

**NEW MEXICO**



**Bus. (505) 846-0215**

**Res. (505) 821-7048**

**NEW MEXICO ENGINEERING RESEARCH INSTITUTE**  
**THE UNIVERSITY OF NEW MEXICO**

**Sidney F. Johnston, Jr.**  
**Senior Research Engineer**  
**Wind Energy Systems**

**CAMPUS P.O. BOX 25**

**ALBUQUERQUE, NEW MEXICO 87131**



## INTERNAL MEMORANDUM

January 14 19 82

TO Russell A. Strong  
306th Bmb. Gp. (H)Dear Russell,

As a former member of the 423 Bmb. Sqdn.  
306th Bmb. Gp. (B-17 G "BUCKET OF BOLTS"),  
I am really looking forward to your book,  
FIRST OVER GERMANY. My crew was assigned  
to project "Casey Jones" with the RAF at  
Gibraltar. During my time and missions in  
the ETO I have hundreds of pictures, never  
published, of the 423 Bmb. Sqdn. in France,  
North Africa, Gibraltar, Germany etc in a  
well kept album. In your research work,  
you are most welcomed to use any, and the  
captions so noted in the album. My pilot  
was Capt. Lloyd B. McCracken of El Dorado,  
Ark. (and still living there). I'll be glad  
to furnish the whole crew names/addresses,  
if you wish.

Keep up the good work !A GRIM REAPER -

*[Signature]*  
Lt.Col. Sidney F. Johnston Jr.  
6909 Rosewood Rd. NE  
Albuquerque, NM 87111  
Tel: (505) 821-7048

19 January 1982

Dear Sidney:

We had you on the mailing list once and lost you. Good to have you back again.

We would be very much interested in adding all of your crew to the list, if you can give us the addresses. We now have almost 1600 names on our computer. That's great and we'd like some more.

In fact, here is a list of New Mexicanmen with the 306th we'd like to find. These are WW II home towns: Albuquerque-Isaias Cordova; Artesia-James Hobbs (A or H for middle initial); Chapello-Antonio Romero; Raton-David A. Spencer; Santa Fe-Maquin Arzelanes; Springer-Jack Free. If you can locate any of them, great!

I'd like to do an Echoes on the Casey Jones experience. I am trying to find some written account of it that I could use, and would certainly like to get pictures aplenty at that time. If you ever feel so moved, drop your scrap book in UPS, let me copy stuff, and I'll send it right back. Haven't lost anything yet!

Thanks for getting in touch.

Sincerely yours,

Russell A. Strong



INTERNAL MEMORANDUM

Feb. 15, 1982

TO "Russell"

Subject: 306th BG(H) Project, Casey Jones

Discussion:

~~Attached is a copy of the special orders (note that they were SECRET) that sent the 423 Bmb.Sqdn. to Gibraltar.~~

Now the question, where are the former members of CASEY JONES ?

I will do everything I can to help find them, present address, ect.

Sincerely,

Lt.Col. Sidney F. Johnston Jr.  
6909 Rosewood Rd. NE  
Albuquerque, NM 87111  
Tel: (505) 821-7048

## S E C R E T

HEADQUARTERS  
ISTRES ARMY AIR BASE  
APO 125

G-4-9

SPECIAL ORDERS)  
NUMBER 131)

17 June 1946

## E X T R A C T

15. Fol Off and EM are reld fr dy and asgmt w/423rd Bomb Sq (H) 306th Bomb Gp (H) and reasgd/trfd in gr Det "B" 423rd Bomb Sq (H) 306th Bomb Gp (H), RAF Gibraltar. EDCMR: 21 Jun 46. PCS. Govt subs not avail. Off auth reimbursement not to exceed \$1.25 per day for subs. In accordance w/AR 35-4810 and as authrin AR 35-4520, C3, EM auth alws not to exceed \$2.25 per day for subs. Tvl by mil/acft is directed. TDN 60-114 P 431-02 A 212/60425. (Auth: TTX U-242-ZI, Hq, 40th Bomb Wg (H), 1946):

Capt	(140-Q)	(40 mo)	(Cat I)	WALTER J KOLODZIEJCZYK	068843	AC	AUS	1034	UNK	1917
Capt	(83-Q)	(60 mo)	(Cat I)	GEORGE F PRACHER	0663409	AC	Res	1034	31.051	1915
Capt	(61-Q)	(57 mo)	(Cat I)	REINHARDT A RYDEN	0724481	AC	Res	1093	30.523	1919
1st Lt	(35-Q)	(44 mo)	(Cat III)	ALDIS E FENCL	0711168	AC	AUS	1024	UNK	1920
1st Lt	(68-Q)	(43 mo)	(Cat II)	FRANK L FIORA	0780301	AC	AUS	1035	05.834	1916
1st Lt	(44-Q)	(53 mo)	(Cat I)	HUBERT C FRASER	0678020	AC	AUS	1093	01.750	1920
1st Lt	(37-Q)	(38 mo)	(Cat I)	ROY B MARTIN	0764055	AC	AUS	1024	01.040	1917
1st Lt	(34-Q)	(35 mo)	(Cat I)	LLOYD B McCracken	0711734	AC	AUS	1024	32.307	1917
1st Lt	(59-Q)	(43 mo)	(UNK)	PHILLIP C PIFER	0818421	AC	AUS	1093	05.922	1920
1st Lt	(110Q)	(67 mo)	(Cat I)	NORMAN G STROMER	0543385	AC	AUS	1092	00.999	1922
1st Lt	(32-Q)	(33 mo)	(Cat II)	JOHN H SULLIVAN	02065645	AC	AUS	0142	05.035	1923
1st Lt	(70-Q)	(60 mo)	(Cat I)	WILLIAM L THOMPSON	01322383	AC	AUS	1034	01.371	1917
1st Lt	(31-Q)	(40 mo)	(Cat II)	CARROLL E WADE	0701208	AC	AUS	1024	01.188	1923
1st Lt	(119Q)	(60 mo)	(Cat I)	WILLIAM J YARCUSKO	0668879	AC	AUS	1035	28.962	1916
2nd Lt	(61-Q)	(34 mo)	(Cat I)	CONRAD BLACK	02077699	AC	AUS	1034	UNK	1916
2nd Lt	(23-Q)	(32 mo)	(Cat II)	RICHARD ENNIS	02087140	AC	AUS	1034	01.999	1925
2nd Lt	(48-Q)	(36 mo)	(Cat I)	EUGENE W GALL	02084114	AC	AUS	1028	05.990	1920
2nd Lt	(18-Q)	(29 mo)	(Cat II)	ELIAS G GAZELL	02098963	AC	AUS	1034	UNK	1925
2nd Lt	(40-Q)	(UNK)	(Cat I)	LEE B GOFF	0778662	AC	AUS	1091	00.999	1923
2nd Lt	(41-Q)	(UNK)	(Cat I)	FRED E LOWE	0785842	AC	AUS	1091	05.273	UNK
2nd Lt	(38-Q)	(39 mo)	(Cat III)	ANGELO MANJOS	02087194	AC	AUS	1034	UNK	1921
2nd Lt	(37-Q)	(36 mo)	(Cat III)	JACK K MYKLEBY	02076274	AC	AUS	1091	05.874	1921
2nd Lt				CLARENCE V SLACK	027592	AC	RA	1024	99.943	1925
2nd Lt	(52-Q)	(32 mo)	(UNK)	EDWARD F STALLCUP	02072030	AC	AUS	1035	UNK	UNK
M/Sgt	(Exp of Enl: UNK)			Edward F Helsel	RA-6880737	AC		750	010	1915
M/Sgt	(Exp of Enl: UNK)			James D Jagers	RA-18085046	AC		750	010	1920
M/Sgt	(Exp of Enl: UNK)			Gene H Sidener	RA-16028657	AC		750	010	1922
T/Sgt	(25-Q)	(30 mo)	(IIC)	James H Coleman	34918783	AC	AUS	750	201	1924
T/Sgt	(47-Q)	(45 mo)	(IIC)	Harold L Demorest	19160011	AC	AUS	612	345	1922
T/Sgt	(Exp of Enl: UNK)			William T Hays	RA-15098417	AC		757	UNK	1923
T/Sgt	(Exp of Enl: UNK)			Edwin L Mulkey	RA-34778287			748	010	1924
T/Sgt	(Exp of Enl: UNK)			Guy Perciballi	RA-11007078	AC		757	010	1922
T/Sgt	(Exp of Enl: UNK)			Jack A Picozzi	RA-6582907	AC		6125	010	1918
T/Sgt	(Exp of Enl: UNK)			Michael B Tkach	RA-33676608	AC		757	010	1924
T/Sgt	(Exp of Enl: UNK)			Nicholas Ziza	RA-33010055	AC		612	010	1918
S/Sgt	(Exp of Enl: UNK)			Joseph J Belamarich	RA-42083016	AC		757	UNK	1925
S/Sgt	(Exp of Enl: UNK)			Robert F Bennett	RA-34923944	AC		757	010	1925
S/Sgt	(Exp of Enl: UNK)			Joseph W Bizup	RA-7021475	AC		940	UNK	1920
S/Sgt	(Exp of Enl: UNK)			Freddie M Hall	RA-38311567	AC		938	010	1920
S/Sgt	(Exp of Enl: UNK)			William F Harvard	RA-34826222	AC		757	010	1926
S/Sgt	(Exp of Enl: UNK)			William H Holmes	RA-12015631	AC		683	010	1919
S/Sgt	(Exp of Enl: UNK)			Edward F Romington	RA-11021630	AC		747	UNK	UNK
S/Sgt	(Exp of Enl: UNK)			Clarence E Wilson	RA-32946407	AC		611	480	1925
S/Sgt	(Exp of Enl: UNK)			Jacob F Winfree	RA-14072386	AC		686	010	1921
Sgt	(Exp of Enl: UNK)			Florence D Boero	RA-18126329	AC		060	UNK	1906
Sgt	(Exp of Enl: UNK)			John C Hunter	RA-18166236	AC		750	010	1915
Sgt	(Exp of Enl: UNK)			C W Norman	RA-34764564	AC		747	UNK	1924
Sgt	(Exp of Enl: UNK)			Anthony Piretti	RA-12231934	AC		685	UNK	1926

S E C R E T

Ext, par 15 GO 131, HQ, ISTRES ARMY AIR BASE, APO 125, dd 17 Jun 46 cont'd:

Sgt (Exp of Enl: UNK)	John W Flass RA-12242944 AC		747	UNK	1926
Sgt (Exp of Enl: UNK)	Roy C Powell RA-18248981 AC		611	345	1926
Sgt (Exp of Enl: UNK)	George L Prince RA-11128659 AC		747	UNK	1926
Sgt (Exp of Enl: UNK)	L C Ray RA-11078713 AC		612	UNK	1926
Sgt (Exp of Enl: UNK)	Thomas J Robinson RA-13195344 AC		747	010	1926
Sgt (Exp of Enl: UNK)	Robert J Schulte RA-37532498 AC		612	UNK	1925
Sgt (Exp of Enl: UNK)	Edward F Swiderski RA-15122598 AC		747	482	1926
Sgt (Exp of Enl: UNK)	James L Wiley RA-11086328 AC		612	482	1926
Cpl (Exp of Enl: UNK)	Gene P Bacon RA-16196812 AC		747	UNK	1926
Cpl (Exp of Enl: UNK)	Clarence J Bowers RA-37643930 AC		611	UNK	1926
Cpl (2-Q)	(2 mo) John L Carlson 12249824 AC	AUS	657	006	1923
Cpl (0-Q)	(0 mo) Charles Cathcart 39446306 AC	AUS	747	008	1927
Cpl (Exp of Enl: UNK)	Eugene A Crickenberger RA-13182107 AC		747	UNK	1926
Cpl (Exp of Enl: UNK)	Maurice J Garrett RA-12230523 AC		747	UNK	1926
Cpl (Exp of Enl: UNK)	Robert L Kehn RA-12240811 AC		747	UNK	1926
Cpl (Exp of Enl: UNK)	Benjamin Martinez RA-16190891 AC		521	UNK	UNK
Cpl (Exp of Enl: UNK)	Chester M Maszczycki RA-33907758 AC		612	UNK	1926
Cpl (Exp of Enl: UNK)	Raymond A Millhouse RA-37685173 AC		405	UNK	UNK
Cpl (Exp of Enl: UNK)	John D Nettles RA-34842845 AC		747	UNK	1925
Cpl (Exp of Enl: UNK)	Edward O'Bray RA-12240945 AC		747	UNK	1926
Cpl (2-Q)	(2 mo) Eugene M Novak 16199149 AC	AUS	521	UNK	1927
Cpl (Exp of Enl: UNK)	Edward W O'Brien RA-13180903 AC		747	UNK	1926
Cpl (Exp of Enl: UNK)	Raymond J Pietrocarlo RA-13197589 AC		748	UNK	UNK
Cpl (Exp of Enl: UNK)	Troy E Rentros RA-35446199 AC		017	010	1917
Cpl (Exp of Enl: UNK)	Lee W Robbins RA-15127976 AC		747	UNK	1926
Cpl (Exp of Enl: UNK)	Robert S Shutts RA-35845647 AC		747	UNK	1926
Cpl (Exp of Enl: UNK)	Paul E Thicksten RA-14163455 AC		050	116	1920
Cpl (Exp of Enl: UNK)	Wilford A Castleman RA-14171564 AC		747	480	1913
Cpl (Exp of Enl: UNK)	Forrest A Davis Jr RA-34773888 AC		925	UNK	1923
Cpl (Exp of Enl: UNK)	Eulon K Ellrich RA-13140848 AC		747	UNK	UNK
Cpl (Exp of Enl: UNK)	Grover C Stout RA-14168669 AC		747	010	UNK
Pfc (Exp of Enl: UNK)	John W Farkaly RA-13192268 AC		747	UNK	UNK
Pfc (Exp of Enl: UNK)	Sidney F Johnston RA-13181399 AC		747	UNK	UNK
Pfc (Exp of Enl: UNK)	Harry J Kealy RA-42249499 AC		747	482	UNK
Pfc (13-Q) (Mo sv UNK)	Donald H Parrish 34825242 AC	AUS	747	UNK	1923
Pfc (Exp of Enl: UNK)	Richard A Peak RA-11141746 AC		747	UNK	1927
Pfc (Exp of Enl: UNK)	Henry F Scott RA-16162492 AC		611	UNK	1926
Pfc (Exp of Enl: UNK)	Charles Ugljesa RA-13191267 AC		521	UNK	UNK
Pfc (Exp of Enl: UNK)	Edmund E Weyrauch RA-15406612 AC		747	UNK	UNK
Pvt (Exp of Enl: UNK)	Howard E Blevins RA-35702871 AC		932	327	1920
Pvt (Exp of Enl: UNK)	John J Kametler RA-33361587 AC		612	431	1919
Pvt (Exp of Enl: UNK)	William J McCarthy RA-12081962 AC		754	010	1924
Pvt (Exp of Enl: UNK)	Charles R McCreight RA-14194137 AC		747	480	1926
Pvt (ASR; Mo sv: UNK)	Douglas E Schnarr 15129010 AC	AUS	805	UNK	UNK

BY ORDER OF COLONEL HARRIS:

RUSSELL M. SOUTHALL  
 Captain, Air Corps  
 Adjutant

OFFICIAL:

*Earl I. Dupon Jr*  
 EARL I. DUPON JR  
 1st Lt, Air Corps  
 Asst Adjutant





# BALLUT ABYAD

Aeronaut Patrol  
Albuquerque, New Mexico

## 1981 AERONAUT STAFF

Harold J. Sutton, Balloonmeister  
Kenneth W. Cook, Operations Officer  
Floyd Amundson, Flying Safety Officer  
Sidney F. Johnston, Jr., Secretary-Treasurer

### Active/Owner Members

Floyd Amundson Pilot  
Lee C. Brown Pilot  
Sam E. Brown Pilot  
Kenneth W. Cook Pilot  
Langdon D. Harrison Pilot  
Sidney F. Johnston, Jr. Pilot  
Douglas E. Murphy Pilot  
Ed Sharp Pilot  
Verne H. Stamper Pilot  
Harold J. Sutton

### Honorary Life Members

H.B. Horn  
William Loveridge

### Associate Members

Marshall Ballard  
Ted Coffman  
Fred Comstock  
Robert D. Deltrich  
Harry E. Sandoval  
Howard F. Wolfley

TO: Mr. Russell A. Strong  
306th Bmb. Gp. Association  
2041 Hillisdale  
Kalamazoo, MI 49007

Reply To: Sidney Johnston

Dear Russell,

Reference your letter dated 19 January 1982.

I really appreciate your response to my letter and am most pleased to assist you in your excellent work per our 306th Bomb Group. I joined the 423rd Bmb. Sqdn. in late 1945 as a flight engineer/gunner, after being transferred from Aviation Cadet training and B-29 flight engineer school. Although I returned to pilot training in 1951 and flew a combat tour in Korea and Viet Nam as a pilot, I was associated with the last B-17 squadron in 1957-59 at the White Sands Missile Range, Holloman AFB, New Mexico. It was most interesting to observe modern missiles and jet fighters trying to shoot down B-17 drones - they would take one-hell-of-a-lot of damage, just refused to die!! A PROUD BIRD - !

I will send you my two albums per the CASE JONES project. When I do, I will enclose the negatives too. In the mean time, I have to go thru a very dusty foot-locker and match the negatives. So, in the meantime, bare with me for a few weeks. I have some excellent shots of the 423rd. Sqdn flying by the rock of Gibraltar in formation, that I made from our B-17.

Our B-17 G: Name "BUCKET OF BOLTS". Tail Number: 483292.

Aircraft Commander/Pilot: Capt. Lloyd B. McCracken, 808 East 4th St.,  
El Dorado, Ark. 71730 (current address) SN:O-711734 USA

Co-Pilot: Lt. George Watson, Camby, Oregon (Last known, to be TWA Pilot  
and living in Kansas City, MO.)

Navigator: Lt. ? Ennis, \_\_\_\_\_ Minnesota/Wisconsin ? (obtaining now)

Bombardier: Lt. ? Gazell, ? (obtaining now)

Camera/gunner: Sgt. Fred M. Hall, 110 Yuma Place, Canyon, Texas, 79015  
Tel: (806) 622-0001

Camera/gunner: Sgt. Robert Schulte, Ossoe, Minnesota  
Last known; Police Officer for Seattle, WA.  
Was living at: 7940 44th Place, South  
Seattle 18, Washington

Radio Operator: Sgt. Joseph Belamarich, Camden, New Jersey  
Owns a radio shop-store in Camden, NJ

Russell, I am in the process of getting the correct addresses of McCrackens crew. Dring briefings, the ops-officer called us, "Mack's Bad Boys". (but we wern't !)

For the record: 423 Bmb. Sqdn aircraft tail No.s; 48617; 48715; 45928; 48848;  
483292; 339290; ? 724; ?771; ?962;  
Names: "Bucket of Bolts"; "Undecided"/picture; "Lon Boy", "Sucker  
Bait".

More Later, Sincerely,

*Sidney*

Lt.Col. Sidney F. Johnston Jr.  
6909 Rosewood Rd. NE  
Albuquerque, NM 87111  
Tel: (505) 821-7048

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Sidney F. Johnston, Jr.  
Senior Research Engineer  
Wind Energy Systems

CAMPUS P.O. BOX 25

ALBUQUERQUE, NEW MEXICO 87131





INTERNAL MEMORANDUM

January 25, 1982  
19

TO Russell -

Subject: B-17 Pilot 423rd Sq., 306 BG

Name/Address:

Lt. Lee B. Goff, E-Systems,  
Sales & Public Relations, P.O.  
Box 1056, Greenville, TX 75401  
Telephone: Office (214) 455-3450  
x- 515

Resident: (214)455-6034

Note: My navigator Viet Nam, was the acting  
first sergent at Istres, France for  
the 423 Bmb. Sqdn. We flew a RC-47P from  
Manchester, NH via California, Alaska,  
Aleutians, Midway Isl. - to Vietnam and  
one year together in the C-47. More on  
this later.

Sidney Johnston  
*Sid*



INTERNAL MEMORANDUM

Oct. 27 82

19

"Russell"

TO

I thought that you would like a COPY of Andy Rooney's article, that was published in the Albuquerque JOURNAL about the 306th Bomb Group reunion in England.

Your book, FIRST OVER GERMANY, excellent ! Congratulations for a job so well done.

I hope that you will write a sequel, and bring the 306th BG back home, USA, via "CASEY JONES".

Sorry that I did not get to the reunion in Columbus & in England. I am also involved with my MOSQUITO pilots (KOREA) 6148 Sqn reunion and my ANTIQUE AIRLINES (Viet Nam) 360 Tac Rec Sqn activities. Then too, my research work for the University of New Mexico is very demanding of my time. In any case, my thoughts were with you.

Sincerely,

"Sid"

Strategic Air Command (SAC)  
Offutt AFB, NE. 68113

COPY

ROBERT J. BOYD  
Chief, History Division  
Office of the Historian

14 November 1984

Lt Colonel Sidney F. Johnston, USAF(Ret'd)  
6909 Rosewood Road, NW  
Albuquerque, NM 87111

Dear Sir,

This office is responsible for producing the annual History of SAC, but we also do additional historical research and writing for publication. Some of the staff historians here have undertaken a research project dealing with the immediate post-World War II operations of the Army Air Corps. My part deals with the photo-mapping of Europe, Project Casey Jones, that involved the 305th and 306th Bombardment Groups, Heavy, from June 1945 to December 1946.

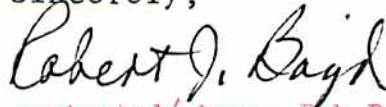
Historical information is widely scattered, but this office has microfilm copies of the group and squadron histories for the period. They are not as detailed as I would like, for example, there is good information on the coverage of Europe and Africa, but almost nothing on the coverage of Norway, Sweden, and Iceland. The operational sorties for these areas are not documented, though referred to. In addition, I know the guns were removed and K-17 (later K-18) cameras were installed, but little else about the mechanics of the modification.

When the 306th had its reunion in Omaha, I got the idea of this project by talking to a few who had participated, but their information was meager. Since, I have asked Mr. Russell A. Strong of the group for his assistance. He referred me to you as one prime source. He also promised to place an insert in the 306th Echoes.

If possible, I would appreciate your cooperation in this effort. It is a story that deserves publication. Should you have any documentation or narratives that could be used, I guarantee careful preservation and return promptly.

Thank you.

Sincerely,



NOV 20 1984

"MOSQUITO LOCATOR CONTROL"  
SIDNEY F. JOHNSTON JR.  
6909 ROSEWOOD RD. N.E.  
ALBUQUERQUE, N.M. 87111  
TEL: (505) 821-7048

Russell: I contacted/phone, Bob Boyd and will work with him on this project. I am sending two large photo albums of the 423 Bmb.Sqd. detachment Gibraltar RAF. It is an excellent record. When SAC History is thru with it, I will send it on to you for display. I still have all of my B-17 flying clothes in storage with my Mother in Virginia. My leather jacket has all of my CASEY JONES camera missions painted on the back/B-17. All done by a German POW! Any ideas of a museum, that could use these items. NOTE: my latest DIRECTORY of the MOSQUITOES of Korea. I followed your ideas in the 306th DIRECTORY words! Note my computer program roster. This is what I had for the 306th when we talked.





**FORGET HELL!**

*Russell, thought that you might be interested in what 2  
306th Bmb.Gp ALUMNI is doing, RECEIVED HISTORY.*

*Sed*

NOV 13 1984  
RECEIVED  
"MOSQUITO LOCATOR CONTROL"  
SIDNEY F. JOHNSON JR.  
6909 ROSEWOOD RD. N.E.  
ALBUQUERQUE, N.M. 87111  
TEL: (505) 821-7048

787 Suffolk Lane  
Va. Beach, Va. 23452

November 5th 1984

Mr. Sydney Johnston  
6909 Rosewood Road  
Albuquerque, New Mexico, 87111

Dear Mr. Johnston, (306th Bmb.Gp., 423 Bmg.Sq.(H), B-17 "Bucket of Bolts")

It was a pleasure to speak with you on the telephone <sup>the</sup> other day. Your call came as a rather pleasant surprise after my having suffered a rather traumatic year.

By virtue of this letter, you have my permission to utilize the pictures on pages 111, 112 and 113 of the book "PILOT MAKER".

Your ideas concerning a museum display of Mosquito related artifacts centered around an AT-6 aircraft that actually served in combat in Korea certainly has considerable merit. I'm quite sure one of these trusty veterans can be found languishing in a salvage yard somewhere in Korea. As chairman of the board of the Aviation Heritage Museum here in Virginia, I must say your display would be most welcome. In the event that you would care to follow through on obtaining a Korean T-6D or G (Ex-Mosquito) aircraft, together with its ancillary equipment, ie belly tank, smoke rocket rails, etc. which are no longer extant in the US., may I recommend you contact a fellow Ex. USAF Museum member who is also interested in this project. His name is.

William G. Dodds  
3 Ramsey Road  
Middleton, New Jersey,  
Phone (201) 07748  
671-1866

I have spoken to him about this proposal and he has offered to provide free transportation for the T-6 back to the U.S. In addition, he and I are willing to go to Korea to search out the plane and other items, ie signs, support equipment etc. which are suitable for museum display purposes. Armed with a list of applicable serial numbers, this task should not be too difficult.

The major hurdle to all this of course is obtaining proper permission from the ROK and the ROK Air Force to allow Mr. Dodds and myself access to various bases and salvage areas. Once this is done, Mr. Dodds and myself will press on.

Thank you again for your call and wish you and the Mosquitoes the very best always.

Sincerely,

Walter E. Ohlrich  
Capt. USN (Ret)

*AUTHOR OF BOOK:  
"T-6 PILOT MAKER"*

Phone (804) 486-5192





"MOSQUITO LOCATOR CONTROL"

SIDNEY F. JOHNSTON JR.  
6909 ROSEWOOD RD. N.E.  
ALBUQUERQUE, N.M. 87111  
TEL: (505) 821-7048

APR 5 1984

COPY

Kansas State History Dept.

To: Dr. Higham

Subject: 6147 Tac Con Gp. (Korea) "Mosquitoes"

Dr. Higham, the attached information is for your information & AF History records.

During the last big battle in the Korean conflict at Kumhwa, Korea (AKA: Kumsong Bulge) July 1953, I was the Tactical Air Control Party (Ground) running the air to ground fight from the trenches at Kumhwa with the 9th ROK Div. On the 15th July 1953, Army Maj. Fishpaw & I observed an estimated 10,000 CCF/NKF troops with trucks/artillery/tanks crossing & moving down the Kumhwa-Kumsong Valley right at us. With the few troops on the line with us, it was impossible to stop that many in the trenches on a man-to-man basis. The answer was artillery and Air Power. After much air-to-air talk

over

-2-

asking for help - this F-84 flight flew by, circled (no ordance available) and went for help - they couldn't believe that many enemy troops were in the open!! Well the F-84's came back with lots of help - & - I give them first hand credit as being the major contributor in stopping the battle at Kumhwa - in that, if they had not returned to help, I do not think I would be here today. Then too, the present Korean DMZ would most probably be somewhere south of the 38th Paralell, possibly south of Seoul. For over 30 years I have been trying to locate the F-84 flight leader that did so much to stop the CCF/NKF and in saving our "fanny"!! Attached is his letter. Of so much interest, we were classmates, same instructor, sat together in class every day during AF Basic pilot training (T-6) and in jet fighter school. My friend and best flying "buddy", Randy Presley. An excellent student at University of Texas, superb writer and a nobel friend. I want to nominate Randy as an author to assist you in your AF Historical Foundation work. Randy is a gentleman that I would like for you to know. Would you be so kind to make a letter of introduction, and request that he volunteer his services for the AF Historical Foundation?

Most sincerely,

Sidney Johnston  
MOSQUITO PILOT '53

WE KILLED THAT  
NUMBER THE FIRST  
DAY OF BATTLE!  
@ KUMHWA Valley

WITHIN AN HOUR A  
FLIGHT OF 72 F-84's  
CAME IN AND TOOK  
ON 3 Chinese/NKF  
Armies. The battle  
lasted appx. 9 days,  
and is known now as  
the battle of the  
"KUMSONG BULGE"

MAR 28 1984  
RECEIVED  
"MOSQUITO LOCATOR CONTROL"  
SIDNEY F. JOHNSTON JR.  
6909 ROSEWOOD RD. NE.  
ALBUQUERQUE, N.M. 87111  
TEL: (505) 821-7048

COPY

<sup>2 Jan</sup>  
RANDY PRESLEY  
214-572-2195  
BOX 1238

*Handwritten notes:*  
Flying  
52-6  
Bryan TX  
Had some

MT PLEASANT, TX 75455

March 23, 1984

Sidny F. Johnston, Jr.  
6909 Rosewood Road NE  
Albuquerque, NM 87111

Dear Sidney:

I certainly appreciate the booklet and address listing that you sent me this week. I guess I had forgotten that you were in Mosquitoes in Korea. Your recollections, pictures and narrative of the communication was very good.

There was a pilot at K-2 that was in my class at Bryan by the name of Clark Riddel who was sent up to fly the T-6 after an incident at K-2 which I will relate. Clark was the oldest student (cadet) in our class and so he picked up the name of "Ole Dad" Riddel. Dad was a good pilot but probably not as "gung ho" as some of the other pilots in our outfit. I was in the 7th Fighter Bomber Squadron, 49th FBG, which for some reason was changed to the 428th FBS, 474th FBG. We had the chevron tails with 428th being blue and white. Dad was in the 58th FBG which was also on K-2 with us.

One day while making an instrument approach into K-2 after returning from a combat mission, we had just broken out from under the overcast when the tower told us to change from landing to the north which was a straight in from our approach to a landing to the south which meant we had to skirt between mountains east of the field and the runway, make a fairly tight turn onto initial and fly our 360o. As I was making my turn onto final I looked up to see a parachute coming down out of the overcast which was only a thousand or so feet AGL. I called the parachute out to the tower and was promptly told by the tower to "maintain radio silence" and was cleared to land. The pilot in the chute almost landed on the end of the runway.

During the debriefing following the flight we found out that Dad had fallen out of formation during the instrument letdown which was a teardrop type. Apparently he did not have a workable ADF and for some reason did not go over to the coast and let down over the water. He must have climbed

back up to the top of the overcast and jumped out. His F-84 crashed into the mountains west of Taegu while I was taxiing in. As we heard, the powers that were thought Dad used poor judgment and pulled him off combat status and shipped him up to the front to fly with the T-6 outfit.

Although I never saw Dad again nor have I ever been able to find his address, we heard that on his first intro ride to the area that he was to work in the T-6 his plane was hit several times with small arms fire but nobody nor any serious damage was done to the 6. Apparently he was quite shook up over the deal and must have asked to get off flying status. We heard that he was then assigned a couple of jeeps and a small crew to set up on a mountain top and direct forward air control from the radio jeep. This must have been around the 15th of June when the big offensive hit. Anyway we heard that they were surrounded by the enemy, pushed their jeeps over the side of the hill and hid in a cave for a couple of days until their area was retaken and they were rescued. We heard that he had had all he wanted of the war and we never heard anymore about him since it was only a short time before the war ended. I did not see a Riddel in your list and wonder if you or any of your friends knew of him or where he may be today.

On the morning of June 15, 1953, I was leading a flight of four F-84's on an early light recon mission in an area about 15 miles north of the front. We were given an area to recce looking for trucks that were coming off the road from night movement and going into camouflauge. We covered our area from one end to the other on this day and could not find a thing so we dropped our bombs on a few small buildings at a crossroads and shot up a few other outhouse type buildings and started home. As we were joining up while crossing the front, I hear a Limey flying a T-6 almost screaming for some fighters to come into his area. Since we were not far away, we turned over to his area. He said he had 4,000 then 10,000 troops coming down the valley in an open offensive. I could't believe it since I had about 50 missions by this time and I had hardly ever seen a handful of people out in the open anywhere in North Korea. Sure enough when we found him, he was right. We made a couple of circles around the valley and watched the show since we didn't have any ordinance left. There were troops lined up line abreast, tanks, drums and bugles and the whole bit. Since there was nothing that we could do and we were getting low on fuel we then headed for K-2.

When we landed I was met by a staff car with a two star flag on the front bumper. I asked my crew chief what was going on and he didn't know. He said they wanted to know where 447 parked and they were waiting for me. I started filling out the Form 1 and a Lt Col aide came over and told me to forget the paperwork and hurry up. I got out and started

taking off my G-suit and the general said, "Hell, son get in the car and don't worry about that thing". I had no idea what I had done and was scared to death. On the way to group ops the general and the aid kept quizzing me about what I had seen at the front. I told them about the show and when we got to ops everyone in both groups was there-- brass that is. They brought my other three wingmen in and had us explain it all to everyone for about 30 minutes. Then they took us into the group briefing room and there were 72 pilots and I had to tell them the story. The general (who I can't remember because he was from 5th Rear in Taegu) then told me that I was going to lead the group back to the area. For a brand new spot 1st Lt. this scared me more than any combat I ever saw.

In less than an hour after I landed we were on our way back to the front again, this time with 3 squadrons of 24 F-84's each. Sure enough the British Mosquito pilot was still on station and by this time a raft of F-86 fighter bombers from K-13 had already gotten there and filled the valley with smoke. We rolled in for one pass only, straffed on the bomb run, dropped a couple of 1000 pounders and left before we got run over by the whole group from K-13 coming back again.

Before noon that day I had flown 3 missions and they said that 3 was enough. I heard that some of the F-86's from K-13 flew two missions that day without ever shutting the engine off or getting out of the plane. They taxied up to a refueler and then to a bomb dolly where they put on two 500 pounders and didn't rearm the guns. During that offensive I think I flew 8 missions in three days. If you were there then you probably flew all day long every day.

If you were in the air during that offensive or of you know of Dad Riddel, let me know. I appreciate the addresses and the booklet.

Sincerely,

*Randy*  
Randy Presley  
Lt. Col, USAFR (Ret)



COPY

Sid,

I know it is not good letter writing practice to justify both the right and left hand margins like a book, but the letter was done on Microsoft Word which I am learning to use. We have used PfsWrite for the past three months and it is a good simple, easy-to-use word processing program but has several limitations which Word takes care of.

My kids after hearing so many of my flying stories over the years told me several years ago, "Daddy, you should write a book". I started on the typewriter several years ago but found that I made so many mistakes and needed to do so much editing that the typewriter route would never get to the end of the book. As word processing programs came along for pc's I decided to start over again. I've done 6219 words and haven't even gotten up to 1947 yet. Obviously 1946, my first year of flying, was eventful.

About Dad Riddel (pronounced Rid-del'), I never knew where he went after Korea. Someone said he may have gone to work for the Allison Div of GM since that is what his dad did.

Sounds like your outfit in Korea has done a lot in reunions. I have thought about doing the same thing for the F-84 pilots but just never got around to it. I correspond with Warren Thompson of Germantown, TN (suburb of Memphis) quite often. Warren is an amateur historian and has written a lot of articles about fighter bombers in Korea. His most recent article was in the March issue of AirPower magazine. I sent him about 400 of my slides 2 or 3 years ago for him to review and copy. He said he submitted some of my pictures but the editor did not use any of mine. The others are very good. It even has a picture of I J (Pete) Pierce (52-G Bainbridge) who flew the last mission of the war. Pete lives in Dallas now. If you can find a copy it is a well written article.

Incidentally, my younger son, Jack, who recently graduated from flying school at Shepard is now at Alamogordo going through Lead In Fighter School prior to going to an F-16 RTU at McDill in May. He called the other night and asked me if I wasn't once in the Screaming Demon 7th FBS. I told him that I was for a while before they changed the numbers. He said the 49th FBG (all three sqdns 7th, 8th and 9th) are at Holloman flying the F-15. We planned to go out to see them two weekends ago and go skiing at Ruidosa but they said the snow was not very good so we decided to wait until later in the spring.

I had better quit or I won't be able to pay the postage.

Randy



## One Year Ago

May 25, 1951

Frantic Reds fight to escape trap in Chunchon sector as UN troops rush rapidly forward.

U.S. announces successful completion of atomic tests at Eniwetok "contributing" to hydrogen super-bomb research.

Britain warns U.S. it will not sign the Japanese peace treaty if Chinese Nationalists take part.

Big Ten ballots OK for Rose Bowl extension with Pacific Coast Conference on the basis of one appearance every two years for the same team.

## Pilot Brings In Riddled Spotter Plane

TOKYO, Oct. 12 (Pac. S&S)—The pilot of a T-6 Mosquito spotter plane, flying reconnaissance over enemy territory brought his crippled plane and wounded observer back to safety yesterday after the plane was riddled with flak.

Capt. George W. Cochran, Wagoner, Okla., and 1st Lt. John W. Fleming, Syracuse, N.Y., the observer, were on a mission just behind enemy battleline positions when their T-6 was hit by Red ground fire, sustaining major battle damage.

FLEMING, in the rear seat,

was slightly wounded in both legs by the flak bursts.

The flak tore a huge hole in the left wing, shot away the trim tabs and jammed the landing gear but the plane remained flyable.

Captain Cochran got the plane back to his field and Lieutenant Fleming, despite his wound, used the manual landing gear lever to force the wheels down. A safe landing was made.

Pacific Stars & Stripes

Sunday, October 12, 1951

3

## Spotter Plane Squadron Marks Combat Milestone

By S/Sgt. Bob McNeill  
WITH 6147TH TACTICAL CONTROL GROUP, Oct. 19 (Pac. S&S)—One squadron from this group last week flew its 25,000th combat hour of the Korean war; the first Mosquito squadron ever to reach that mark in combat.

The unit, whose designation cannot be revealed for security reasons, flies T-6 Mosquito spotter planes used to locate frontline targets for speedy fighter-bombers. It began operating in 1950.

FIRST LT. ARCHIE A. Stuart, St. Paul, Minn., who flew the milestone sortie, said he did not know he had flown his squadron's 25,000th hour until he was safe on the ground.

Stuart's mission was to direct air strikes on Communist positions on White Horse, mountain scene of vicious close in fighting since the limited Red offensive began Oct. 6.

Stuart said he had to fly as low as 100 feet to assess the damage to Red troop concentrations. He explained that the attacks were staged by Marine Corsairs, each carrying three napalm bombs.

ARMY SGT. R. L. Servatious flew as Stuart's observer.

Stuart, who has flown 72 missions, said the recent bitter frontline fighting has caused the unarmed Mosquitos to consistently fly at lower levels in order to spot, mark, and to assess damage done to fighter-bomber targets. The T-6s, originally designed and used as

training planes, are subjected to all kinds of ground fire when they "go right down on the deck" to mark targets with smoke rockets.

## Air Force Pilots Pull Infantry Rifle Duty

By A/IC Bob McNeill  
WITH 6147TH TACTICAL CONTROL GROUP (Pac. S&S)—Very few Air Force pilots can expect to ever serve on the frontlines with the infantry, but every pilot assigned to this Mosquito outfit can rest assured he will see plenty of duty in bunkers side by side with infantrymen.

Virtually every pilot assigned here sooner or later goes to the front to serve as a forward air control officer, the man who helps direct air attacks on frontline Red targets.

THE FAC OFFICERS spend from 80 to 90 days there commanding a three-man team which maintains close liaison with ground force commanders who call for air strikes against enemy opposition.

For all practical purposes, they may as well be riflemen. They live as infantrymen, share their bunkers and the same frontline dangers.

Called a tactical air control party, each team is composed of an FAC officer, a radio operator and a radio mechanic. They are equipped with a jeep crammed with radio equipment and other portable radio facilities.

WHEN AN AIR strike is called in the team's area, the FAC officer and the Mosquito spotter, a T-6 training plane which constantly patrols the area seeking out targets, guide the speeding fighter-bombers in for the kill.

Maj. Aaron I. Bradley, one of scores of T-6 pilots who have

described the joy under current conditions as not being "too dangerous." "However," he said, "It's not the most desirable assignment in the world . . . and when the front is fluid, it can be quite dangerous."

"Some pilots," he added, "have been known to pick up a gun and start shooting to save their necks."

But the job is still not considered as dangerous as that of flying a slow, unarmed T-6 low over enemy lines, looking for Communist targets and exposed to about every kind of antiaircraft fire the Reds have.

THE PILOTS USUALLY draw the frontline assignment shortly after they fly their 20th mission, about four to six weeks after they arrive with the group.

Major Bradley said the system started in World War II, but that "it really came into its own in this war." He also said the system would be more effective on a moving, fluid front, because under those conditions the Reds would be forced to crawl out of their holes and expose themselves.

This group has furnished all the tactical air control parties since last November. Currently, they supply units for each UN division and each American regiment. In addition, other parties are scattered in various places.

*Lt. Sidney Johnston  
FORMER MEMBER OF  
306 Bnl. Cp. 423 Bnd. Sq. (H)  
B-17 "Bucket of Bolts"  
A MOSQUITO PILOT  
IN KOREA.*



# DAYS OF OUR LIVES

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"MOSQUITO" HISTORICAL FOUNDATION  
SIDNEY F. JOHNSTON JR.  
6909 ROSEWOOD RD. N.E.  
ALBUQUERQUE, N.M. 87111  
TEL: (505) 821-7048

MAR 17 1985

Dear Russell,

Just a note to update you per my work with the SAC Historian, Bob Boyd, and the history of the 306th Bmb.Gp.(H) project CASEY JONES. I have mailed him two full albums of pictures of the 306th Bmb.Gp. 423 Bmb.Sq. during the CASEY JONES project with the RAF at Gibraltar. In turn, I just found a full box<sup>100</sup> of the B-17s during the CASEY JONES TIME AT Gibraltar and at Lechfeld AAF (Auguburg), Germany. I have many pictures of the 306th Bmb.Gp. B-17s in the bone yard with German fighters/jets at Lechfield. I have many pictures of the bomb damage made of the airbase during the war by the 306th Bmb.Gp. during a raid. Also, there are a few pictures of the 306th Bmb. Gp. 423 Bmb.Sq. B-17s at the German Air Base of Furstenfelbruck. Of interest, the German AF GIs were operating the base and I am in the process of pouring German oil into the B-17 engine oil tank, with the help of a Luf-Mech.

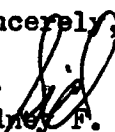
But, the sad part, is to see our 306th B-17 that you (& I) flew in the salvage dump with the fuselage blown apart at the waist gunners position and German junked planes scattered around the great B-17s. I tried to make pictures of the old "birds" to show their tail numbers. Although I was young at the time, it was very depressing to see the old "war-birds" wrecked by our own people. After I get this box of CASEY JONES pictures in album order, and off to the SAC historian, I will plan to get with you to plan where I should put all of this CASEY JONES artifacts per museum.

over

When it is convenient, do make a note in your 306th ECHOES about locating people and pictures of project CASEY JONES. I have located some of the guys, but my full time (beside my work) is with the Korean War 5th A.F., 6147 Tac.Control Gp. MOSQUITOS of the air to ground close air support T-6 combat crews. This was a UN sponsored combat group and Air Force hosted people from all over the world. I will include our latest PRESS RELEASE.

Keep up the good work, Russell. I am most proud of what you have accomplished. My best to your staff, and congratulations! A JOB WELL DONE !

Sincerely,



Sidney F. Johnston, Jr.  
423 Sqdn. (McCracken's Crew)

*FOR: Russell Strong*  
*306th Bomb* <sup>2601</sup>  
Office: (402) 294-~~3000~~  
Res: (402) 292-1856

Strategic Air Command (SAC)  
Offutt AFB, NE. 68113

COPY  
FILE

ROBERT J. BOYD  
Chief, History Division  
Office of the Historian

14 November 1984

Lt Colonel Sidney F. Johnston, USAF(Ret'd)  
6909 Rosewood Road, NW  
Albuquerque, NM 87111

Dear Sir,

This office is responsible for producing the annual History of SAC, but we also do additional historical research and writing for publication. Some of the staff historians here have undertaken a research project dealing with the immediate post-World War II operations of the Army Air Corps. My part deals with the photo-mapping of Europe, Project Casey Jones, that involved the 305th and 306th Bombardment Groups, Heavy, from June 1945 to December 1946.

Historical information is widely scattered, but this office has microfilm copies of the group and squadron histories for the period. They are not as detailed as I would like, for example, there is good information on the coverage of Europe and Africa, but almost nothing on the coverage of Norway, Sweden, and Iceland. The operational sorties for these areas are not documented, though referred to. In addition, I know the guns were removed and K-17 (later K-18) cameras were installed, but little else about the mechanics of the modification.

When the 306th had its reunion in Omaha, I got the idea of this project by talking to a few who had participated, but their information was meager. Since, I have asked Mr. Russell A. Strong of the group for his assistance. He referred me to you as one prime source. He also promised to place an insert in the 306th Echoes.

If possible, I would appreciate your cooperation in this effort. It is a story that deserves publication. Should you have any documentation or narratives that could be used, I guarantee careful preservation and return promptly.

Thank you.

Sincerely,

*Robert J. Boyd*

# DAYS OF OUR LIVES



"MOSQUITO" Historical Foundation Assn.  
MOSQUITO LOCATOR CONTROL, Office  
Sidney F. Johnston, Jr.  
6909 Rosewood Road N.E.  
Albuquerque, New Mexico 87111  
(Non-Profit EIN: 68-0059454)

Combat Aircraft: T-6"TEXAN"

August 8, 1986

Dear "BILL",

First, a WELL DONE for the 306th BGp(H) DIRECTORY 1986! Attached is a check (\$10.00) as a donation toward the cost.

Second, I will not be able to come to the 306th REUNION at the AF Museum in Dayton. I was there 10-13 July '86 for the "MOSQUITO" reunion. A tremendous success and well attended by the alumni of the 5th AF, 6147 Tactical Control Gp of the Korean War. While there, do give my good friend Col.R. Uppstrom (CC/AF Museum) my regards. He is handling 5,000-8,000 visitors thru the museum daily, just an outstanding job!

One of these days I will send you some interesting combat pictures of the Korean War, both airborne and ground combat in the front lines, with me wearing my WW-2, 306th Bmb Gp/423 Bmb.Sq flight jacket patch. And the same jacket with 423rd patch in the war in Vietnam (pilot). I wonder how many guys in the 306th ETO were involved in the Korean and the Vietnam Wars? Any idea?

My best to a 306th 1986 Reunion.

Sincerely,

  
Sidney Johnston



THE FORGOTTEN WAR  
**KOREA**  
1950  
1953

ADDRESS CORRECTION REQUESTED





**THE MOSQUITO ASSOCIATION, INC.**  
(Non-profit EIN: 68-0059454)

**PRESS RELEASE**

FOR IMMEDIATE RELEASE:

"MOSQUITO" Military Unit Reunion

REUNION ANNOUNCEMENT:

"MOSQUITOS", 6147th Tactical Control Group (TCG) 5th A.F., KOREAN WAR. All personnel, attached units and TDY people. Combat aircraft T-6 "TEXAN". At the Mayflower Park Hotel, Seattle, Washington. Dates are July 23-26, 1987. REUNION COMMANDER Orville S. Long; 10621 SE 236th Place; Kent, WA 98031. Tel. (206) 852-1030 for information.

UNIQUE HEROES OF A UNIQUE WAR, HOLD REUNION: The T-6 Airborne and Ground Combat Crews and Attached People, 6147th Tactical Control Group, 5th Air Force, KOREAN WAR will hold their annual reunion in Seattle, Washington, July 23-26, 1987.

An unusual, highly-aggressive, hardy breed of Mosquitos are not the usual variety of mosquitos that Washington people deal with when the weather gets warm. These MOSQUITOS are former members of the 6147th Tactical Control Group, pilots and support personnel from more than a dozen United Nations countries that were part of the "police action" called the KOREAN WAR. This year's reunion is the eleventh for this group of men whose daring and skill earned them major national and international decorations, as well as glory and immortalization from such as CBS Newscaster Edward R. Murrow, the Steve Canyon cartoon series, and the Associated Press' Hal Boyle.

Orville S. Long, USAF, Ret. of Kent, WA is the Reunion Commander of this year's reunion which will be held July 23-26, 1987 at the Mayflower Park Hotel in Seattle. More than 300 men and their families from the United Nations countries, US military service units, and historians/writers are expected to attend this special reunion of the "Unique Heroes".

The United Nations Command in the KOREAN WAR designed the 6147th TCG as a truly international organization, a most successful experiment never achieved in combat before on such a scale. The mixture of men with so many different military occupational specialties who became the famous MOSQUITOS were from the US, Great Britian, Australia, Canada, France, the Philippines, Thailand, Turkey, Greece, Columbia, the Netherlands, Ethiopia, Belgium, New Zealand, Luxemburg, South Africa and South Korea. They lived together under the difficulties of sandbag bunkers, trenches, and tents. They flew together and fought as ground combat teams in the front lines. Together, they had what meals were available, socialized, and tried to enjoy life as combat service circumstances would permit.

✓ A KOREAN WAR news report: ".....the most dangerous job of the KOREAN WAR is the work given to the T-6 Airborne and Ground Crews.

*"Korea"*  
**THE FORGOTTEN WAR**  
25 June '50 - 27 July '53  
U.S. CASUALTIES

**Died.....54,246**  
**Wounded..103,284**  
**M.I.A. ....8,177**  
**P.O.W.....7,000**

*The War America  
Forgot to Remember*

**WE WILL NEVER FORGET!**



Combat Aircraft: T-6 "TEXAN"

# THE MOSQUITO ASSOCIATION, INC.

(Non-profit EIN: 68-0059454)



THE FORGOTTEN WAR 1950

# KOREA 1953

Died: 54,248 Wounded: 103,284 M.I.A.: 8,177



ORGANIZATION:

The Mosquito Association, Inc.  
6147th Tactical Control Group  
Korean War

ORGANIZATION DATE:

July 1955

MEMBERSHIP:

Members: 800+

PUBLICATION:

Mosquito News

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HISTORIAN:

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Portsmouth, NH 03801  
Tel: (603) 436-5835

REUNION INFORMATION:

Annually in July  
Next Reunion: July 23-26, 1987  
Mayflower Park Hotel  
Seattle, WA

LOCATOR CONTROL:

Sidney F. Johnston, Jr.  
6909 Rosewood Road, N.E.  
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# Mosquito News



"MOSQUITO" Historical Foundation Association

(Non-profit EIN: 58-0059454)

CONTACT:

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Albuquerque, New Mexico 87111

# COPY

## THE UNITED STATES AIR FORCE IN KOREA 1950-1953

borrowed rides in two 24th Division L-17's during their first day in Taejon. Although Bryant was bounced by two Yaks over the road between Ichon and Umsong, the two airborne controllers—calling themselves "Angelo Fox" and "Angelo George"—each hailed down and managed about ten flights of F-80's during the day. There was some confusion, for the fighter pilots had not been briefed to expect airborne control, but the results of the missions brought Colonel Murphy's comment that it was "the best day in Fifth Air Force history."<sup>17</sup>

Some continued efforts were made to use liaison planes, but on 10 July Lt. Harold E. Morris brought a T-6 trainer aircraft to Taejon, and in flights during the day he demonstrated that this plane was best able to perform airborne control. One thought at this time was that the T-6 was fast enough to survive enemy air attacks whereas liaison aircraft did not have enough speed to evade the enemy. North Korean Yaks had shot down several liaison-type aircraft in the early stages of the war. Maj. Merrill H. Carlton, who arrived in Taejon on 11 July to undertake direction of the airborne control detachment, appealed strongly for more of the unarmed but speedy T-6's, each to be equipped with eight-channel AN/ARC-3 radio sets. During their first few days of operations the airborne controllers demonstrated their value. Given pre-mission briefings by Colonel Murphy's combat operations section in Taejon City, the airborne controllers reconnoitered the front lines, located worth-while targets, and "talked" fighter-bomber pilots to successful attacks against the enemy objectives. "There was no definite system," said one of the early airborne controllers, "the only thing we had was an aeronautical chart and a radio. . . . We went into the back of the enemy lines and reconnoitered the roads. . . . We saw some tanks, got on each radio channel until we got fighters in the Chochiwon area, and any fighter who heard us would give us a call and we would give them the target."

Immediately after concluding their missions, the airborne controllers went into Taejon City and were interrogated by the combat operations section. The information which they furnished permitted the combat operations officers to keep their situation maps up to date with current locations of friendly and hostile troops. Enemy pressure against Taejon forced Major Carlton to move the airborne control function back to Taegu Airfield on the morning of 13 July. Here he received additional T-6 aircraft and pilots, and, although the organizational status of the airborne controllers remained anomalous, they soon gained a popular name. In a Fifth Air Force fragmentary operations order issued on 15 July the airborne controllers were given radio call signs as "Mosquito Able," "Mosquito Baker," and "Mosquito How." The call sign was catching and appropriate, and thereafter the unit was commonly called the "Mosquito" squadron and the airborne controllers and their planes were called "Mosquitoes."<sup>18</sup>



A Korean War news report: "... the most dangerous job in all of the Korean War was the work given to the T-6 MOSQUITO airborne and ground combat crews." Made desperate by the Korean War, these MOSQUITOS played by their own rules ---, they fought & forged that special bond of all men who dared combat in the sky, and on the ground!

**One Year Ago**  
 May 25, 1951  
 Frantic Reds fight to escape trap in Chunchon sector as UN troops rush rapidly forward.  
 U.S. announces successful completion of atomic tests at Eniwetok "contributing" to hydrogen super-bomb research.  
 Britain warns U.S. it will not sign the Japanese peace treaty if Chinese Nationalists take part.  
 Big Ten ballots OK for Rose Bowl extension with Pacific Coast Conference on the basis of one appearance every two years for the same team.

**Pilot Brings In Riddled Spotter Plane**  
 TOKYO, Oct. 12 (Pac. S&S)—The pilot of a T-6 Mosquito spotter plane, flying reconnaissance over enemy territory, brought his crippled plane and wounded observer back to safety yesterday after the plane was riddled with flak.  
 Capt. George W. Cochran, Wagoner, Okla., and 1st Lt. John W. Fleming, Syracuse, N.Y., the observer, were on a mission just behind enemy battleline positions when their T-6 was hit by Red ground fire, sustaining major battle damage.  
 Fleming, in the rear seat, was slightly wounded in both legs by the flak bursts.  
 The flak tore a huge hole in the left wing, shot away the trim tabs and jammed the landing gear but the plane remained flyable.  
 Captain Cochran got the plane back to his field and Lieutenant Fleming, despite his wound, used the manual landing gear lever to force the wheels down. A safe landing was made.  
 Pacific Stars & Stripes  
 Sunday, October 12, 1952

**Spotter Plane Squadron Marks Combat Milestone**

By S/Sgt. Bob McNeill  
 WITH 6147TH TACTICAL CONTROL GROUP, Oct. 19 (Pac. S&S)—One squadron from this group last week flew its 25,000th combat hour of the Korean war, the first Mosquito squadron ever to reach that mark in combat.

training planes, are subjected to all kinds of ground fire when they "go right down on the deck" to mark targets with smoke rockets.

The unit, whose designation cannot be revealed for security reasons, flies T-6 Mosquito spotters used to locate frontline targets for speedy fighter-bombers. It began operating in 1950.

FIRST LT. ARCHIE A. Stuart, St. Paul, Minn., who flew the milestone sortie, said he did not know he had flown his squadron's 25,000th hour until he was safe on the ground.

Stuart's mission was to direct air strikes on Communist positions on White Horse, mountain scene of vicious close in fighting since the limited Red offensive began Oct. 6.

Stuart said he had to fly as low as 100 feet to assess the damage to Red troop concentrations. He explained that the attacks were staged by Marine Corsairs, each carrying three napalm bombs.

ARMY SGT. R. L. Servatious flew as Stuart's observer.

Stuart, who has flown 72 missions, said the recent bitter frontline fighting has caused the unarmed Mosquitos to consistently fly at lower levels in order to spot, mark, and to assess damage done to fighter-bomber targets. The T-6s, originally designed and used as



**Air Force Pilots Pull Infantry Rifle Duty**

By A/IC Bob McNeill  
 WITH 6147TH TACTICAL CONTROL GROUP (Pac. S&S)—Very few Air Force pilots can expect to ever serve on the frontlines with the infantry, but every pilot assigned to this Mosquito outfit can rest assured he will see plenty of duty in bunkers side by side with infantrymen.

described the joy under current conditions as not being "too dangerous." "However," he said, "It's not the most desirable assignment in the world... and when the front is fluid, it can be quite dangerous."

Virtually every pilot assigned here sooner or later goes to the front to serve as a forward air control officer, the man who helps direct air attacks on frontline Red targets.

"Some pilots," he added, "have been known to pick up a gun and start shooting to save their necks."

THE FAC OFFICERS spend from 80 to 90 days there commanding a three-man team which maintains close liaison with ground force commanders who call for air strikes against enemy opposition.

But the job is still not considered as dangerous as that of flying a slow, unarmed T-6 low over enemy lines, looking for Communist targets and exposed to about every kind of antiaircraft fire the Reds have.

For all practical purposes, they may as well be riflemen. They live as infantrymen, share their bunkers and the same frontline dangers.

THE PILOTS USUALLY draw the frontline assignment shortly after they fly their 20th mission, about four to six weeks after they arrive with the group.

Called a tactical air control party, each team is composed of an FAC officer, a radio operator and a radio mechanic. They are equipped with a jeep crammed with radio equipment and other portable radio facilities.

Major Bradley said the system started in World War II, but that "it really came into its own in this war." He also said the system would be more effective on a moving, fluid front, because under those conditions the Reds would be forced to crawl out of their holes and expose themselves.

WHEN AN AIR strike is called in the team's area, the FAC officer and the Mosquito spotter, a T-6 training plane which constantly patrols the area seeking out targets, guide the speeding fighter-bombers in for the kill.

This group has furnished all the tactical air control parties since last November. Currently, they supply units for each UN division and each American regiment. In addition, other parties are scattered in various places.

Maj. Aaron I. Bradley, one of scores of T-6 pilots who have

THE FORGOTTEN WAR 1950 KOREA 1953

**News**

# DAYS OF OUR LIVES



"MOSQUITO" Historical Foundation Assn.  
MOSQUITO LOCATOR CONTROL, Office  
Sidney F. Johnston, Jr.  
6909 Rosewood Road N.E.  
Albuquerque, New Mexico 87111  
(Non-Profit EIN: 68-0059454)

Combat Aircraft: T-6"TEXAN"

APR 1 1987

Hi Russell,

I thought that you would like  
a copy of the 306<sup>th</sup> Bm Gp.  
B-17 losses during WW-2 in  
the ETO.

Note, the first "documented"  
306<sup>th</sup> Gp loss was Oct. 9, 1942  
SN. 41-24510. Was there a B-17  
lost at an earlier date, in combat?

Keep up the good work and  
many thanks to the "ECHOES" staff.

Sincerely,

SID



THE FORGOTTEN WAR 1950  
**KOREA** 1953

ADDRESS CORRECTION REQUESTED



"MOSQUITO" Historical Foundation Assn.  
 MOSQUITO LOCATOR CONTROL, Office

\* Sidney F. Johnston, Jr.  
 6909 Rosewood Road N.E.  
 Albuquerque, New Mexico 87111  
 (Non-Profit EIN: 68-0059454)

MAR 30 1987

\* Flight Engineer : 306th/423Sq.  
 McCracken's Crew  
 B-17G "CASEY JONES" (Photo Recc)  
 Stationed/RAF @ Gibraltar

File: FlyFort B-17 (Losses WW-2) FIND RECORDS  
 ETO

Escape: Review/Add/Change

Find all records that contain 306TH  
 Press é-F to change Find.

Serial No.	Date	Location	AF	Group
41-24510	Oct 9 42	Germany	8th	306th
41-24514	Mar 8 43	France	8th	306th
42-3363	Dec 22 43	Germany	8th	306th
42-3406	Aug 12 43	Germany	8th	306th
42-5766	Sep 27 43	Germany	8th	306th
42-5826	Jul 29 43	Germany	8th	306th
42-5841	Sep 6 43	Germany	8th	306th
42-5855	Oct 8 43	Germany	8th	306th
42-25129?	Mar 4 43	NoSea	8th	306th
42-29777	Jul 28 43	Germany	8th	306th
42-29779	Jul 28 43	Germany	8th	306th
42-29900	Jul 26 43	Germany	8th	306th
42-29959	Oct 8 43	Germany	8th	306th?
42-29971	Oct 14 43	Germany	8th	306th
42-29985	Oct 8 43	Germany	8th	306th

Type entry or use é commands  
 File: FlyFort

FIND RECORDS

é-? for Help  
 Escape: Review/Add/Change

Find all records that contain 306TH  
 Press é-F to change Find.

Serial No.	Date	Location	AF	Group
42-29993	Jan 11 44	Germany	8th	306th
42-30156	Jul 26 43	Germany	8th	306th?
42-30163	Sep 6 43	Germany	8th	306th
42-30199	Oct 14 43	Germany	8th	306th
42-30566	Apr 24 44	Germany	8th	306th
42-30603	Nov 26 43	Germany	8th	306th
42-30606	Jan 4 44	Germany	8th	306th
42-30706	Dec 20 43	NoSea	8th	306th
42-30707	Oct 14 43	Germany	8th	306th
42-30710	Oct 14 43	Germany	8th	306th
42-30727	Oct 14 43	Germany	8th	306th
42-30728	Feb 25 44	France	8th	306th
42-30730	Apr 24 44	Germany	8th	306th
42-30776	Nov 3 43	NoSea	8th	306th
42-30779	Oct 14 43	Germany	8th	306th

Type entry or use é commands

é-? for Help

File: FlyFort

FIND RECORDS

Escape: Review/Add/Change

Find all records that contain 306TH  
Press E-F to change Find.

Serial No.	Date	Location	AF	Group
42-30782	Jan 11 44	Germany	8th	306th
42-30794	Jan 5 44	Germany	8th	306th
42-30811	Oct 14 43	Germany	8th	306th
42-30813	Oct 14 43	Germany	8th	306th
42-30832	Nov 26 43	Germany	8th	306th
42-31007	Feb 4 44	France	8th	306th
42-31056	Feb 3 44	Germany	8th	306th
42-31065	Sep 12 44	Germany	8th	306th
42-31078	Dec 11 43	Germany	8th	306th
42-31139	Feb 24 44	Germany	8th	306th
42-31172	Dec 30 43	Germany	8th	306th?
42-31236	Jan 11 44	Germany	8th	306th
42-31245	Feb 25 44	France	8th	306th
42-31363	Mar 27 44	France	8th	306th
42-31385	Apr 11 44	Germany	8th	306th

Type entry or use E commands

File: FlyFort

FIND RECORDS

E-? for Help  
Escape: Review/Add/Change

Find all records that contain 306TH  
Press E-F to change Find.

Serial No.	Date	Location	AF	Group
42-31388	Feb 11 44	France	8th	306th
42-31406	Feb 22 44	NoSea	8th	306th
42-31428	Feb 22 44	Belgium	8th	306th
42-31440	Feb 4 44	France	8th	306th
42-31445	Apr 24 44	France	8th	306th
42-31451	Jan 11 44	Germany	8th	306th
42-31499	Feb 8 44	France	8th	306th
42-31524	Mar 22 44	Germany	8th	306th?
42-31538	Jan 11 44	Germany	8th	306th
42-31539	Apr 24 44	Germany	8th	306th
42-31556	Apr 29 44	Germany	8th	306th
42-31558	Apr 24 44	Germany	8th	306th
42-31670	Feb 22 44	France	8th	306th
42-31690	Sep 12 44	Germany	8th	306th
42-31695	Feb 22 44	France	8th	306th

Type entry or use E commands

E-? for Help

File: FlyFort

FIND RECORDS

Escape: Review/Add/Change

Find all records that contain 306TH  
Press é-F to change Find.

Serial No.	Date	Location	AF	Group
<del>42-31451</del>	<del>Jan 11 44</del>	<del>Germany</del>	<del>8th</del>	<del>306th</del>
<del>42-31499</del>	<del>Feb 8 44</del>	<del>France</del>	<del>8th</del>	<del>306th</del>
<del>42-31524</del>	<del>Mar 22 44</del>	<del>Germany</del>	<del>8th</del>	<del>306th?</del>
<del>42-31538</del>	<del>Jan 11 44</del>	<del>Germany</del>	<del>8th</del>	<del>306th</del>
<del>42-31539</del>	<del>Apr 24 44</del>	<del>Germany</del>	<del>8th</del>	<del>306th</del>
<del>42-31556</del>	<del>Apr 29 44</del>	<del>Germany</del>	<del>8th</del>	<del>306th</del>
<del>42-31558</del>	<del>Apr 24 44</del>	<del>Germany</del>	<del>8th</del>	<del>306th</del>
<del>42-31670</del>	<del>Feb 22 44</del>	<del>France</del>	<del>8th</del>	<del>306th</del>
<del>42-31690</del>	<del>Sep 12 44</del>	<del>Germany</del>	<del>8th</del>	<del>306th</del>
<del>42-31695</del>	<del>Feb 22 44</del>	<del>France</del>	<del>8th</del>	<del>306th</del>
42-31726	Sep 13 44	Germany	8th	306th
42-31737	Jul 18 44	Germany	8th	306th
42-31758	Apr 24 44	Germany	8th	306th
42-31768	Apr 24 44	Germany	8th	306th

Type entry or use é commands

é-? for Help

File: FLYFORT

FIND RECORDS

Escape: Review/Add/Change

Find all records that contain 306TH  
Press é-F to change Find.

SERIAL NO.	Date	Location	Air Force	Group
42-31897	Jul 20 44	Germany	8th	306th
42-31901	Apr 24 44	Germany	8th	306th
42-31969	May 8 44	Germany	8th	306th
42-31979	Feb 25 44	France	8th	306th
42-32099	Dec 5 44	Channel	8th	306th
42-32113	May 24 44	Germany	8th	306th
42-37619	Apr 10 45	Germany	8th	306th
42-37718	Oct 9 43	Poland	8th	306th
42-37720	Oct 14 43	Germany	8th	306th
42-37836	Sep 11 44	Germany	8th	306th date ?
42-37942	May 8 44	Germany	8th	306th
42-37953	Mar 29 44	Germany	8th	306th
42-38008	May 8 44	Germany	8th	306th
42-38019	Apr 11 44	Germany	8th	306th
42-38042	Sep 12 44	Germany	8th	306th

Type entry or use é commands

é-? for Help



File: FLYFORT

FIND RECORDS

Escape: Review/Add/Change

Find all records that contain 306TH  
Press é-F to change Find.

SERIAL NO.	Date	Location	Air Force	Group
42-38074	Feb 24 44	Germany	8th	306th
42-38163	Jun 17 44	France	8th	306th
42-39768	Dec 13 43	Germany	8th	306th
42-38776	Apr 24 44	Germany	8th	306th
42-39935	Feb 22 44	Germany	8th	306th
42-39945	Feb 22 44	France	8th	306th
42-39950	Mar 29 44	Germany	8th	306th
42-39963	Dec 5 44	Germany	8th	306th
42-39965	Mar 29 44	Germany	8th	306th
42-40006	Mar 6 44	Germany	8th	306th
42-97180	Sep 12 44	Germany	8th	306th
42-97185	Feb 14 45	Germany	8th	306th
42-97239	May 8 44	Germany	8th	306th
42-97250	Jun 20 44	Germany	8th	306th
42-97259	May 8 44	Germany	8th	306th

Type entry or use é commands

File: FLYFORT

FIND RECORDS

é-? for Help  
Escape: Review/Add/Change

Find all records that contain 306TH  
Press é-F to change Find.

SERIAL NO.	Date	Location	Air Force	Group
42-97278	Sep 12 44	Germany	8th	306th
42-97303	May 11 44	Germany	8th	306th
42-97312	Jun 17 44	France	8th	306th
42-97365	Aug 16 44	Germany	8th	306th
42-97368	Sep 12 44	Germany	8th	306th
42-97463	Feb 20 44	Germany	8th	306th
42-97574	Nov 21 44	Germany	8th	306th
42-97658	Feb 3 45	Germany	8th	306th
42-97663	Mar 26 44	France	8th	306th
42-97946	Aug 26 44	Germany	8th	306th
42-102503	Sep 12 44	Germany	8th	306th
42-102547	Feb 3 45	Channel	8th	306th
42-102669	Aug 8 44	France	8th	306th
42-102969	Sep 12 44	Germany	8th	306th
42-102975	Feb 14 45	Germany	8th	306th

Type entry or use é commands

é-? for Help

File: FLYFORT

FIND RECORDS

Escape: Review/Add/Change

Find all records that contain 306TH  
Press é-F to change Find.

SERIAL NO.	Date	Location	Air Force	Group
<del>42-97365</del>	<del>Aug 16 44</del>	<del>Germany</del>	<del>8th</del>	<del>306th</del>
<del>42-97368</del>	<del>Sep 12 44</del>	<del>Germany</del>	<del>8th</del>	<del>306th</del>
<del>42-97463</del>	<del>Feb 20 44</del>	<del>Germany</del>	<del>8th</del>	<del>306th</del>
<del>42-97574</del>	<del>Nov 21 44</del>	<del>Germany</del>	<del>8th</del>	<del>306th</del>
<del>42-97658</del>	<del>Feb 3 45</del>	<del>Germany</del>	<del>8th</del>	<del>306th</del>
<del>42-97663</del>	<del>Mar 26 44</del>	<del>France</del>	<del>8th</del>	<del>306th</del>
<del>42-97946</del>	<del>Aug 26 44</del>	<del>Germany</del>	<del>8th</del>	<del>306th</del>
<del>42-102503</del>	<del>Sep 12 44</del>	<del>Germany</del>	<del>8th</del>	<del>306th</del>
<del>42-102547</del>	<del>Feb 3 45</del>	<del>Channel</del>	<del>8th</del>	<del>306th</del>
<del>42-102669</del>	<del>Aug 8 44</del>	<del>France</del>	<del>8th</del>	<del>306th</del>
<del>42-102969</del>	<del>Sep 12 44</del>	<del>Germany</del>	<del>8th</del>	<del>306th</del>
<del>42-102975</del>	<del>Feb 14 45</del>	<del>Germany</del>	<del>8th</del>	<del>306th</del>
42-107153	Jul 16 44	Germany	8th	306th
42-107212	Jun 15 44	France	8th	306th

Type entry or use é commands  
File: Flyingfort

FIND RECORDS

é-? for Help  
Escape: Review/Add/Change

Find all records that contain 306TH  
Press é-F to change Find.

Serial No.	Date	Location	Air Force	Group
43-37693	Aug 16 44	Germany	8th	306th
43-37976	Oct 22 44	NoSea	8th	306th
43-38250	Jan 10 45	Germany	8th	306th
43-38296	Oct 15 44	Germany	8th	306th
43-38302	Mar 9 45	England	8th	306th
43-38362	Nov 9 44	England	8th	306th
43-38690	Jan 1 45	NoSea	8th	306th
43-39031	Dec 29 44	Germany	8th	306th
44-6019	Jun 12 44	Belgium	8th	306th
44-6087	Oct 15 44	Germany	8th	306th
44-8099	Oct 22 44	NoSea	8th	306th
44-8446	Jan 10 45	Germany	8th	306th
41-24510	Oct 9 42	Germany	8th	306th

Type entry or use é commands

é-? for Help

8 April 1987

Dear Sid:

In answer to your recent questions: 41-24510 was the first 306th plane lost in combat, flown by Capt. Jack Olson on the very first combat mission the group flew.

The 306th took 35 planes out of Westover AFB, MA, en route to England: one blew up south of Greenland, all crew lost; one was ditched off the coast of Ireland, everyone walked ashore; one was lost in a practice formation over England before combat began.

Unfortunately, your list is not complete. There were other 41-series planes lost in combat, particularly in 1942. But those losses of original planes continued at least until 20 April 1943 on a mission to Bremen when we first lost 10 aircraft in a day.

I am in the process of working over the roster of all 306th planes, and I am hoping that within the next year the group can publish a small book of all 306th planes, with a bunch of pictures, showing what the aircraft were, names, crew chiefs, dates of arrival at the 306th and dates on which the aircraft departed.

The list I am working from is supposedly a complete list, but the list is certainly incomplete as to information. I expect to begin putting it all on the computer as soon as I get my income tax out of the way. I have been assembling a lot of data, but still find too many gaps.

After 40 years I think it is inevitable that one cannot get all of the information that one wants. As careful as the AF was about information concerning metallic objects, I am surprised that there is anything missing at all. They were much more cavalier about lives in their WW II record keeping. But, I guess we enthusiasts are given things to do by earlier inadequacies.



Sid Johnston - 2

I appreciate your production of this data, for it will be another cross check against what I already have.

Retirement is not too far off for me and at that time I hope to devote much more activity to 306th data. I keep assembling stuff, and am currently awaiting the arrival of another packet from National Archives. I hope to enrich my collection from that source even more in the future and know that there is much to be mined from there, as well as that at Maxwell AFB. It just takes time and money to dig it all out.

A year and a half ago I was in Archives and brought home a large bundle of interrogation forms, etc, which I am just now getting into usable condition. I have access to a reducing Xerox machine, so that I am able to put 8½x 14 paper down to 8½x 11, and then two-side it, so that my paper volume shrinks. All of this is going into binders, and perhaps someday I will have all the mission information together. Therein is to be found a great deal about aircraft. But my explorations at Maxwell, where I brought home 1700 pages from a two and a half day excursion, has also provided much input.

Here in Kalamazoo I also have a friend who is letting me use a copying machine that produces readable materials from the microfilm I bought 10 years from Maxwell. I will soon have the most complete set of special orders to be found for the 306th, which also provides the personnel information needed.

That's probably more than you wanted to know, but there it is.

All the best, and keep me posted on anything you dig up on the 306th.

There in Albuquerque have you ever touched base with Col. John L. Ryan. He lives at 218 Wells Dr., NE, is former president of the 306th Association, and was an evadee in March 1943 out of France. Is a fine man and very knowledgeable about the 306th, the B-17 and a lot of other stuff. He was the very critical editor for the first edition of First Over Germany (we are now considering something that is almost unheard of, a second edition of such a book).

Ryan is also a Latin and Greek scholar and after retiring from USAF, where he became a fighter mavin, earned his doctorate in foreign languages. He is a medieval scholar, and very interesting.

2 February 1989

LTC Sidney F. Johnston  
6909 Rosewood Rd, NW  
Albuquerque, NM 87111

Dear Sid:

Writing for myself, and for Don Ross and Reg Robinson,  
let me express our thanks to you for your recent gift  
to the 306th BG Project Fund.

Your interest in the Association as evidenced by your  
gift is much appreciated, and you will be hearing further  
from us on this matter.

Sincerely yours,

William F. Houlihan  
President

Amount received: \$10.00

# DAYS OF OUR LIVES



"MOSQUITO" Historical Foundation Assn.  
MOSQUITO LOCATOR CONTROL, Office  
Sidney F. Johnston, Jr.  
6909 Rosewood Road N.E.  
Albuquerque, New Mexico 87111  
(Non-Profit EIN: 68-0059454)

Combat Aircraft: T-6"TEXAN"

22 May 1990

Dear Russell,

I thought that you would like to have this copy of the SAC publication of project CASEY JONES. I was in the 306th Bmb.Gp. the 423 Bmb. Sq., Lt.Lloyd B. McCracken (El Dorado AR) crew as a flight engineer in 1945-46. We had the B-17G #292 "Bucket of Bolts" at/with the RAF at Gibraltar. After your review, if you have any questions do let me know.

The copy of the REUNION HANDBOOK for Military Reunions may be of use to you and the staff of 306th Bmb.Gp Asn. for reunions. I have planned to attend the 306th Reunions each year. BUT, I am a directory & historian for the Korean War "MOSQUITOS". Each year the reunions conflict. Then my Vietnam War C-47 outfit has their reunions in May/June each year. Attached is the logo I designed for the 360<sup>th</sup> Tactical Electronic Warfare Sq./460 TAC Reccy Wing for my RC-47P that I flew in 1966-67 in Vietnam. My plans are to make the 306th Reunion in 1991 regardless!

Rus, I have a sheepskin jacket with the CASEY JONES 306th BmGp/B-17/missions painted on it by a German pilot (ME-262) at Lechfeld



**THE FORGOTTEN WAR** 1950  
**KOREA** 1953

over

ADDRESS CORRECTION REQUESTED



W.Gernamy in 1946. I never wore the jacket. Just, kept it in storage. It should be placed in a museum with other 306th Bmb.Gp. material. Do you have any suggestions? Although the jacket depicts the 306th Bmb.Gp., I do believe the jacket was made for the German Air Force during the war! Interesting?!!!

My best to you and the family.

Looking to our get-to-together at a reunion.

Sincerely,



Sidney F. Johnston, Jr.

Lt.Col. USAF Ret.

(423 Bmb.Sq. Flight Engineer)

(L. McCracken's crew)



Logo/patch: designed by LTC Sidney Johnston  
pilot, RC-47P, 360th Tactical Electronics  
Warfare Sq. ANTIQUE AIRLINES. VIETNAM WAR  
1966. Col. Johnston was a B-17 flight eng-  
ineer 306th Bmb Gp. 423 Bmb.Sq. Lt. McCracken's  
crew

"OLD TIGER"

Sidney F. Johnston  
Usaf Ret  
6909 Rosewood Rd NE  
Albuquerque NM 87111



6147th TAC. CON. GP. KOREA  
MOSQUITO

THE FORGOTTEN WAR 1950  
**KOREA** 1953  
Died: 54,246 Wounded: 103,284 M.I.A: 8,177



**FORGET HELL!**



# Mosquito News



## THE MOSQUITO ASSOCIATION, INC.

(Non-profit EIN: 68-0059454)

### PRESS RELEASE

FOR IMMEDIATE RELEASE:

#### **"MOSQUITO" Military Unit Reunion**

PUBLIC RELATIONS STATEMENT

THE MOSQUITO ASSOCIATION, INC.

Members of the 6147th Tactical Control Group "Mosquitos" who served with the Fifth Air Force in the Korean War will hold their annual reunion on September 20-23, 1990, at the Best Western Landmark Resort Hotel, Myrtle Beach, South Carolina. Contact: John N. Webster, 610 1st Avenue (N), Surfside Beach, S.C. 29577, (803) 238-0560.

UNIQUE VETERANS OF A FORGOTTEN WAR TO HOLD REUNION. The T-6 aircraft Airborne and Ground Combat Crews and attached personnel of the 6147th Tactical Control Group (TCG), 5th Air Force, Korean War (1950-53) will hold a reunion in Myrtle Beach, South Carolina September 20-23, 1990. These are not the usual variety of mosquitos that people deal with when the weather gets warm. These MOSQUITOS are former pilots and support personnel from more than a dozen United Nations (UN) countries that were part of the "police action" called the Korean War. This year's annual reunion is the fourteenth for this group of men whose daring and skill earned them major national and international decorations, including six U.S. Presidential Citations and two Korean Presidential Unit Citations, as well as glory and immortalization from CBS newscaster Edward R. Murrow, the Steve Canyon and the Terry and the Pirates cartoon series, the Associated Press' Hal Boyle, etc.

The United Nations Command in the Korean War designed the 6147th TCG as a truly international organization. The mixture of men with so many different military occupational specialties were from Great Britain, Australia, Canada, France, the Philippines, Thailand, Turkey, Greece, the Netherlands, Columbia, Ethiopia, Belgium, New Zealand, Luxembourg, South Africa, South Korea and the U.S.A. They lived together in sandbag bunkers, trenches, and tents; flew together "low and slow" over enemy territory to spot targets, and fought as combat teams in the front lines.

A Korean War news report stated: "The most dangerous job of the Korean War is the work given to the T-6 Airborne and Ground crews."

John N. Webster, USAF Retired, a former MOSQUITO of Surfside Beach, South Carolina, is the Reunion Commander of this year's reunion which will be held September 20-23, 1990 at the Best Western Landmark Resort Hotel, Myrtle Beach, South Carolina. More than 200 men and their families from the U.S. military service units, the UN countries' units, and historians/writers are expected to attend.

More information for press releases, interviews, and television coverage can be obtained from John Webster, 610 1st Avenue (N), Surfside Beach, South Carolina 29577, (803) 238-0560 or the President of the Association, Steve Rooney, 3210 Balmoral Drive, Sacramento, CA 95821, (916) 489-0476.

THE 37TH ANNIVERSARY OF THE KOREAN WAR CEASE FIRE IS JULY 27, 1990.

## '92 Directory Is Coming (from page 1)

pounded by the explosion of FAX machines and other devices demanding many more phone numbers in metropolitan areas.

So, both of these essential services have been playing "upset the fruit basket," and it raises hob with everyone, especially mailers and list keepers.

### **New Directory Due**

Our 1992 directory should come out in May, and we need your help!

The Postal Service has been good about sending us changed numbers, but we need more data from many of you.

We also need to have you check your listing in the 1990 directory and to let the editor know what you need changed.

If we don't hear from you we must assume that the data we have is correct as far as your directory entry is concerned.

Check the form below:

Name Sidney F. Johnston, Jr., USAF Ret. Lt.Col.

Address 6909 Rosewood Rd, NE

City, State and Zip Code Albuquerque, New Mexico 87111

Telephone #, with the correct area code 505-823-2927

Can you give us the four-number addition to your zip code? (Look on one of your utility bills for this, if you can't remember it).

On that street address, please designate whether it is St., Ave., Blvd., Road, etc. Rural routes AND box numbers need to be spelled out. In the alpha listing of the Directory, be sure your unit designation is correct. That's the one that counts. (If you were placed in the wrong listing under organizations, don't worry about it. We plan to get it right this time.)

Other data we will store away for possible later use:

Wife's first name Suzanne M.

Your birthdate 2 Aug. 1926

Social Security # 231-24-7900

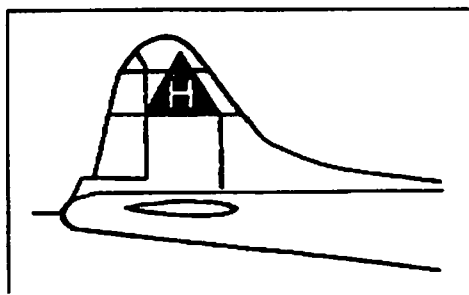
Retirement date/place of employment/job title Lt.Col. Ret. 30 June 1973/30 yrs military

USAF pilot, aeronautical engineer: college research engr.

Send the above to Russell A. Strong  
5323 Cheval Place  
Charlotte, NC 28205-4937  
704/568-0153  
367th  
June  
20 April 1924  
379-12-7272

"CASEY JONES" 306th Bmb Gp  
423 Bmb.Sq. 1946  
Gibraltar/RAF (1 year)  
Flight Engineer on  
McCracken's crew  
B-17G 44-3292  
"BUCKER OF BOLTS"

January 1988/Western Michigan University/Senior Development  
Officer & Director of Research for the WMU Foundation



## A Black in The Air Force

Benjamin O. Davis, Jr., American, an  
autobiography. Smithsonian Institution Press,

# Mosquito News

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## THE MOSQUITO ASSOCIATION, INC.

(Non-Profit EIN: 68-0059454)

### PRESS RELEASE

#### *"MOSQUITO" Military Unit Reunion*

PUBLIC RELATIONS STATEMENT      THE MOSQUITO ASSOCIATION, INC.

Members of the 6147th Tactical Control Group "Mosquitos" who served with the Fifth Air Force in the Korean War will hold their annual reunion on September 22-27, 1992 at the Red Lion's Sacramento Inn, Sacramento, CA. Contact Stephen J. Rooney, 3210 Balmoral Drive, Sacramento, CA 95821; (916) 489-0476.

UNIQUE VETERANS OF A FORGOTTEN WAR TO HOLD REUNION. The T-6 aircraft Airborne and Ground Combat Crews and attached personnel of the 6147th Tactical Control Squadron and Group (TCG), 5th Air Force, Korean War, will hold a reunion in Sacramento, California, September 22-27, 1992. These are not the usual variety of mosquitos that people deal with when the weather gets warm. These MOSQUITOS are former pilots and support personnel from more than a dozen United Nations (UN) countries that were part of the "police action" called the Korean War. This year's annual reunion is the sixteenth for this group of men whose daring and skill earned them major national and international decorations, including five U.S. Presidential Citations and two Korean Presidential Unit Citations, as well as glory and immortalization from CBS newscaster Edward R. Murrow, the Steve Canyon and the Terry and the Pirates cartoon series, the Associated Press' Hal Boyle, etc.

The United Nations Command in the Korean War designed the 6147th TCG as a truly international organization. The mixture of men with so many different military occupational specialties were from Great Britain, Australia, Canada, France, the Philippines, Thailand, Turkey, Greece, the Netherlands, Columbia, Ethiopia, Belgium, New Zealand, Luxembourg, South Africa, South Korea and the U.S.A. They lived together in sandbag bunkers, trenches, and tents; flew together "low and slow" over enemy territory to spot targets, and fought as combat teams in the front lines. A Korean War news report stated: "The most dangerous job of the Korean War is the work given to the T-6 Airborne and Ground Crews." ✓

Stephen J. Rooney, Major, USAF Retired, a former MOSQUITO of Sacramento, CA is the Reunion Commander of this year's reunion, which will be held at the Red Lion's Sacramento Inn at Arden Way and Business 80 in Sacramento, CA. More than 200 men and their families from the U.S. military service units, the UN countries' units, and historians/writers are expected to attend.

More information for press releases, interviews, and television coverage can be obtained from Stephen J. Rooney, 3210 Balmoral Drive, Sacramento, CA 95821, (916) 489-0476 or the President of the Association, Jack Schwab, 232 South Main Street, Rockford, MI 49341, (616) 866-1153.

THE 39TH ANNIVERSARY OF THE KOREAN WAR CEASE FIRE IS JULY 27, 1992.



505-823-2927



SIDNEY F. JOHNSTON, JR.  
6909 ROSEWOOD ROAD, N.E.  
ALBUQUERQUE, N.M. 87111

8 March 1995

Hi Russell,

The attached material may be of interest. I am president of the Mosquito Assn & very proud to be a part of this Korean War group of veterans.

Of interest, I wore the 423 Bmb Sq. 306th Bmb Gp logo-patch during my encounter in "No-man's" land in July 28th 1953. See the attached News report. The books noted have pictures.

On 20 Jan '95, I was the principal speaker to the 8th Historical Society.

Regards,  
Sid Johnston

# Mosquito News



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Members of the 6147th Tactical Group "Mosquitos" who served with the Fifth Air Force in the Korean War will hold their annual reunion September 5-10, 1995 at the Antlers Doubletree Hotel, 4 South Cascade Avenue, Colorado Springs, CO 80903. Contact James W. (Joe) Merritt, 2440 South Ammons Street, Lakewood, CO 80227. Telephone (303) 986-2692.

UNIQUE VETERANS OF KOREAN WAR TO HOLD REUNION. The T-6 aircraft Airborne and Ground Combat Crews and attached personnel of the 6147th Tactical Control Squadron (TCS) and Group (TCG), 5th Air Force, Korean War, will hold a reunion in Colorado Springs, CO, September 5-10, 1995. These are not the usual variety of mosquitos that people deal with when the weather gets warm. These MOSQUITOS are former pilots and support personnel from more than a dozen United Nations (UN) countries that were part of the "police action" called the Korean War. This year's annual reunion is the nineteenth for this group of men whose daring and skill earned them major national and international decorations, including three U.S. Presidential Citations and two Korean Presidential Unit Citations, as well as publicity from CBS newscaster Edward R. Murrow, the Steve Canyon and the Terry and the Pirates cartoon series, the Associated Press' Hal Boyle, etc.

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THE 42ND ANNIVERSARY OF THE KOREAN WAR CEASE FIRE IS JULY 27, 1995.



NOTE: Sid Johnston was wearing a 423 Bmsq 306th Bmb Gp logo patch on his uniform jacket when he walked into no-man's land to meet the enemy!!!

6 • July 1994

## Marking DMZ All Over Again By Phill Casaus

One July morning in 1953, only a few hours after the guns stopped booming and the men stopped bleeding, a dog-tired Air Force second lieutenant named Sidney Johnston was given a new set of orders.

"They told me, 'We want you to go help set up a DMZ,'" says Johnston, vividly recalling the morning after the Korean War finally ended. "And all I could do was ask, 'Sir, what the hell is a DMZ?'"

Johnston was perhaps the first combat soldier to hear the term "demilitarized zone" used in the wake of the Korean War.

Its importance, if not its effect, continues to shadow his thoughts to this day.

From a comfy living room chair in his home in Albuquerque's Northeast Heights, Johnston acknowledges many of his recollections from Korea are good ones. The bonds forged by men in combat—"A fraternity of survival," he calls them—are made of iron. Unbreakable. Unshakable.

But some of Johnston's memories cause pain. Nearly 41 years after he helped mark the DMZ separating warring North and South Korea, he is angered by the possibility that Americans could again face combat in places their fathers and grandfathers left decades ago.

"The Korean War," he says, "is still going on."

That, of course, is one man's opinion. But the headlines of the past month are undeniable. The most recent Korean crisis, fueled by North Korean President Kim II Sun's refusal to allow international inspections of his country's nuclear facilities, is perhaps the most serious threat to peace on the peninsula since the war's end.

Although the situation has eased somewhat in the past few days with North Korea's agreement to freeze its nuclear program, some Korean War vets question how long the agreement, and peace, will last.

"One thing I learned," says Johnston, who fought in World War II, Korea and Vietnam, "when it comes to those folks, what's mine is mine—and what's yours is negotiable."

The headlines and the pictures of the new South Korea—a modern, economically viable ally—spark the memories and the worries of men now in their late 50s and 60s who remember a war-ravaged land in which men died daily.

It's strange seeing Seoul, especially during the (1988) Olympics," says Remo Giannani, a Marine Corps vet who survived a famed, frigid fight with the Chinese at the Chosin Reservoir. "I mean, we blew the hell out of it. And now, it's a big, beautiful city. It would be a disaster to see what happened happen again."

Thankfully for the men who were there, it did stop. And yet, caught between the victory of World War II and the bitter experience of Vietnam, the Korean War somehow faded from the American consciousness.

"Basically," says Albuquerque native Russell Reinecke, a veteran of the special hell called the Iron Triangle, "we were ignored."

When it finally did end, on July 27, 1993, veterans began coming home—marching off troop ships in Seattle and San Francisco to the bewildered stares of people who often thought they'd been out of town, not at a war.

"People would ask me, 'Where you been, Sid?'" remembers the 67-year-old



2nd. Lt Sidney Johnston

Johnston, "I'd tell them Korea, and they'd ask, 'Where's that?'"

If the war itself seemed difficult to define, its aftermath was no more precise. Korean veterans' memorials are rare; glitzy anniversary celebrations like the one held last month for World War II survivors at Normandy hardly happen at all.

"Korean War veterans are not vocal people, I think," says Reinecke. "Somebody once called the Korean veterans gentlemen. Maybe we were a different group."

Different, but perhaps eager to get the attention they once were denied. A local Korean War Veterans Association was accredited in April, and hopes to attract the thousands of New Mexico vets who fought there. And Johnston—who retired as a lieutenant colonel in 1973—is proposing the construction of a museum/library in Albuquerque that would celebrate the deeds and honor the memories of those who died in every American war.

"But the Korean War vets would sponsor it," he says.

Johnston flew with a famed unit called the "Mosquitos," a tactical control air group that flew tiny slow-moving T-6 planes that scouted and attacked enemy positions from treetop level. When the Mosquitos (the 6147th Tactical Control

Please see JOHNSTON Pg 7



For: 306<sup>th</sup> Bmb. Gr. (H)  
WW-2 Eto

FILE  
COPY

# Marking DMZ All Over Again

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2nd. Lt Sidney Johnston  
LT-69 F.A.C. Pilot 1953

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JOHNSTON - Contd from Pg 6

Group) weren't in the air, they found themselves on the line with infantry units—calling in vital air strikes while under the worst of enemy fire.

"They used to threaten people—behave, or you go to the Mosquitos," says Johnston, who spends much of his time detailing his outfit's history and locating former Mosquitos.

At war's end, Johnston finally got the chance to meet the men who'd been his enemy only a few hours before.

Thanks to his intimate knowledge of the rugged topography, Johnston was chosen—ordered—to show members of an armistice commission exactly where the front lines began and ended. The rules were simple: Each side was to pull back 2,000 meters, thus creating the DMZ.

Johnston, who retired with three bronze stars and the Distinguished Flying Cross, remembers the meeting well. He can detail the pencil marks in the map he carried. He remembers a box of pens he jammed in his coat pocket. He can outline the faces he saw, and the dislike he felt.

He'd seen the "elephant"—a vet's way of saying he's seen combat. Like so many others, he's never forgotten the feeling. It pains him to think the DMZ

he outlined in 1953 marked only a respite from war—not its end. !!!

"So many times over there, they'd tell you 'The war's over, the war's over. Don't worry about the paperwork; the war will be over soon,'" Johnston says.

It's been 41 years. He's still waiting for the silence that comes with peace.

[Reprinted from the *Albuquerque Journal*, June 24, 1994.]

## Looking Ahead...

A visit to a real western Dude Ranch, a train ride to the top of Pike's Peak, a tour of the United States Air Force Academy and a chance to watch U.S. Olympic athletes working out: these are just a few of the activities planned for Mosquitos during our reunion at Colorado Springs, September 5-9, in 1995.

Joe Merritt, our 1995 Reunion Commander, has been busy working on arranging and organizing the myriad of details for our 1995 reunion.

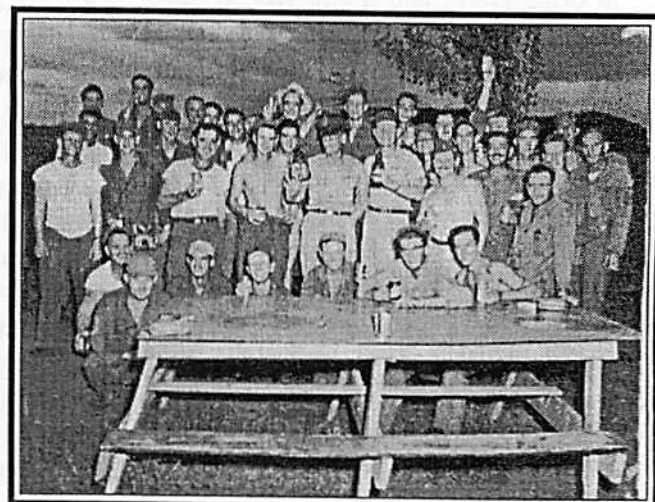
Reunion headquarters will be at the Antler's Doubletree Hotel, located in the central part of Colorado Springs, with

close access to all restaurants, shopping areas and major points of interest.

## By The Numbers...

Chesty Puller, who commanded the 1st Marines, got promoted to BrigGeneral before he left Korea. One day, he was in the Command Center, when battle reports started coming in from a Korean Marine Corps outfit on the division's flank. The Korean officer was speaking excitedly about enemy attacks on their lines. When Chesty asked how many enemy there were, the ROK Marine replied, "Many, many Chinese!!" "How Many?", again asked Puller. "Many, many" the response was repeated. Finally, Chesty got tired of the vague answers and called the U.S. Marine who was the liaison to the ROK Marines. Chesty again asked, "How many Chinese are attacking?" The Marine Liaison Officer confidently responded, "A whole shitpot full General!" Chesty's relief was evident when he said, "Thank God, there's somebody in this outfit who can count!!"

(Courtesy of the North San Diego Chapter  
Newsletter of The Chosin Few)



6149th Tactical Control Squadron party just after the signing of the Korean War Armistice, July 1953



JAN 29 2005

# Mosquito Association

Sidney F. Johnston, Jr.  
Lt. Colonel, USAF, Retired

6909 Rosewood Road, N. E. Albuquerque, NM 87111  
(505) 823-2927

(OVER)

## MILITARY TOURS:

WW-2: ETO: 306 Bomb Gp: 423 Bomb Sq US-46  
PROJECT "CASEY JONES"  
B-17 CREW: L.D. Mc CRACKEN'S  
FLIGHT ENGINEER # 292-B-17  
RAF Gibraltar / RAF-MI SQ.  
KOREAN WAR: PILOT: FAC: TACP: LTA-6 G  
1953: Radio Dept / F-84  
Vietnam War: PILOT: ~~RC-47P~~  
1966-1967 (2,000 Combat Hrs.)  
360 TEWS SQ / K60 Recon. Wg.  
AF Pilot / Aeronautical Engineer / Test Pilot (R & D)

\$ 50.00 DONATION

Sidney F. Johnston Jr. **FAC Pilot**  
6147th TacControlGp "MOSQUITO"  
Locator Office-Korean War  
6909 Rosewood Road N.E.  
Albuquerque NM 87111-1021

8 2000

AUG.

Hi Russell-

First, thanks for your, just,  
"OUTSTANDING" 306<sup>th</sup> Bm Gp Asch.  
work. Your 306<sup>th</sup> ECHOES News  
is the best!!!!

second, I thought you would  
like to see some of the mail  
that crosses my desk.

my best, and good health to  
you and your family.

Sincerely, Sid

# Mosquito Association

**Sidney F. Johnston**

*Lt Colonel, USAF, Retired*

6909 Rosewood Road, N. E. Albuquerque, NM 87111

(505) 823-2927

- OVER -



306<sup>th</sup> Bn GP.

423 Bm Sq.

"CASEY JONES": Gibraltar/RAF

Crew: Lloyd B. McCracken  
El Dorado, AR.

B-17: #292 "Bucket of Bolts"

Combat: WW-2 / Korea / Vietnam

**FILE****COPY**

Brian Catchpole  
 2 Rolling Hills, Goodmanham, YORK, YO439D.  
 Telephone 01430.871354

RECEIVED OCT 21 1999

Colonel S F Johnston, Jr  
 6147<sup>th</sup> TacControl Gp 'Mosquito'  
 Locator Office- Korean War  
 6909 Rosewood Road N.E.  
 ALBUQUERQUE NM 87111-1021

18<sup>th</sup> October 1999

OF NOTE:  
 X-ww2 306<sup>th</sup> BG  
 people served in  
 the Korean War  
 'Mosquitos'. There  
 were over 100 T-6s  
 F4c planes.  
 6,700 AF-UN people  
 were in the unit!

Dear Sid

My thanks for your wonderfully informative letter. It clarifies all the points I raised with you and I am most grateful for the trouble you have taken. I have made a small donation to the Association funds via Richard Tripp and hope to make another when my publisher coughs up!

I had no idea that so many people served with the 6147<sup>th</sup> and I shall try to emphasise its multinational composition. To a lesser extent RAF, RCAF and RAAF pilots served with the Sabre squadrons and I am presently corresponding with one pilot who converted to combat status in the F-86 over the Nevada desert when based near Las Vegas. He told me it could reach Mach 1.3 in the dive, something the MiG-15 could never do

✓ Equally fascinating were your references to B-17s and to the 306<sup>th</sup> BG. I remember the elegant paintwork of the 306<sup>th</sup> - elegant, that is, compared with some of the vertical stabilisers favoured by the other bomb groups. The 306<sup>th</sup> made a lasting impact on Thurleigh and district - renowned as the oldest and longest serving bomb group in the Mighty Eighth. I flew once or twice in Lockheed Hudsons (Air-Sea Rescue Lifeboat Carriers based at Bircham Newton, Norfolk UK) and in B-17s from Debach and Attlebridge (though at the time Attlebridge was primarily a B-24 base with a few WW B-17s on charge). Your mention of C-47s reminds me of a friend who checked out on Lancasters but was transferred to Burma. He dropped supplies to the Chindits 1944-5 flying C-47s which we always called Dakotas.

We still have a B-17 flying in the UK. It's ex-French Air Force and is the renowned 'Sally B'. We also have the occasional De Havilland (wooden wonder) Mosquito flying in air shows but the last two refurbished examples have proved to be dangerously unreliable.

My book is proceeding apace and I hope to have it finished in the New Year. Publishers are hard taskmasters over here. They insist that authors produce all the maps, illustrations etc as well as the text in duplicate.

Again, my thanks for all your help

Yours sincerely,  
 Brian