to contact DEVASTATE ABLE for assignation to a controller for a close support mission. 3 aircraft were each armed with 2 napalm 4 x 5 inch rockets and 50 calibre ammunition, and the fourth was armed with 6 x 5 inch rockets and 50 calibre ammunition. They were airborne under the callsign of DROPKICK SUGAR.

On contacting DEVASTATE ABLE, they were sent to MOSQUITO STRATEGY, who directed them to attack enemy troops believed to be hiding in a railway tunnel about 3 miles North of PUKCHANG - NI(39°36'N 126°20'E) All amament was expended on this target, and although several rocket hits were scored, the fact tha t 5 out of the 6 napalm hung up, badly marred the effectiveness of the attack.

After reporting the results of the attack to STRATEGY, the section set course for home, and while passing over SUNCHON(39°25'N 125°54'E) they observed a convoy of approx.2-300 friendly vehicles heading South through the town.

The section landed safely at base.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

SECRET

NARRATIVE REPORT NO. 77 (F) SQUADRON

DATE : 30th November, 1950.

FORM : A123 116032

SORTIES REPORT SERIAL NOS :11/323 to 326

(A) Four Mustang aircraft numbers A68-765, A68-796, A68-801, A68-709.

(B) 1. F/Lt. F.W. BARNES 2. F/Lt. C.D. MURPHY
3. P2 WILLIAMSON S.W. 4. P3 READING L.

(C) Strike NO. 85 for November - close support.

(D) KONAN NORTH.

(E) Fair - hazy in target area.

(F) KONAN NORTH 30 0610Z

(G) KONAN NORTH 30 0750 Z

(H) Pilots were briefed to report to DEVASTATE ABLE, X Corps controller, for clearance to STRATEGY, TALO of 1st U.S. Cav. Div. for a close support mission. The four aircraft, two armed with 2 napalm, one with 4 x 5 inch rockets, one with 1 x 5 inch rocket, and all with maximum ammunition, were airborne under the call sign of DROPKICK MIKE.

They were cleared by DEVASTATE ABLE and proceeded to SUNCHON (39°25'N 125°54'E) but could not contact STRATEGY. MOSQUITO STRATEGY, the airborne controller, called and directed them to attack a village about 6 miles south west of KACHANG - NI (39°31'N 126°17'E).

The napalm and rockets were put into the village and many fires were started. The ridges just east of the village where troops were thought to be hiding were then strafed but no results could be seen.

The aircraft then left the target area and returned to base.

AUSTRALIAN WAR MEMORIAL AWM2020.18.164

AWM 64
77 Squadron
(previously
AWM91)

AUSTRALIAN WAR MEMORIAL AWM2020.18.164