



SOUTH AFRICAN KOREAN WAR VETERANS ASSOCIATION

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LETTER FROM THE EDITOR

Dear Members and Friends,

The month of July was a relative quiet month as only one Memorial Service took place, but we also commemorated the Signing of the Armistice between North and South Korea on the 27th of July 2023. As stated in last month's Newsletter, the Commemoration Service in the Pretoria area took place at Mobile Deployment Wing Swartkop on the 15th of June and the Commemoration Service that was planned in Cape Town at Air Force Base Ysterplaat on the 8th of August 2023 was cancelled on short notice due to the violent taxi strike in Cape Town.

I want to extend a special word of appreciation to Commander Chullwoo Park and his Team as well as the Corporate Communications (Colonel Maropane) and the Ceremonial Services (Warrant Officer Jones) and the members of the Air Force Base for all their preparations for this Service.

I have received a parcel via UPS from the Office of the Chairman of the Korean War Veterans Association containing two books (one in English and one in Korean) regarding the activities of the Korean Veterans Association over the past 50 years. This valuable book covers the starting point of the Revisit Programme in 1975 and will form an integral part of the Associations records.

THE ANNUAL REVISIT PROGRAMME FOR KOREAN WAR VETERANS AND THEIR FAMILIES: 24 TO 29 JULY 2023

We had the privilege this year to be allocated 3 slots for the annual revisit programme in July and 1 by the Department of Defence in September 2023. Due to the sudden cancellation of the opportunities for the revisit program in 2022, it was only fair that the people who applied first and did not have the opportunity, to be granted the first option this year.

Keith Holshausen committed himself to provide daily photographic feedback to me of their activities while in Korea and Glenn Lello provided a detailed feedback of their time in Korea upon his arrival home. I want to thank both of these gentlemen for their efforts.

The following members travelled to Korea over the period 24 to 29 July 2023.

- Descendant of Brigadier G.E. Lello (served in Korea over the period 04/09/1952 to 12/11/1953: Mr. Glenn Lello (son).
- Descendant of Captain J.C. Bolitho (Served in Korea over the period 20/05/1952 to 11.10/1952: Mrs Yvonne Surtees (daughter).
- Descendant of Captain I.A. Holshausen (served in Korea over the period 06/12/1952 to 18/10/53: Mr. Keith Holshausen (son) and his wife Su Holshausen.

Letter from Glenn Lello on their time in Korea.

I arrived back from Seoul at midnight last night, after a long but fortunately uneventful journey. May I extend to you my sincere appreciation for having enabled me to attend the 70th armistice celebrations. I had fully expected you to be there as well, and appreciate the fact that you may have given up the opportunity to allow Yvonne, Sue, Keith and myself to attend.

The Korean's generosity, hospitality, and organisation was overwhelming, and it embarrassed me somewhat to be included in the massive "Welcome to our Heroes" celebrations, as I was always acutely aware that I had done nothing to deserve all the praise and gratefulness extended non-stop by the Koreans. There were only 69 true veterans in the 200-odd group, and they were obviously the deserving ones. I was asked to lay a wreath at the SA flagpole during the ceremony in the UN Memorial Cemetery in Korea, in Busan.

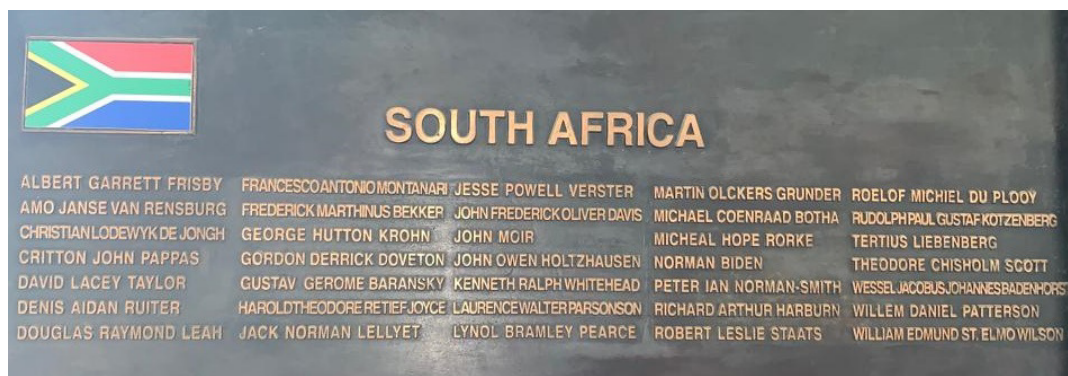


Yvonne, Glenn and Ivan laying a wreath at the South African graves at the UN Cemetery in Busan

There are only eleven graves for the thirty-five 2 Squadron pilots and ground crew who died in Korea in the UN Cemetery in Busan. Twenty-four member's remains have never been found.



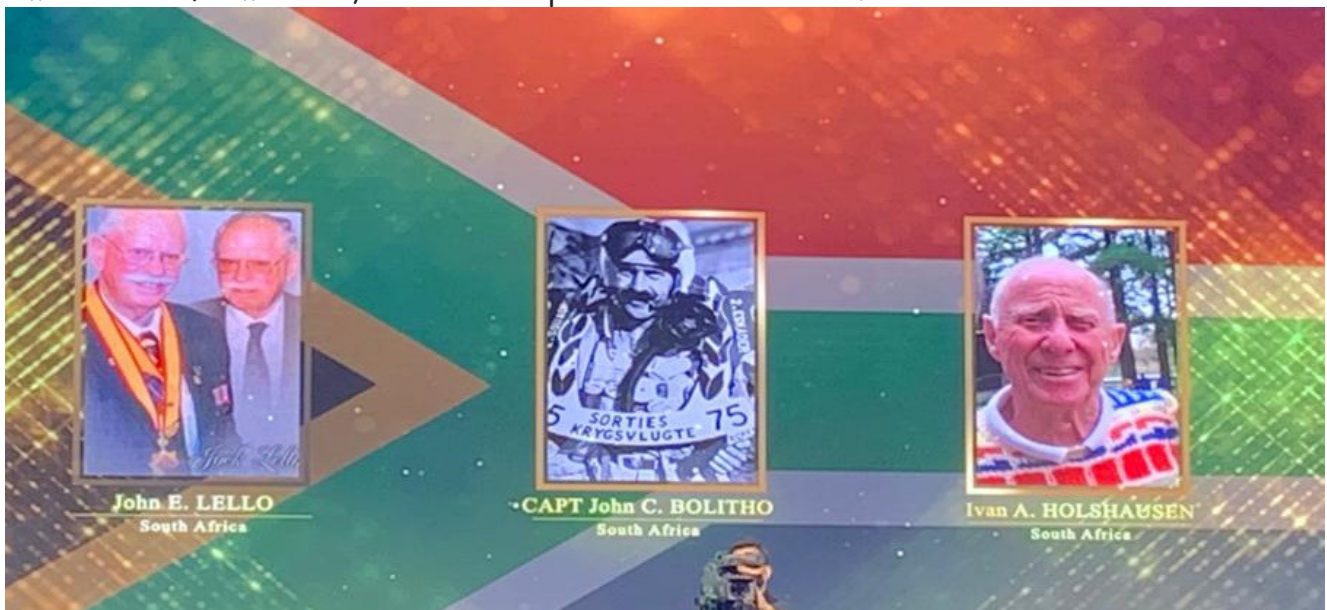
Back in Seoul I was given a floral tribute to place at the Wall of Remembrance in the War Memorial of Korea, at the foot of the wall panel where the 35 dead SA's were listed.



The names of the 35 2 Squadron members who died in Korea. The other two members, WO1 Carpenter died in Mauritius on his way to Korea and 2nd Lt Mike Halley died 11 months after his release as a POW in Korea in Kwa Zulu Natal.

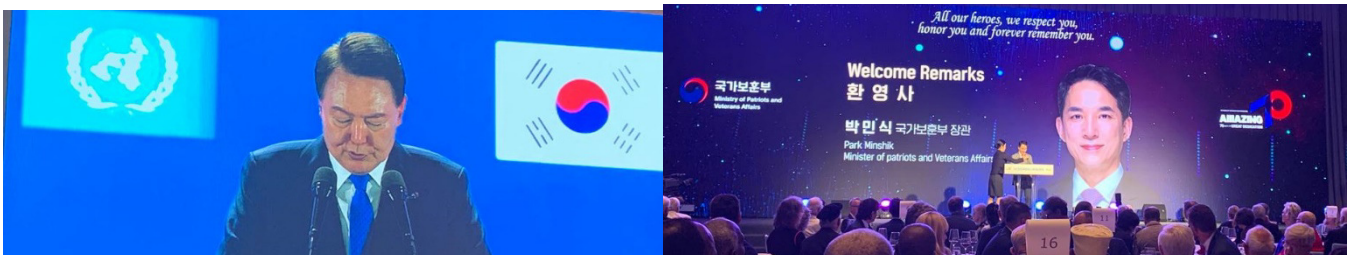
Huge brass-embossed panels lined a long colonnade of high stone pillars with all the names of the dead, divided up into countries of origin, and it was astounding to see the vast numbers of American names, grouped into the states from which they came.

At the Thank You Banquet in Busan, I was required to join a queue of representatives of countries to enter the very large banquet room individually as the country name was announced, to the sound of everyone clapping for the country as one proceeded down a long red carpet facing a barrage of video cameras. While I walked down the carpet, on the huge screen mounted at the end of the hall, photos of John Bolitho (Yvonne's dad), Keith's and my dad were up on the screen. Luckily I was in my best suit and tie as instructed, which these days only usually comes out for funerals. At this Thank You Banquet we 4 SA's sat with the ambassadors from Poland, the Czech Republic and Switzerland.



Recognition to the descendants of Brig Jock Lello, Captain John Bolitho and Capt Ivan Holshausen descendant's during the ceremony

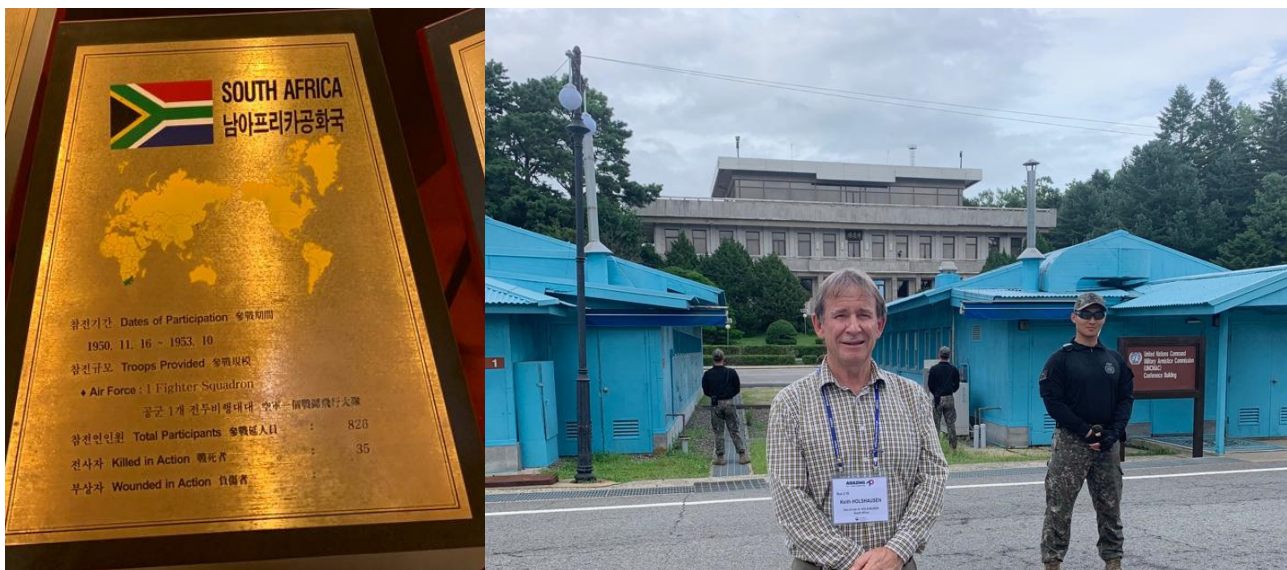
The main event, the 70th Anniversary of the Korean War Armistice Commemoration Ceremony in Busan, with the Korean President and his wife and 30 bodyguards present, was a spectacular affair, with children's choirs, military trumpets, honorary flag bearers, huge-screen video montages with old film footage of the fighting and destruction that took place; and an address of sincerest thanks given by the President to those Vets at the ceremony, to the relatives, and to those dead (the 69 vets had either been wheeled or hobbled up onto the huge stage with the President).



The address by the Korean President Yoon Suk Yeol | The address by the Minister of Patriots and Veterans, Park Minshik

The vets were presented with medals, gold-embroidered caps, medallions, tailored jackets; and the President got down on his hands and knees and unshod a chosen vet in his wheelchair to put onto his feet and lace up the special "Victory Shoes", a pair of which had been made for each of the true veterans.

At the various banquets and events, we were forever being given small presents - medallions, Korean painted fans, embroidered silk pouches, inlaid lacquered boxes etc, and prior to coming home we were each given a beautifully constructed gold and enamelled memory stick and container that apparently has photos and video of all of our outings and banquets, including the visit to Panmunjom and the Demilitarised `Zone.



I was also pulled aside on the last day in Seoul and taken to a room where my bare feet were squashed into some modelling putty (luckily I was wearing the socks with no holes). No one present or anyone else seemed to be able to tell me what was going on. The following day Yvonne and I fortuitously encountered Lee Eun Young (smartly dressed, elegant and very well spoken lady, who had held various government positions around the world, and who was now a government member of the Korean Vets' organising committee). We had an interesting conversation with her, in the course of which, inter alia, she revealed that they had spent \$2.3m (USD) on this year's event, and insisted that they would still be inviting veterans and their family members in the coming years, but at a lower number.

Lee Eun Young was also able to clear up the mystery of what had been going on with my feet! Apparently another memorabilia hall is to be built in the War Memorial of Korea in Seoul, and casts of my feet, representing SA in general, were going to join those from other countries in some form of exhibition - quite what, she was not willing to divulge.

I will write to Natalya Bae later today when I am over a bit of the jetlag, to thank her for the organisation of our particular participation. The staff accompanying us on the buses (8 buses) and bullet trains were excellent, making sure wheelchairs were always at the ready, and checking that no one, no matter how young you might have thought you looked in comparison to

the real Vets, tripped over a curb stone or bump on the path, or risked being crushed in a lift door. They also hauled around huge and heavy piles of water bottles - the heat was at times quite oppressive out of air conditioning, but the flip side was that we were never once rained upon.

The accommodation was superb, 5 star in all aspects, and the food was at all times extravagant, whether in the hotels or at the two evening dinners. The police motorbike outriders and police cars accompanying our buses frequently stopped 6 lanes of traffic to facilitate us getting through the inevitable gridlock experienced with such heavy traffic, and they were very efficient and welcome. The motorists, seeing the buses festooned with "Welcome our Heroes" banners never appeared to show any aggravation at being slowed down by us.

Once again Dirk, my sincere gratitude to you for having enabled me to have this experience, and for your support.

Keep well, keep safe.

Best wishes,

Glenn.

Below is Keith Holshausen and one of the Programme's staff members at the Incheon Air Port near Seoul upon their arrival and the four South African representatives Keith and Su Holshausen, Yvonne Surtees and Glenn Lello



THE ANNUAL BATTLE OF DELVILLEWOOD COMMEMORATION SERVICE

The annual Battle of Delville Wood Commemoration Service was held at the Common Wealth plot in the Thaba Tshwane New Military Cemetery, Thaba Tshwane on Sunday 16 July 2023. The service was presented by the South African Legion supported by the Common Wealth War Graves Commission, The South African Nation Defence Force, the Council of Military Veterans Organisation of South Africa, the Delville Wood Trust, and the Pretoria Memorial Service Council. The graves were neatly kept by the service provider of the Common Wealth Grave Commission.

The Commemoration Service was presented with full military flair as the guards at the cenotaph and wreath table were supplied by all four military services. Wreaths were laid by representatives of Angola

and Mozambique and all Military Veterans Organisations. Marina Valentine did a splendid job (as always) and made this a Service to remember.

Background on the Battle of Delville Wood

This most famous battle was fought by South African soldiers in France during the First World War and is always suitably remembered on the Sunday closest to the 16th July every year. In 1916, the 1st SA Infantry Brigade found itself to be part of the 9th Scottish Division on what was known as the Western Front in Europe, during the Great War 1914 -1918. The South African Brigade under the command of Brigadier General HT Lukin was made up of four infantry regiments, namely:

- 1st SA Infantry – (Cape of Good Hope Regiment)
- 2nd SA Infantry – (Natal and Free State Regiment)
- 3rd SA Infantry – (Transvaal and Rhodesia Regiment)
- 4th SA Infantry – (SA Scottish Regiment) mainly from the Transvaal.

On the evening of the 15th July 1916, the South African Brigade was called upon to assist in clearing the village of Longueval and to capture the Delville Wood adjacent to this village. After going into a battle of intense fighting, being harassed by German snipers and heavy bombardment, they managed to recapture the village which was by then reduced to ruins and rubble. The Brigade then moved into Delville Wood later to be described by some survivors as Devil's Wood, meeting fierce resistance and more heavy bombardment. There were no reinforcements, much suffering, numerous acts of bravery and an excessively heavy toll in human lives. It was the rainy season and the excessive mud increased the men's suffering and discomfort.

On the evening of the **15th July 1916**, the South African Brigade numbered **3,153** men, **121** officers and **3,032** other ranks. On the morning of the **19th July 1916**, **1080** men were dead and **1735** were wounded. Only **338** came out of the battle physically unscathed. The wood itself with its dense undergrowth also suffered from the heavy artillery shelling and was reduced to a few stumps and broken branches half buried in mud. It has had to be replanted twice in attempts to get it back to its original condition. There are only **51** South African graves at Delville Wood. There were not sufficient remains of the other **1029** dead soldiers to bury.

A German Officer made this entry in his diary on 17th July 1916 concerning Delville Wood:

"The wood was a wasteland of shattered trees, charred and burning stumps, and craters thick with mud and blood, and corpses everywhere. In places the corpses were piled four deep. Worst of all was the lowing of the wounded, sounding like a cattle ring at a spring fair."

Another historian described the battle as follows:

"The Brigade had hung on in the Wood without reinforcements or relief for an incredibly long time - six days and five nights, standing firm against impossible odds. This had also been the first occasion of any significance that South Africans of whatever descent, had fought and died together." King George V whilst visiting the war cemeteries across Europe after the war and having viewed the rows of headstones in the war cemeteries and referring to the Commonwealth War Graves Commission in 1920 made the following statement:

"We can truly say that the whole circuit of the earth is girdled with the graves of our dead! Never before in history have a people thus maintained individual memorials to their

fallen - and in the course of my pilgrimage, I have many times asked myself whether there can be no more potent advocates of peace on earth through the years to come - than this mass multitude of silent witnesses to the desolation of war."

It is the task of the Pretoria Memorial Services Council to stage memorial Services, as we must never forget the brave deeds of those who sacrificed their all for the security of the world.

On behalf of the South African Korean War Veterans Association I want to express my sincere gratitude to the Pretoria Memorial Services Council for hosting these memorials. **"Without your commitment these memorials will fade away".**

I also want to extend my sincere appreciation to Veteran Johan Botha of the CMVO, who spearheaded the cleaning effort of the jungle where the post WWII military graves are. The massive effort was by a few volunteers of the CMVO to clean the bottom part of the New Thaba Tshwane graveyard, but two thirds of the graves are still not accessible. The privilege to lay a wreath at the grave of my father and sister-in-law that were laid to rest in this cemetery, was therefore not granted.

BIRTHDAYS AUGUST 2023

The following members will celebrate their birthdays in August 2023. On behalf of the Association I wish them all a wonderful and safe 2023.

Margret Lello (24), Margot Basson (31), Magda Frylinck (04), Ernie Garzouzie (27), Joyce Le Fevre (02), Angela Magner (1), Pam Martin (18), Lizanne Saayman (15), Grant Surtees (25), Alan Thom (13), Patricia Board (04), Shirley Shearer (11), John Hughes (31), Denise Bischoff (10), and Lisa McKellar (17).

I wish everybody a wonderful month.

Dirk Louw

REMEMBERING OUR FALLEN WAR VETERANS



We remember the following South African War Veterans who were killed in the month of August over the period 1951 to 1953 in the line of duty while serving in Korea as part of the South African Air Force Number 2 Squadron:

14 August 1951: Casualty No. 15: 2/Lieutenant C.L. "Ian" de Jongh.

22 August 1952: Casualty No. 33: Capt R.P.G. Kotzenberg.

28 August 1953: Casualty No. 34: 2/Lieutenant M.C. Botha.



REMEMBERING OUR WAR VETERANS: CAPTURING THE DETAILED HISTORY OF 2 SQUADRON IN KOREA

I am busy covering the detailed daily history of 2 Squadron based on the official files on this topic in the Air Force Museum. (Please take note that *these records are retyped without changes to ensure that it is a direct copy of the Intelligence Report and other sources*). This record will be enhanced with info from the 2 Squadron War Diary, the 18th Fighter Bomber Wing War Diary (**TRUCKBUSTERS from DOGPATCH by Tracy D. Connors**) as well as other official documents.

The statistics below are to provide a clear record of the movements of the Squadron, personnel and aircraft losses as well as the rotation of Commanding Officers.

The main reason for this is to ensure that there are clear statistics on aforementioned information and to provide a reader with a reference method to determine this information as to when and where what happened. This will make the monthly contributions much easier to understand and also as to when these incidents happened.

Statistics

Deployments. (Period 27 September 1951 to 3 January 1952). For reference purposes to keep track of all the movements of the Squadron the following detail will be displayed every month:

Departure date Durban: **27 September 1950.**

Arrival in Yokohama: **4 November 1950.**

Arrival at Johnson Air Base: **4 November 1950.**

Receipt of the first 16 Aircraft at Johnson Air Base: **5 November 1950.**

Arrival of the 2 Squadron detachments at K-9: **16 November 1950.**

Arrival of the 2 Squadron detachment at K-24: **19 November 1950.**

2 Squadron First Operational Mission: **22 November 1950.**

2 Squadron's Detachment's evacuation to K-13 in Suwon: **1 December 1950.**

2 Squadron Headquarters move from Johnson Air Base in Japan to K-10: **17 December 1950.**

Last remaining Detachment pilots at K-13 flew down to K-10: **23 December 1950.**

Last remaining 2 Squadron pilot arrive from JAB in Korea at K-10: **30 December 1950.**

Last ground crew evacuated from K-13 to K-10: **4 January 1951.**

2 Squadron temporary move to K-9 for the resurfacing of the K-10 runway: **25 March 1951.**

2 Squadron move back to K-10 after the completion of the PSP runway: **24 April 1951.**

Deployment of one flight of four aircraft to K-13 base on a daily basis: **1 May 1951.**

The refueling and re-arming detachment moved from K-13 to K-16: **7 May 1951.**

The temporarily move of the 2 Squadron detachment back from K-16 to K-13: **09 August 1951.**

2 Squadrons move back to K-16 after the runway was made serviceable again: **18 August 1951.**

2 Squadron detachment move with the 18th Fighter Bomber wing for K-16 to K-46: **1 October 1951.**

Personnel Losses: Period 4 November 1950 to 3 January 1952= **24**. The following 2 Squadron personnel have been killed over the periods indicated:

1. 02 February 1951 (Mustang 319). **Lieutenant W.E. St. E. Wilson**
2. 07 February 1951 (Mustang 307). **Lieutenant D.R. Leah**
3. 15 February 1951 (Mustang 304): **Lieutenant G.D. Doveton**
4. 02 March 1951 (Mustang 317): **Captain W.J.J. Badenhorst**
5. 02 March 1951 (Mustang 301): **Lieutenant D.A. Ruiter**
6. 10 March 1951 (Mustang 321): **Captain J.F.O. Davis**

7. 15 May 1951 (Mustang 330): **Lieutenant M.H. Rorke**
8. 09 June 1951 (Mustang 333): **2nd T. Liebenberg**
9. 22 June 1951 (Mustang 337): **Lieutenant A.G. Frisby**
10. 1 July 1951 (Mustang 328): **Lieutenant J.P. Verster**
11. 9 July 1951 (Mustang 316): **Major T.B. Pearce**
12. 23 July 1951 (Mustang 335): **Captain T.M. Bekker**
13. 23 July 1951 (Mustang 338): **Lieutenant R.M. du Plooy**
14. 14 August 1951 (Mustang 349): **2nd Lieutenant C.L. de Jongh**
15. 1 September 1951 (Mustang 342): **2nd Lieutenant M.O. Grunder**
16. 5 September 1951 (Mustang 302): **Lieutenant N. Biden**
17. 11 September 1951 (Mustang 351): **Captain T. Montanari**
18. 29 October 1951 (Mustang 340): **2nd Lieutenant H.T.R. Joyce**
19. 04 November 1951 (Mustang 363): **2nd Lieutenant C.J. Pappas**
20. 24 November 1951 (Mustang 345): **Lieutenant G.H. Krohn**
21. 29 November 1951 (Mustang 346): **Captain A.J. van Rensburg**
22. 03 December 1951 (Mustang 341): **Lieutenant P.I. Norman-Smith**
23. 03 December 1951 (Mustang 324): **2nd Lieutenant K.R. Whitehead**
24. 09 December 1951 (Vehicle Accident): **Air Corporal W.D. Patterson**

Aircraft Losses. Period 4 November 1950 to 3 January 1952 = **48**. The following aircraft losses occurred after receipt of the first aircraft on 5 November 1950.

1. **04 December 1950** (Mustang **325**): Non-fatal Aircraft Accident landing at Johnson Air Base: Pilot: Captain Joe Joubert. Not part of official losses due to mechanical failure upon receipt. Was replaced. The number 325 was later used for the composite Mustang built by 2 Sq. ground crew.
2. **05 December 1950** (Mustang **311**): Non-fatal Aircraft Accident: Captain John Davis
3. **02 February 1951** (Mustang **319**): Killed in Action: Lieutenant W.E. St. E. Wilson
4. **07 February 1951** (Mustang **307**): Killed in Action: 2nd Lieutenant D.R. Leah
5. **15 February 1951** (Mustang **304**): Killed in Action: Lieutenant G.D. Doveton
6. **02 March 1951** (Mustang **317**): Killed in Action: Captain W.J.J. Badenhorst
7. **02 March 1951** (Mustang **301**): Non-fatal Aircraft Accident: Lieutenant D.A. Ruiter
8. **04 March 1951** (Mustang **305**): Non-fatal Aircraft Accident: Lieutenant F.A. Swemmer
9. **10 March 1951** (Mustang **321**): Killed in Action: Captain J.F.O. Davis
10. **20 March 1951** (Mustang **315**): Non-fatal Aircraft Accident: Lieutenant Armstrong
11. **30 April 1951** (Mustang **313**): Non-fatal Aircraft Accident: Lieutenant P.S. Cilliers
12. **11 May 1951** (Mustang **309**): Non-fatal Aircraft Accident: Lieutenant V.R. Kruger
13. **11 May 1951** (Mustang **322**): Non-fatal Aircraft Accident: Major J.P.D. Blaauw
14. **15 May 1951** (Mustang **330**): Fatal Air Accident: Lieutenant M.H. Rorke
15. **02 June 1951** (Mustang **314**): Non-fatal Aircraft Accident: 2nd Lieutenant R.V. Sherwood
16. **05 June 1951** (Mustang **332**): Non-fatal Aircraft Accident (POW): Lieutenant H. MacDonald
17. **09 June 1951** (Mustang **333**): Fatal Air Accident: 2nd Lieutenant T. Liebenberg
18. **22 June 1951** (Mustang **337**): Killed in Action: Lieutenant A.G. Frisby
19. **01 July 1951** (Mustang **328**): Fatal Air Accident: 2nd Lieutenant J.P. Verster
20. **09 July 1951** (Mustang **316**): Fatal Air Accident: Maj T.B. Pearce
21. **22 July 1951** (Mustang **312**): Killed in Action: Lieutenant R.T. Staats
22. **23 July 1951** (Mustang **335**): Killed in Action: Captain T.M. Bekker
23. **23 July 1951** (Mustang **331**): Killed in Action: 2nd Lieutenant M.I.B. Halley
24. **23 July 1951** (Mustang **338**): Missing in Action: Lieutenant R.M. du Plooy
25. **24 July 1951** (Mustang **339**): Non-fatal Aircraft Accident: Captain H.T. Snyman
26. **26 July 1951** (Mustang **336**): Non-fatal Aircraft Accident: 2nd Lieutenant J.F.G. Howe
27. **12 August 1951** (Mustang **323**): Non-fatal Aircraft Accident: 2nd Lieutenant A.M. Muller

28. **14 August 1951** (Mustang **349**): Missing in Action: 2nd Lieutenant C.L. de Jongh
29. **29 August 1951** (Mustang **329**): Non-fatal Aircraft Accident: 2nd Lieutenant D.A.R. Green
30. **31 August 1951** (Mustang **306**): Non-fatal Aircraft Accident: Commandant J.P.D. Blaauw
31. **01 September 1951** (Mustang **342**): Killed in Action: 2nd Lieutenant M.O. Grunder
32. **03 September 1951** (Mustang **352**): Non-fatal Aircraft Accident: Captain D.H. Barlow
33. **05 September 1951** (Mustang **344**): Non-fatal Aircraft Accident: Lieutenant van den Bos
34. **05 September 1951** (Mustang **302**): Killed in Action: Lieutenant N. Biden
35. **11 September 1951** (Mustang **351**): Killed in Action: Captain T. Montanari
36. **19 September 1951** (Mustang **357**): Non-fatal Aircraft Accident: 2nd Lieutenant T.H. Sivertsen
37. **27 September 1951** (Mustang **355**): Non-fatal Aircraft Accident (POW): 2nd Lieutenant D.J. Earp
38. **03 October 1951** (Mustang **310**): Non-fatal Aircraft Accident: 2nd Lieutenant A.M. Muller
39. **07 October 1951** (Mustang **303**): Non-fatal Aircraft Accident: 2nd Lieutenant C. Lombard
40. **29 October 1951** (Mustang **340**): Killed in Action: 2nd Lieutenant H.T.R. Joyce
41. **29 October 1951** (Mustang **359**): Non-fatal Aircraft Accident: Lieutenant G.N. Shawe
42. **30 October 1951** (Mustang **354**): Non-fatal Aircraft Accident: Lieutenant J. Meiring
43. **04 November 1951** (Mustang **363**): Killed in Action: 2nd Lieutenant C.J. Pappas
44. **24 November 1951** (Mustang **345**): Missing in Action: Lieutenant G.H. Krohn
45. **28 November 1951** (Mustang **356**): Non-fatal Aircraft accident: 2nd Lieutenant K.R. Whitehead
46. **29 November 1951** (Mustang **346**): Killed in Action: Captain A.J. van Rensburg
47. **03 December 1951** (Mustang **341**): **Lieutenant P.I. Norman-Smith**
48. **03 December 1951** (Mustang **324**): **2nd Lieutenant K.R. Whitehead**

Prisoners of War (POW's) Period 4 November 1950 to 3 January 1952= 4

1. 01 June 1951: (Mustang 332): **Lieutenant H. MacDonald**
2. 23 July 1951: (Mustang 331): **2nd Lieutenant M.I.B. Halley**
3. 27 September 1951: (Mustang 355): **2nd Lieutenant D.J. Earp**
4. 07 October 1951: (Mustang 303): **2nd Lieutenant C. Lombard**

Commanding Officers: The following is a list of the Commanding Officers who served in Korea over the period covered by the Newsletter.

1. 27th of September 1950: **Commandant S.V.B. Theron**
2. 17th of March 1951: **Commandant R.F. Armstrong**
3. 26th of July 1951: **Commandant J.P.D. Blaauw**
4. 26th of September 1951: **Commandant B.A.A Wiggett**

Ocean liners used to transport the SAAF contingent to and from Korea:

1. **26th of September 1950.** The Ocean Liner **Tjisadane** leaves with the first contingent to Korea.
2. **30th of October 1951.** The Ocean Liner **M.S. Rhys** leaves with the second contingent to Korea.

Overview of the operational situation in January 1952

The following is an overview of the operational situation in November 1951 in Korea as background (as documented in the 18th Fighter Bomber Wing War Diary "**TRUCKBUSTERS from DOGPATCH**" by Tracy D. Connors on the situation over this period). This will give some insight into the threats posed to the United Nation Forces over the period January 1952.

"Static, defence-type ground warfare continued into January 1952. United Nations warships and naval aircraft worked closely with the Far East to interdict Communist supply networks.

UNF air Force attacks were countered by active air opposition and increasingly heavy anti-aircraft fire from Chinese Communist and North Korean Air Forces.

At Panmunjom, UN negotiators labored to achieve an armistice, however "Communist intransigence, evasiveness, and procrastination thwarted their efforts.

UN jet fighters provided protective aerial cover for the fighter-bombers and inflicted costly losses on hostile MiG-15's, which made only sporadic attempts to interfere. There was a strong perception among fighter bomber pilots that they were frequently used as "bait" to entice MiG's into battle. During the month, UN pilots downed thirty-two MiG's and damaged twenty-eight others. Although Far East Air Forces "lost five jets in aerial combat, it saw enemy ground fire which destroyed forty-four other aircraft. These had been engaged in low-level bombing runs and strafing sweeps.

The official Air Force chronology makes frequent mention of actions in which jet aircraft, heavy bomber aircraft or rescue helicopters were engaged, but rarely mentions actions by fighter-bomber squadrons flying the now outdated F-51 Mustang aircraft. Fifth Air Force tactical strikes were directed primarily against railheads, communication lines, and highways over which the communists moved supplies and equipment to front-line positions. Fighter-bombers concentrated on rail-cutting missions but also provided close support (CAS) for Eighth Army ground forces that included bombing and rocket strikes.

(Adapted in part from USAFHRA. January 2002. The U.S. Air Force's First War: Korea 1950-1953 Significant events, November 1951).

Source: 18th Fighter Bomber Wing War Diary "TRUCKBUSTERS from DOGPATCH" by Tracy D. Connors. Adapted in part from U.S. Air Force Historical Research Agency. January 2002. The U.S. Air Force's First War: Korea 1950 to 1953 Significant Events, April 1951. http://www.au.af.mil/au/afbra/wwwroot/korean_war/Korean_war_chronolgy/kwc_1951.html

2 Squadron in Korea: Period: 1st to the 3rd of January 1952

I have concluded 2 Squadrons operations over the period November 1950 to 31st December 1951 in the June 2023 Newsletter. All the statistics reflected in the War Diary were captured in this Newsletter. However, just in summary, the cost to 2 Squadron alone to achieve their successes was extremely high. The loss of twenty-three pilots and one ground crew and a total of forty-eight P-51 Mustang aircraft reflected the intensity of the War, the effectiveness of the communist ground fire and the impact of the fatigue on the outdated WWII P-51 Mustang aircraft. (Comments by the Editor).

1 January 1952. The Squadron was deployed on two interdiction missions. The one mission led by Captain J.S. Montgomery consisted of seven aircraft and was directed to a storage area. The other six aircraft led by Lieutenant D.R. Leathers (no photograph available) was directed against supplies and troops. 21.30 hours were flown during these missions. A total of 8.30 hours were flown during ferry flights between K-46 and K-10. Claims were 5 supply building and 5 supply dumps destroyed.

01 January 1952. Non-fatal aircraft crash Lieutenant J.H. Rautenbach. Lieutenant J.H. Rautenbach was No 3 in the second flight of three aircraft. During the first strafing run he pulled away from the target with his aircraft (Mustang **350EX** USAF 44-144449) streaming glycol. He had received a direct hit by an explosive shell on the engine cowling just behind the spinner. Not intending to be taken prisoner he flew low, using minimum power to keep airborne. He gained height and made it to friendly lines. He released his harness, unplugged his radio leads, jettisoned the canopy and crouched with both feet on the seat flying by stick alone while peering out of the starboard side of the cockpit, because the flames and smoke obscured his vision. Soon after passing the front line he successfully bailed out at approximately 50 feet at position C.T 2332, opened his parachute and landed in friendly territory. His Mustang struck a hilltop and exploded. He was found by a soldier of the 45 Infantry Division and was told he was in the middle of a mine field. He was immediately picked up by a liaison aircraft and taken to the 121 Evacuation Hospital for X-Rays at K-46 for his back injury and treatment of shrapnel facial wounds.



Mustang 350 after the undercarriage collapsed upon landing.



Capt Montgomery



Lt Rautenbach



Lt van Zyl



Maj Clifton

T/Captain Meiring, who completed his tour on the 29th of December 1951, returned to Tokyo from where he returned to the Union. The following Officers who were temporarily grounded as it was considered unsafe for them to fly with full winter clothing, were posted to the South African Liaison

Office (S.A.L.O) on this day to attend a G.G.A. Course in Japan. They were accompanied by the Liaison Officer Major Hartzenberg.

- Captain H.S. Kirby (No photograph).
- Captain B.A.T. Maskell.
- Lieutenant G.N. Shawe.



Maj Hartzenberg

Capt Meiring

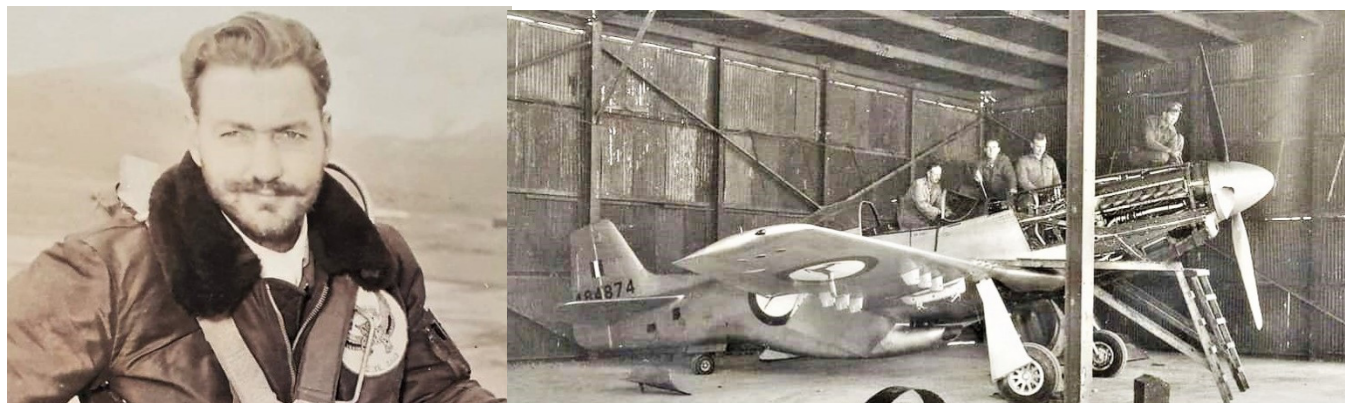
Capt Maskell

Lt Shawe

A replacement aircraft,(Mustang **375**. Ex USAF Ser No: 44-11417)(No photograph available) was received at K-10.

2 January 1952. The Squadron was deployed and three interdiction missions and two reconnaissance missions of the Pyongyang – Kanchan road. While Lieutenant N.C. van Zyl and Major Clifton were doing a reconnaissance mission, they observed two airfield runways, apparently tarmac, being covered by snow. Fifteen sorties and 35.20 hours were flown during these missions. Non-operational sorties account for 3.40 hours. Claims admitted were two vehicles destroyed and seven rail cuts. All Squadron personnel attended lectures on radiological defence.

3 January 1952. Flying commenced at 09.40 hours and the Squadron flew 16 sorties which amounts to 34.20 hours on interdiction missions. Commandant B.A.A. Wiggett led 8 aircraft on an interdiction strike against an enemy camp housing troops and supplies. They were kept orbiting for one-and-a-half hours before their target was indicated. The two leading Mustangs had been briefed and armed for flak suppression. Lt J.G. Newton had to lead the remaining six aircraft into the attack in the face of intense and accurate small arms and automatic fire. His aircraft was hit by a bullet that passed through the cockpit between his neck and armour plating behind his seat. As he turned towards friendly territory there were holes in the port fuel tank and oil cooler, and the oil pressure indicator indicated zero. He had hardly crossed into friendly lines when his Mustang (Mustang **368**, USAF 44-84874) began to burn. He bailed out and landed in a tree beside the command post of an American Artillery officer, who gave him a mug of coffee and sent him back to the 3rd Division from where he returned to K-46 in a helicopter.



Lt Newton

Mustang 368 still with its 2 Sqn insignia and USAF numbers

MOMENTS IN KOREA

Group Photographs. The following group photographs have been scanned from slides, photographs and negatives. I need members to assist me to identify the members in these photographs. I need to identify as many as possible of these ground crew and pilots to ensure that records are updated. Your kind assistance will be appreciated.



(1)(53)(K55)(Enroute)(Technical Personnel)(A/Cpl de Beer 5th from right standing)



(1)(53)(K55)(Departure)(Armourers)(Group Photo)(A/Cpl Immelman 3rd from right sitting)

THOUGHT FOR THE DAY

"Negative perception and wrong judgement astray a man in every relationship."

Invajy