

**SOUTH AFRICAN KOREAN WAR VETERANS ASSOCIATION**

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LETTER FROM THE EDITOR

Dear Members and Friends,

I want to start this month's Newsletter by expressing my sincere appreciation for the overwhelming response from the members who have made their voluntary membership contributions last month.

2021 K-Scholarship Program.

I have met a very kind and generous member of the Korean Community in South Africa who approached me in 2018 with the purpose to offer study opportunities (in the form of bursaries) to direct descendants of South African Korean War Veterans. Since then, four of our descendants were privileged to be awarded scholarships for 2019 and 2020.

The origin of the K-Scholarship program started with a Korean Businessman, Sankei Jang, who was born during the Korean War in 1952, and has after years of hard work decided to make South Africa his home. This kind gentleman, who is very passionate about his quest to share his good fortune with his fellow Koreans, disabled people and the descendant of South African Soldiers who fought for the Korean People's freedom, has decided to start helping other while watching the sunset one evening. He created this scholarship (K-Scholarship Foundation) to make his dream come true. He wrote the following poem to capture his intention with the scholarship:

*Leaning on my study on the window side
Watching a sunset on the Westside
How beautiful he is, even while passing away
Like the Sun setting on the Westside
Widely helping with his last shining
I want to harvest my life in his way*

It is with great pleasure that I want to inform you this month that the evaluation committee of 2021 K-Scholarship Project consisting of Mr. Song, the Consular of the Korean Embassy, three chairmen of Korean communities: Mr. Kim (Johannesburg), Mr. Han (Cape Town), Mr. Lee (Johannesburg), Mr. Jang (Director of K-scholarship) had a meeting in Johannesburg on the 1st of February 2021. After studying the applications they have decided to award scholarships to the four applicant (Grandchildren of Korean War Veterans) amongst their other beneficiaries this year. They were:

Temone Van Jaarsveld Cornwall Hill College Pretoria: Grand Daughter of Commandant Joe Meiring.
 Tyron van Jaarsveld University of South Africa Pretoria: Grand Son of Commandant Joe Joubert,
 Kirstin Lesch University of Western Cape (Law) Cape Town: Grand Daughter of Warrant Officer Class 1 Chas Lindsay
 Jason Holshausen of Stellenbosch University Cape Town: Grandson of Lieutenant Ivan Holshausen

Congratulations to the successful applicants and best wishes with your studies this year. We are very proud of you.

To Mr Sankei Jang and his board members, thank you very much for your kind and generous gesture.

Distribution of Masks.

I want to convey my and all the recipient's sincere appreciation to the Korean Ambassador HE, Mr. PARK ChullJoo for his generosity to donate a second batch of masks to the Veterans, Widows and second generation members. I also want to extend my appreciation to Colonel Bruce Lee and his staff for distribution the masks. Your kindness is highly appreciated.

Birthdays in March 2021

Michele Belknap (15), Rosalie de Jager (22), Ivan Holshausen (28), Daphne Immelman (25), Steve Marshall (21), Glynis Basson (2), Jeanette Visser (12), N.Nel (5), David Cooke (22), Sherry Ann Ruthven (24). B.T. Doust (24), Lee Grace (25), Keith Holshausen (23), Steve Marshall (20), Gareth Taylor (1), Lynette McCallum (17), Allestair Wensley (9).

I wish everybody a wonderful month.

Dirk Louw

REMEMBERING OUR VETERANS



I start this month with an initiative generated by Lt General Mike Muller, to remember our Korean War Veterans, who have died in Korea, in the month they were killed. I want to express my sincere appreciation for his effort especially the first names or nick names of these pilots. Many of the inscriptions on the back of photographs contain these nick names when group photographs have been taken. Without first hand inputs in this regard, I am not 100% sure of the identity of these pilots (and to avoid assumptions) and these photographs then remain incomplete.

We remember the following South African War Veterans who were killed in the month of February 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:

07 February 1951: Casualty No. 2: 2/Lieutenant D.R. "Dougie" Leah.
11 February 1952: Casualty No. 27: Lieutenant R.A. "Dick" Harburn.
15 February 1951: Casualty No. 3: Lieutenant G.D. Doveton.
29 February 1952: Casualty No. 28: Lieutenant J.R. Lellyet.



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

I am 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 Operational Report and other sources*). This record will be enhanced with info in the 2 Squadron War Dairy, the 18th Fighter Bomber Wing War Dairy (TRUCKBUSTERS from DOGPATCH by Tracy D. Connors) as well as other official documents/books on 2 Squadron. I have also used photographs published in the 18th Fighter Bomber Wing War Dairy "**TRUCKBUSTERS from DOGPATCH**" by Tracy D. Connors, photographs in the Associations library as well as photographs obtained from the South African Air Force Museum and **2 Squadron in Korea, "Flying Cheetahs", 1950 to 1953** Winston Brent. The majority photographs was taken by the Official 2 Squadron photographer and distributed amongst member, as many of the members did not have own cameras.

The personal and unique photographs, some of them in colour (slides) provide the more personal photographs and views. Every month, when new names are mentioned in the report, there are several member's photographs which I cannot trace due to the fact that group photographs are not properly identified or not in my possession. To ensure that I have a have a detailed document by the end of this effort, I request anybody who can assist the Association in this effort, to provide those photographs to me.

Important Dates. For reference purposes to keep track of all the movements of the Squadron the following detail will be displayed every month:

Departure date Durban: **27th of September 1950.**
 Arrival in Yokohama: **4th of November 1950.**
 Arrival at Johnson Air Base: **4th November 1950.**
 Receipt of the first 16 Aircraft at Johnson Air Base: **5th November 1950.**
 Arrival of the 2 Squadron detachment's at K-9: **16th of November 1950.**
 Arrival of the 2 Squadron detachment at K-24: **19th of November 1950.**
 2 Squadron First Operational Mission: **22nd of November 1950.**
 2 Squadron's Detachment's evacuation to K-13 in Suwon: **1st of December 1950.**
 2 Squadron Headquarters move from Johnson Air Base in Japan to K-10: **17th December 1950.**
 Last remaining Detachment pilots at K-13 flew down to K-10: **23rd of December 1950**
 Last 2 Squadron pilot arrive in Korea from JAB at K-10 bringing the Squadron to full strenght: **30th December 1950.**
 Last ground crew evacuated from K-13 to K-10: **4th of January 1951.**
 2 Squadron temporary move to K-9 for the resurvicing 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 refuelling and re-arming detachment moved from K-13 to K-16: **7th of May 1951.**

Personnel Losses: Period 4 November 1950 to 1 July 1951 = **10**. The following 2 Squadrons personnel have been killed over this period:

- 02 February 1951 (Mustang 319). **Lieutenant W.E. St. E. Wilson**
- 07 February 1951 (Mustang 307). **Lieutenant D.R. Leah**
- 15 February 1951 (Mustang 304): **Lieutenant G.D. Doveton**
- 02 March 1951 (Mustang 317): **Captain W.J.J. Badenhorst**
- 02 March 1951 (Mustang 301): **Lieutenant D.A. Ruiter**
- 10 March 1951 (Mustang 321): **Captain J.F.O. Davis**
- 15 May 1951 (Mustang 330): **Lieutenant M.H. Rorke**
- 09 June 1951 (Mustang 333): **Second Lieutenant T. Liebenberg**
- 22 June 1951 (Mustang 337): **Lieutenant A.G. Frisby**
- 1 July 1951 (Mustang 328): **Lieutenant J.P. Verster**

Aircraft Losses. Period 4 November 1950 to 1 July 1951 = **19**. The following aircraft losses have occurred after receipt of the first aircraft on 5 November 1950.

- **04 December 1950** (Mustang **325**): Non-fatal aircraft crash landing at Johnson Air Base: Pilot: Capt Joe Joubert. Not part of official losses due to mechanical failure upon receipt. Was replaced.
- **05 December 1950** (Mustang **311**): Non-fatal aircraft crash landing (battle damage): Pilot: Capt John Davis.
- **02 February 1951** (Mustang **319**): Killed in Action: Pilot: Lieutenant W.E. St. E. Wilson.
- **07 February 1951** (Mustang **307**): Killed in Action: Lieutenant D.R. Leah
- **15 February 1951** (Mustang **304**): Shot Down: Pilot: Lieutenant G.D. Doveton.
- **02 March 1951** (Mustang **317**): Shot Down: Pilot: Captain W.J.J. Badenhorst
- **02 March 1951** (Mustang **301**): Non-fatal Aircraft Accident: Pilot: Lieutenant D.A. Ruiter
- **04 March 1951** (Mustang **305** Non-fatal Aircraft Accident: Pilot: Lieutenant F.A. Swemmer
- **10 March 1951** (Mustang **321**): Killed in Action: Pilot: Captain J.F.O. Davis.
- **20 March 1951** (Mustang **315**): Non-fatal Aircraft Accident: Pilot: Lieutenant Armstrong.
- **30 April 1951** (Mustang **313**): Shot Down: Pilot: Lt P.S. Cilliers.
- **11 May 1951** (Mustang **309**): Shot down: Pilot Lt V.R. Kruger.
- **11 May 1951** (Mustang **322**): Non-fatal Aircraft Accident: Pilot Maj J.P.D. Blaauw.
- **15 May 1951** (Mustang **330**): Fatal Air Accident: Pilot Lt M.H. Rorke
- **01 June 1951** (Mustang **332**): Shot Down: Lt H. MacDonald
- **02 June 1951** (Mustang **314**): Non-fatal Aircraft Accident: Second Lieutenant R.V. Sherwood
- **09 June 1951** (Mustang **333**): Fatal Air Accident: Second Lieutenant T. Liebenberg
- **22 June 1951** (Mustang **337**): Shot down: Lieutenant A.G. Frisby
- **1 July 1951** (Mustang **328**): Fatal Air Accident: Second Lieutenant J.P. Verster

Prisoners of War (POW's)

01 June 1951: (Mustang **332**): Lt H. MacDonald

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

- 27th of September 1950: **Commandant S.V.B. Theron**
- 17th March 1951: **Commandant R.F. Armstrong**

Overview of the operational situation in June 1951

The following is an overview of the operational situation in June 1951 in Korea as background (as documented in the 18th Fighter Bomber Wing War Dairy “**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 this period.

Struggling to overcome spring mud, UN Forces recouped their losses from the Communist spring offensive and broke into the Pyongyang-Chorwon-Kumhwa “Iron Triangle” fortified sanctuaries. This enabled them to deny enemy access to strategically important roads that traversed the Korean Peninsula just above the 38th Parallel.

FEAF concentrated on bombing Iron Triangle sanctuaries, experimenting with B-29s using the shoran bombing technique that combined radio navigation beacons and extremely accurate maps to aim bombs. The constant problem in defending B-29s against MiG-15s combined with success in the shoran would lead to the bombers operating almost exclusively at night. Meanwhile interdiction attacks were being concentrated on enemy airfields in North Korea – construction crews were trying to reconstruct them to accommodate more aircraft.

2 Squadron in Korea: Period 23rd of June to 5th of July 1951

The **23rd of June 1951** was another busy day for the Squadron, twenty-three sorties being flown. The outstanding mission of the day was one led by Captain J.W. Swanepoel against Sarvion airfield. The mission was one of the most dangerous missions that the Squadron had ever had in Korea. Sarvion airfield was a nest of anti-aircraft guns. Thirty-seven automatic weapons and numerous twenty and forty millimetre guns were known to operate in and around the airfield. In the face of this opposition, Captain Swanepoel very skilfully and with great initiative led his flight on to the target at a low altitude of twenty to fifty feet and thoroughly covered the target area. Approximately six netted and camouflaged revetments were bombed and strafed with rocketed. Because of the terrific barrage of anti-aircraft fire, the flight did not stay long enough to observe the results of the attack. For this display of leadership, courage and devotion to duty, Captain Swanepoel was at a later stage decorated with the United States Distinguished Flying Cross.

During the day (**23rd of June 1951**), two more pilots, Lieutenants M. Mertz and S.G. de la Harpe completed their tours of operations. Lieutenants G.T.D Sykes, P.J. Strydom and J.A. Joubert left enroute for the Union and Majors Danneel and D.J. Swanepoel left to return to Tokyo. Captain R.H. Rogers was appointed flight-commander “D” Flight and T/Captain P. Clulow who reverted to the rank of substantive Lieutenant.

Attacks on North Korean airfields were continued on the **24th of June 1951**. The runways and installation were all attacked with good effect. Twenty-two sorties were flown during the day, the most outstanding one being that of Lieutenant G.H. Marshall with 2nd Lieutenant J.G. Howe, 2nd J.P. Verster and Captain J.P.T. Eager, making up the rest of the flight. The flight took off at 19.45 hours on an interdiction mission of the area north-west of Kaesong in North Korea. On the flight out, Lieutenant Marshall was diverted by the controller to attack a concentration of enemy troops in most difficult terrain defended by numerous automatic weapons and heavy anti-aircraft guns. Without hesitation and with a complete disregard of personal safety, the flight attack through a screen of intense and very accurate enemy fire. In an exceptional display of aggressiveness the flight strafed and rocketed the enemy gun positions and destroyed one forty-millimetre anti-aircraft gun, and two automatic anti-aircraft guns.

Enemy aircraft were one again the main targets on the **25th of June 1951**. At 06.00 hours a flight led by Captain L.P.T. Eager took off on a mission against On Jong Ni airfield, which was bombed, rocketed and strafed. Six direct hits were obtained on the runway. Thereafter, during the day, attacks were made

against airfields at Anak, Haengu and On Jong and together with close support missions flown, the sorties amounted to twenty four.

The next day (**26th of June 1951**), due to unforeseen operational requirements of the 24th Division of the 8th Army, the Squadron's flight remained on standby during the morning and it was not until 15.25 hours, that the first flight, led by Captain H.T. Snyman, took off in a close support mission. Only two other close support missions were flown during the afternoon.

Back in the Union, the following Contingent have left by ship on 26 June 1951 for Korea.

Officers

Pidsley D.W. (Maj) (Pilot) (Liaison Officer)	Hechter L.P.J. (Capt) (Admin Officer)	Van Rensburg W.J. (Capt) (Tech Officer)
Hartzenberg C.H. (Maj) (Equipment Officer) Tokyo	Stoffberg A.B. (Capt) (Equipment Officer)	Beeton F.A. (Lt) (Pilot)(Served in Tokyo)



Maj Hartzenberg

Maj Pidsley

Capt Hechter

Capt Stoffberg

Lt Zulu van Rensburg

NCO

Andrews C.J. (Acpl).	Du Plessis J.A.C (Acpl)	Minnaar H.L. (Fsgt)	Scorgie L (Fsgt)
Barber H.S.J (Fsgt)	Du Toit J.P. (Cpl)	Mitchell R.R. (AM)	Smith H.P. (LAM)
Barker W. (Acpl)	Fairbanks D.J. (Fsgt)	Nell J.J.D. (LAM)	Theron L.W. (Sgt)
Bergh R.D. (Acpl)	Fouche G.E. (A/Cpl)	Neveling A.C (Acpl)	Tiran J.P. (Acpl)
Botha J.C. (Acpl)	Gooding W. (Acpl)	Nierdermeyer W.R. (Acpl)	Turner W. (LAM)
Bower H.J. (Acpl)	Jaques W.C (Acpl)	Oldrieve E.R. (Asgt)	Van As L.(Asgt)
Brand A. (Asgt)	Keyter D. (Asgt)	Oswell B.O. (Asgt)	Van Der Merwe J.A. (Acpl)
Britz P.S. (Acpl)	Kleynhans I.L. (AM)	Petrowski B.M. (AM)	Van Rensburg N.H. (Acpl)
Bronkhorst J.E. (Acpl)	Laing W.T. (Asgt)	Pienaar B.J. (Asgt)	Van Wyk J (Asgt)
Burger B.V.Z (Fsgt)	Le Roux J.N. (Asgt)	Pugh K.E. (Acpl)	Venter C. Du R. (Acpl)
Camons J.L. (Acpl)	Meise L.F. (Asgt)	Roux J.C. (Acpl)	Wahl D.L. (Asgt)
Cant R.E.C (AM)	Meyers C.J.P. (Acpl)	Rox W.T. (Acpl)	Weinrich C.B. (Asgt)
Dunn W.H. (Fsgt)	Millard H.D. (Acpl)	Schoeman P.A (Asgt)	White J. (Acpl)
Dunning L. (Acpl)	Milner C.H. (WOII)	Schonfeldt D.A (Asgt)	Willard F. (WO2)

I have added a photograph at the end of the Newsletter of most of these men after they have arrived in Korea.

Back in Korea, however, the next morning (**27th of June 1951**) the first flight took off at 06.40 hours and during the course of a busy day, twenty eight sorties were flown in close support of the United States 24th Division.

The pilots claimed the destruction of an unknown number of enemy troops and supply dump and two field guns. That morning at 09.00 hours Lieutenant S.G. de la Harpe and Lieutenant M.J. Mentz left the Squadron on their first leg of their long journey back to the Union.



Lt Marshall

Capt Snyman

Lt de la Harpe

Lt Mertz

Lt Staats

On the **28th of June 1951**, information was received that the Commanding General 5th Air Force had approved of the award of the Distinguished Flying Cross to three pilots who had already left the Squadron. They were Lieutenants E.N. Jones, F.B. Richter and D.D. Deans.

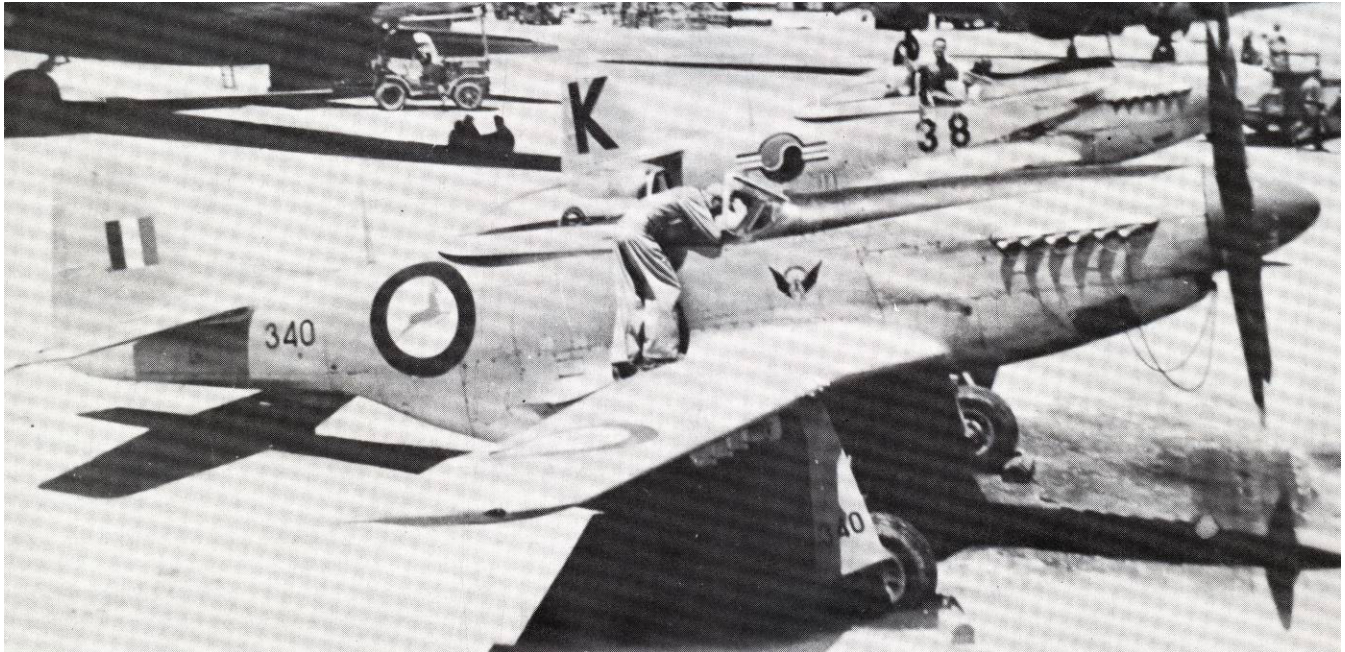
The photograph below was taken on the Tjisindane in November 1950 on their way to Korea. Of this group, Lt Foxy Ruiters never returned home. All the others (Lt Tinkie Jones, Lt Frank Richter, Lt Dizzy Deans, Lt Lipawsky and Lt De Wet all were decorated with the American Distinguished Flying Cross.



(1) Lt Foxy Ruiters, (2) Lt Tinkie Jones (3) Lt Frank Richter (4) Lt Dizzy Deans (5) Lt Lipawsky (6) Lt De Wet

The sorties for the day were mainly interdiction against enemy roads and bridges but one close support mission led by Lieutenant R. Staats with excellent results. The flight was controlled by a Mosquito aircraft who indicated the targets. So accurate was the flight that the controller directed their attacks on individual enemy occupied buildings. When the flight left, eighteen enemy occupied buildings and one warehouse had been destroyed. A total of twenty-three sorties was flown during the day, but unfortunately, but one aircraft was badly damaged on a non-operational flight.

At 13.30 hours, **Mustang No 340**, flown by **Captain H.J. Snyman**, swung after landing, ran off the airstrip and crashed. The pilot escape uninjured, but the damage to the aircraft was so severe that it was classified as a Category II.



Interdiction of enemy roads was once again the Squadrons main task on the **29th of June 1951**. Twenty-four sorties were flown, of which only four were on close support. Some good bombing and rocketing were done during the day. A particularly fine example being the knocking out of two spans of a bridge by skip-bombing done by a flight led by Lieutenant Staats. That afternoon a replacement aircraft from Japan (**Mustang 342, Ex USAF 44-74632**) arrived from Japan and in the evening a successful "braaivleis" (Barbeque) was held. Some party representatives of the U.S.A.F. Wing Headquarters and Squadrons at the base attending the function as guests of the Squadron.

On the last day of June (**30th of June 1951**) the Squadron flew twenty-four sorties with good results. The first mission of the day led by Lieutenant Staats, caused great damage a large building suspected to be an ammunition factory. Later on the day, Captain Snyman led a mission which escorted a helicopter on a pick-up mission in North Korea. The flight discovered a twenty millimetre gun position in the area in which the helicopter was making its pick-up and silenced it with machine gun fire. The operation was very successful and a United Nations agent was taken back to K-16 airfield. The other sorties of the day were interdiction and the day's bag come to one vehicle, four field guns and two enemy occupied buildings, one anti-aircraft position and three railroad trucks damaged. During the day the usual month-end parade was held and over seven thousand dollars was paid to Squadron Personnel.

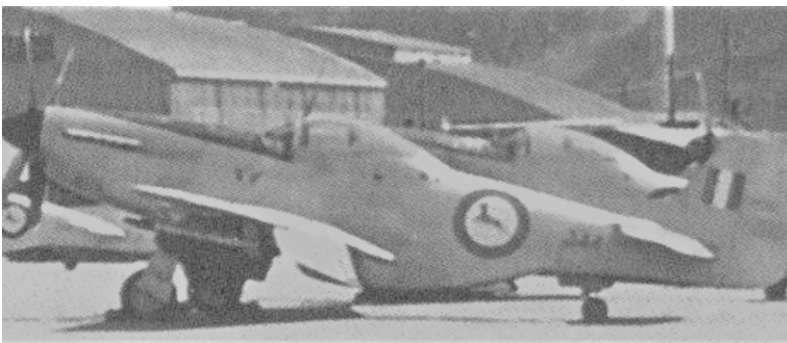
July 1951 (**1 July 1951**) opened with a full day of close support missions being flown by the Squadron. In all twenty-seven sorties being flown and the Mosquito controllers with whom the missions worked, all expressed their satisfaction. The day was however not without loss for the Squadron. At 15.10 hours **Second Lieutenant J.P. Verster** took off from K-10 (**Mustang 328**) to ferry an F-51 to K-16. He failed

to arrive at K-16 on E.T.A. An extensive search was instituted immediately with negative results for the first day. Arrangements was made for the search to be continued.



Mustang 328 taxi to the runway

At 16.25 hours on the **1st of July 1951** an aircraft (**Mustang 342**) flown by **Second Lieutenant A.M. Muller** overran the runway on landing and nosed over at the end of the landing strip. The pilot escaped uninjured, but the aircraft was damaged to such an extent that it was classified at Category II.



Mustang 342



2/Lt Mike Muller and 2/Lt Mick Grunder

I was privileged to receive Lt Gen Mike Muller's personal feedback on the incident before publishing.

The July 1st 1951 was a bad day for me personally and for the Sqn. My only flight for the day at 16:25 hrs was a test flight. On final approach for landing, when selecting flaps, a pipe in the cockpit burst and I was faced with the higher approach speed of flapless landing on a relatively short runway with ocean at the end! A bad situation to be in if you only have 286 flying hours experience with only 26 hours on the Mustang! The end result....the aircraft on its nose just short of plunging into the ocean.

Worse was to follow when I got the news that Jess Verster had gone missing on ferry flight from K-10 Chinhae to K-16 Seoul. The next morning I took part in 2 unsuccessful search flights. His loss had completely overshadowed my experience of the previous day.

The next morning (**2nd of July 1951**) at 06.00 hours, the search for second Lieutenant J.P. Verster continued and news of his whereabouts was anxiously awaited. That afternoon at 15.15 hours news was received from Joint Operational Control Rescue that the missing aircraft had been found north-west of Sosan, South Korea. The aircraft had been destroyed by fire but the number of the aircraft and the S.A.A.F. emblem were intact and served to identify the wrecked aircraft. A Korean eyewitness said he had seen the aircraft pouring black smoke come within 100 feet of the ground, when it suddenly

nosedived, and hit the ground. The remains of the pilot were removed from the crash site and taken to K-16 awaiting arrangements for transport and burial at the United Nations Cemetery at Tanggok.

The following is an extraction from the book ***South Africa's Flying Cheetahs in Korea***, written by **Dermot Moore & Peter Bagshawe**.

"Within ten days, two more Cheetah Pilots were lost. Jessie Verster was ferrying a Mustang from K-10 to K-16, where he failed to arrive. The wreckage of his aircraft and his body were found near the village of Sosan on the west coast. The engineering officer, Vic Kilburn was sent to investigate the accident, and he found a hole in the ground made by the Mustangs with the propeller buried below the surface. A Korean who had seen the crash, told Vic that black smoke had been pouring from the aircraft, and while it was flying very low, it had suddenly plunged straight into the ground, throwing the pilot clear just before impact.

Vic found that the local Koreans had made a coffin for Jessie's body, which was placed on a makeshift altar with a cross flanked by two lighted candles and flowers. Two school easels supported a number of wreaths, and the UN flag was displayed with inscriptions in Korean and English. Jessie's body was later buried in the UN Cemetery in Tanggok.

The following is an extraction from the book ***"Beyond the edge of the Sky"*** written by **Crow Stannard** on the stories from the life of Lt Gen Denis Earp.

"Not very long after Liebenberg's death, the next member of my course was killed – a good friend of mine, Jessie Verster. He was the younger brother of the man who later became Chief of the Air Force, Jim Verster.

Jessie was ferrying an aircraft up to K-16, which was our forward base. The policy at the time was to operate sorties from K-16 and maybe stay there for 3 days or so, and then fly back to K-10 for the necessary maintenance, training, paperwork etc. So occasionally it was necessary to ferry an aircraft up to K-16, as Jessie was doing.

On the way he had some type of problem. I think they heard a call, but he didn't manage to get out. He was a very big man and perhaps he had difficulty in exiting the cockpit. In later years they didn't allow the big men like Jessie to fly the Mustang. The South Koreans treated his remains with great honour and we were able to recover his body later and take it to the military Cemetery at Pusan."



2/Lt Jessie Verster



A rare photograph in Korea



Lt Gen J.P. Verster

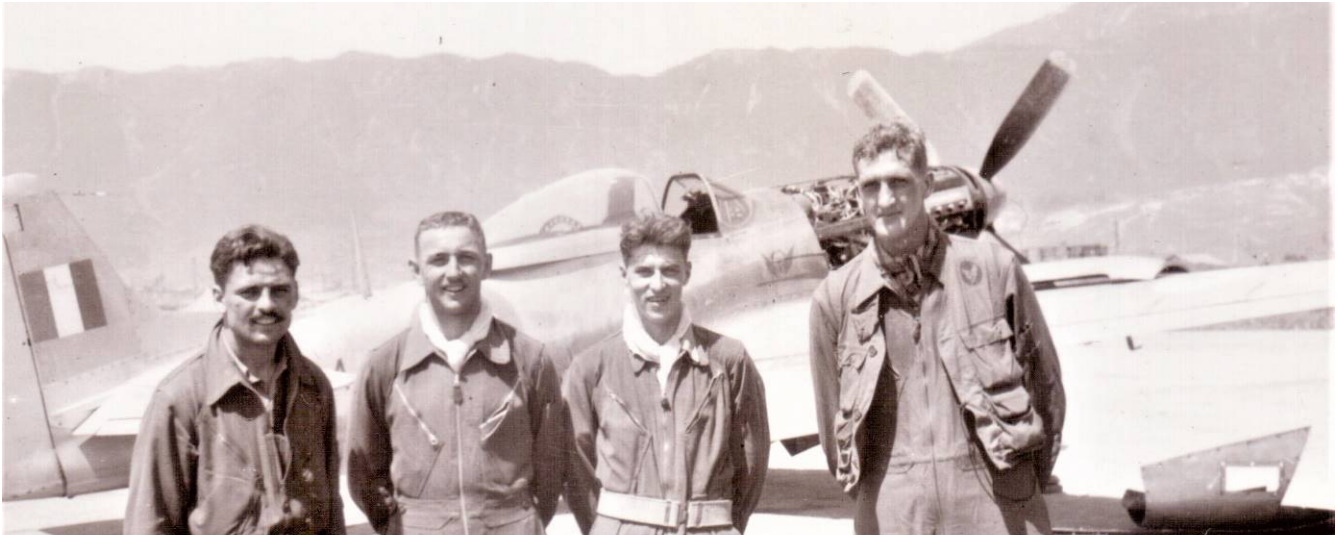


Mrs Trudi Verster

In 1976, the retired Chief of the Air Force, Lt Gen J.P. Verster and his wife visited his youngest brother's grave in Korea for the first time. His youngest brother's death 25 earlier was a very traumatic experience for the whole family and specifically because that they had to wait so long to be united again. The newspaper report tells the story of huge stumbling blocks to visit Korea via

Japan. Jesse died a month after his family have greeted a very enthusiastic young pilot when he left from Palmietfontein in South Africa to Korea.

The loss of Second Lieutenant Verster's machine reduced the aircraft strength to twenty-three. Nevertheless, twenty sorties were flown on the **2nd of July 1951**, all of them interdiction and with very satisfactory results. Late the afternoon, the Commanding Officer 5th Air Force had approved of the immediate award of the Distinguished Flying Cross to **Lieutenant G.H. Marshall** and the immediate award of the Air Medal to **Captain T.P.T. Eager**, Second Lieutenant **J.F.G. Howe** and the late **Second Lieutenant J.P. Verster**.



Three of the recipients of the immediate awards: Lt G.H. Marshall (DFC), 2/Lt J.F.G. Howe (AM), 2/Lt E.R. Keevy and 2/Lt J.P. Verster (AM).

At 06.15 hours on the **3rd of July 1951** the first flight, led by Major J.P.D. Blaauw, took off. All the missions during the day were on close support and the total of twenty-eight sorties was flown. Results in most cases were good. At 07.00 hours Captain M.D. Cloete and Lieutenant J.P.A. Venter left for K-16 airfield to make arrangements for the conveyance of the remains of Second Lieutenant to the United Nations Cemetery. They arrived back that afternoon with the news that it would be not possible to transport the body and accordingly arrangements were made for the body to be handed over to the Graves Registration Commission for embalming at Scoal, after which it would be buried in the South African plot in the United Nations Cemetery at Tanggok.

Three interdiction missions were flown in the morning of the **4th of July 1951** and two close support missions in the afternoon. The second interdiction led by Major J.P.D. Blaauw, included Second Lieutenants D.Le.R Marchand, R.L. Staats and A.M. Muller. On reaching the target area, they first bombed an enemy road effecting four full road cuts on it. Then in a wooden bridge was rocketed and destroyed. Finally a very cleverly camouflaged of enemy vehicles was located and attacked. On completion of their attack, seventeen vehicles were left flaming.

During the day, a letter of appreciation from a private in the 1st Marine Regiment 1 Marine Division was received by the Squadron. In it he expressed in uninhibited language the gratitude left by his and his comrades for the support given to them in the front line battle by four S.A.A.F, aircraft led by Lt J.A. Joubert. The letter ended with the quote:

"My thanks, and I know that that there isn't a man who was on that hill, that doesn't share the same heartfelt feelings. The "Hall of Fame" does not possesses any greater men than those who did flew that day for the United Nations (and George Company)

***My Gratitude
(Sgt) P.F.C. James P. Megrin."***

On the **5th of July 1951**, twenty sorties were flown. Claims for that day were recorded as one enemy occupied building, one railway bridge and two vehicles destroyed, and nine enemy buildings, one railway bridge, one vehicle and one supply dump damaged.

Soon after midday Colonel J.D. Pretorius and Major S.W. Daneel of the Liaison Headquarters arrived from Tokyo together with Major S.B. Pearce and seven other replacement pilots (Lt N. Biden, Lt R.M. Du Plooy, Lt M.J. Lamb, Lt F.A. Montanari, and Lt W.H. van Den Bos, Lt M.A.St.J Parker, Capt A.Q. De Wet).



Maj Pearce



Lt Biden



Lt Du Plooy



Lt Montanari



Lt Lamb



Lt van Den Bos



Lt Parker



Capt De Wet

Four of these eight pilots who arrived on the 5th of July 1951 never returned home.

At 16.00 hours the 18th Fighter Bomber Wing celebrated its first anniversary in Korea. During the impressive ceremony, Major-General F.H. Everest, Commanding General 5th Air Force decorated Lieutenant G.H. Marshall with the Distinguished Flying Cross and No P.4615 W.O. II G.G. Du Plessis with the Bronze Star.

That evening, the replacement pilots who arrived during the afternoon, commenced with their conversion training programme. Commandant R.F. Armstrong gave a lecture on "Base Organisation and General Review of what the Squadron is doing in Korea". The new pilots were to undergo the same programme

I want to end this month's Newsletter with a photograph of the Officers and NCO's who left by ship on the 26th of June 1951 to Korea as well as a few "No Comments" photographs of the fleet of USAF and SAAF Mustangs at K-10 in 1951 and 1952 taken by the Squadron photographer.

Below is a photograph taken in Korea with most of the men who left with the ship on the 26th of June 1951.



Front (left to right): A/Cpl J.M. Le Roux, A/Cpl W.J. Rox, A/Sgt L.F. Meise, LAM J.J. de Bruin, LAM J.C. Roux

Middle (Left to right): LAM P.S. Brits, LAM J.F. Burger, A/M D.E. Terry, A/M W.W. Stevens, WO G.W. Yeo, Cpl J.H. Zeelie, A/Cpl B.J. Lourens, F/Sgt W.H. Dunn, LAM D.G. Finebert, A/Cpl H.R. Lammer and A/Sgt D.A. Schonfeld.

Back (Left to Right): A/Cpl J.L. Grunder, LAM A.C. Neveling, LAM P.T. Hearne, A/Sgt G.B. Sachse, A/Sgt F.H.M. Ambrose, A/Sgt R.B. Smith, Capt A.Q. de Wet, F/Sgt H.S.J. Barber, A/Cpl C.J.P. Meyers, LAM P.A.M. Gouws.





THOUGHT FOR THE DAY

Edit your life frequently and ruthlessly. It's your masterpiece after all.

Nathan W. Morris

