GENERAL HEADQUARTERS
UNITED NATIONS COMMAND
Public Information Office

Korean Release No. 332

2125
28 August 1950

North Korean iron and steel industrial source was hit heavily again today by U. S. Air Force B-29 Superforts. Six hundred 1000-pound high explosive bombs were dropped on the major plant at Songjin, an important industrial city located about 180 miles north of the 38th parallel on the East Coast of Korea.

Yesterday's attack by B-29s was on the big iron and steel plant at Kyomito, sixteen miles west of Pyongyang.

The B-29s operated in clear weather, flying across the huge plant in formation with bombs dropped accurately in a perfect pattern. No flak was encountered and no enemy fighter planes seen.

Fighters and light bombers today provided no let-up to the incessant strafing, rocketing and bombing of Communist concentrations and their supply lines. Round-the-clock B-26 Invader bombers operated in the Pyongyang area and severely crippled North Korean transportation system. F-80 jets and F-51 Mustangs flew behind the battle lines from dawn to well past dark. Some of the fighters ranged above the 39th parallel against specific communications targets.

The steel plant hit today was one of the most modern in North Korea. It measured almost 2 miles long and 2,000 feet wide, with production running principally to high quality steel, cobalt and manganese. Its modern facilities included ten blast and electrolytic furnaces, modern steel rolling mill, huge forge shop and a large electrical transformer yard. The Japanese operated it during the last war.

The FEAF Bomber Command directed other B-29 Superforts against enemy communication lines between the battle areas and the Communist sources of supply. More than 140 tons of general purpose bombs were dropped on rail lines, switching yards and bridges. Returning crews reported good results on all B-29 strikes.

Col. Richard H. Carmichael, Austin, Texas, observed the strikes made on the Sonjin steel plant. He said: "Our bombs hit in the middle of the shops and main buildings, causing a tremendous explosion in at least one building. Flames shot up. We could see clearly even though smoke was coming from a very wide area around the plant."

The lead bombardier of the second element to cross the target, Major Joe Byrtus, Cody, Wyoming, said: "The 1,000 pounders hit where they were supposed to. The great amount of smoke made us feel good."

"We could see that all the bombs went directly into the target," said Captain Robert E. Mullin, Riverside, California. A radar operator, he said: "I was excess baggage today as the bombing was visual. It suited me. It was a perfect bomb job."

Some close support missions were flown by F-80 jets today. An air controller who was hit by fire from a Communist gun emplacement south of Waegwan directed the jets to the target. "We silenced that gun crew with machine gun fire and rockets and the air controller congratulated us," said Second Lt. Edmund F. Bellinger, Route 4, Charleston, S. Carolina.

First Lt. Carl W. Sexton, 725 7th Street, Santa Monica, California, said he encountered two tanks ten miles south of Suwon and had good results with rockets. He also strafed a freight train in the same area. He flew an F-80.

In another F-80 flight First Lt. Harry T. Sandlin, 2480 16th Street, Washington, D. C., strafed schooners, barges and fishing vessels in a river

(More)
(over)

between Chonan to Seoul. "It appeared they were being used for supply purposes, so I let 'em have it," said Lt. Sandlin.

Fifteen to twenty box cars and an industrial plant were heavily damaged on a deep penetration night mission completed early this morning by First Lt. James W. Wood, Pueblo, Colorado. He expended all ammunition on his F-80 against these targets at Sunchon in North Korea. "The plant burned and so did most of the box cars," he said. The long flight was made under difficult weather conditions.

B-26 light bombers worked chiefly on supply communications. Two hits were scored on a small factory and antiaircraft batteries were attacked at Kyomito in a B-26 flown by First Lt. Kenneth Walsor, 3208 Sacramento, El Paso, Texas. Bombing runs were made on the waterfront at that town also. "We started four fires," said First Lt. Frank S. Evans Route 11, Box 130, Tacoma, Washington.

A 12 to 15 box car train was spotted 14 miles southeast of Kyomito by Major Van E. Neal, Dallas, Texas. "We dropped eight bombs from one end of the train to the other, and then strafed it," he said. "Damage was almost total," he added.

Units of the U. S. Air Rescue service flew five H-5 helicopter missions today. Three seriously wounded infantrymen were picked up at the battle front and removed to rear hospitals for immediate treatment. Two others were flown from the hospital to a nearby airfield for evacuation to hospitals in Japan.

One F-51 was escorted to a rear airstrip in Korea when the pilot called for assistance, but made a successful landing. Other ARS planes flew orbit missions in support of the B-29 strikes today.

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GENERAL HEADQUARTERS
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1550
28 August 1950

Korean Release No. 331

Small scale enemy probing attacks continued yesterday in most of the American sectors of the battle line. All of these attacks were repulsed. Casualties continue to be inflicted upon Red forces as small enemy groups, attempting to cross the Naktong river, are discovered and taken under effective fire by artillery and attacked by patrols of our forces.

American artillery units have been effective in the defense against Communist attacks by firing on enemy troop concentrations, equipment and artillery positions before concerted attacks could be launched. One enemy group opposite the sector of the U.S. 2d Infantry Division, which was carrying bridging equipment, suffered an estimated 50 percent casualties and the remainder dispersed as a result of friendly artillery fire. This action, which took place in the vicinity of Kyongsan-ni, was later followed by a similar attempt in the same area which likewise was repulsed by elements of the 2d Division.

To the south in the sector of the U.S. 25th Infantry Division, artillery inflicted 50 enemy casualties and destroyed 5 mortars, 1 machine gun and 2 trucks west of Yunoe-ri. Air strikes coordinated with and supporting the artillery of the 25th Division west of Masan, blew up two enemy ammunition dumps, neutralized 17 artillery guns and destroyed 4 tanks and several trucks. In the sector opposite the U.S. 1st Cavalry Division, artillery knocked out 2 tanks yesterday.

The ROK 6th Division which yesterday was forced to withdraw to positions in the vicinity of Uihung has succeeded in stabilizing the defense line at that position. Enemy forces today continued their pressure on the ROK 6th Division but the attack has been contained.

Units of the ROK I Corps operating in the Pohang-Kigye area have contained the heavy enemy attacks which yesterday forced the ROK Capitol Division to withdraw just south of Kigye and which caused smaller withdrawals by the ROK 3d Division south of Hunghae. The situation in this area appears to be stabilized at this time.

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GENERAL HEADQUARTERS
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Korean release No. 330

1430
28 August 1950

United Nations ground forces on the south sector of the western front had the benefit of naval gun fire support for the first time in the evening of Aug. 26. A U.S. Navy destroyer, screened by ROK Navy ships, conducted harassing and interdiction fire on 11 targets as requested by shore fire-control parties.

Carrier-based US Marine flyers operating around the entire defense perimeter of the United Nations ground forces in Korea inflicted heavy damage to North Korean transport and troop concentrations during the past two days. Twenty-nine trucks, a great many of them in the Hyopchon area, were destroyed; 12 were damaged. Ten sizeable troop concentrations were heavily bombed, strafed and rocketed. One warehouse west of the Naktong river was hit by bombs, setting off a series of large explosions and starting large fires. Three supply dumps were destroyed and three set afire. Three gun emplacements, two tanks and one self-propelled gun were destroyed. Two fuel dumps were set afire.

East coast naval patrol and support forces continued with round-the-clock gun-fire support of United Nations ground forces in the Pohang area, making use of both shore and aerial spotting.

United Nations naval forces on the west coast are intensifying both surface and air patrols to deny the enemy use of water resupply lines. Under the command of Rear Adm. W. G. Andrewes, R.N., in performing this difficult task are ships of England, Canada, France, New Zealand, the Netherlands, Australia and the Republic of Korea.

The air component of the west coast patrol force includes carrier-based British Seafire fighters and Firefly attack bombers and Australian four-engine Sunderland flying boats.

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GENERAL HEADQUARTERS
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Korean release No. 329

1320
28 August 1950

(Covering period 0000K-2400K, 27 August 1950)

B-29 Superfortresses of the United States Far East Air Forces contributed to the United Nations war effort in Korea on Sunday with successful attacks on 10 key railroad and highway bridges being used to carry North Korean men and materials south to the battle front.

Eight bridges lost one or more spans in Sunday's action, seven of the bridges north of the 38th parallel. A major rail crossing 25 miles northwest of Seoul was partially blocked when one span was downed on the northern bridge of two carrying the main west coast rail line across the Imjin river. Other bridges were put out of action or seriously damaged on the east coast and in central Korea

Nearly 400 tons of bombs were dropped by the Superforts in operations which included a heavy strike against the Kyomipo iron and steel plant, 20 miles southwest of Pyongyang. Secondary explosions rocked the plant area after the bomb drops, and post-strike reconnaissance indicated that crippling damage had been inflicted on the installation.

The Chinnampo port area and a marshalling yard at Hamhung were also hit by FEAF Bomber Command B-29s with excellent results. A warehouse blew up at Hamhung after receiving direct hits.

Fifth Air Force fighters and light bombers flew over 260 combat sorties, approximately half of them in direct support of United Nations ground forces on the battle lines. The remainder were staged against targets both north and south of the 38th parallel.

F-80 jets and F-51s, joined by Royal Australian Air Force Mustangs and U.S. Marine F4U fighters flying under the operational control of the Fifth Air Force, took a heavy toll of Communist materiel and equipment.

Conservative totals for fighter damage claims included 67 trucks and other vehicles, 11 tanks, 21 locomotives, 308 railroad cars, 6 bridges, 2 ammunition dumps, 3 storage dumps, 34 buildings housing troops or supplies, 9 gun emplacements, 4 large boats and a railroad tunnel. Four aircraft of an unknown type were destroyed on the ground and three others damaged in fighter sweeps north of the 38th parallel.

In day interdiction strikes, B-26 light bombers attacked and damaged rail trackage and bridges in the Chochiwon area. Night intruder missions by B-26s and Marine F4Us bombed and strafed convoys and troop concentrations over a wide area.

Rail targets and marshalling yards were hit in night attacks on Chongju, Namwon and Chonan. Attacks were made on the Seoul pontoon bridge, and military targets in many cities along the routes of approach to the front were bombed or strafed in a continuing effort to interrupt resupply operations now being carried out under cover of darkness.

Cargo aircraft carried a record 445 tons of urgently needed military supplies and equipment and 236 passengers to Korea during the day.

North Korean air opposition remained absent, and no American or Australian aircraft were lost or damaged by ground or antiaircraft fire.

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GENERAL HEADQUARTERS
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Korean release No. 328

1245
28 August 1950

North Korean shipping felt the might of carrier aircraft over the weekend when Navy pilots ranged far and wide over the harbor supply areas on the east coast of North Korea. The planes were from the Essex Class carriers operating under the direction of Vice Admiral Arthur D. Struble, U.S. Navy, Commander of the Seventh Fleet.

A large sub chaser or corvette type vessel, an ocean going tanker, a corvette and two large tankers were sunk. Damaged and left burning were nine corvettes while six coastal craft carrying supplies were left burning and in a sinking condition. In addition 12 power boats were badly damaged. Left in a sinking condition were a freighter, a second tanker, a corvette while two craft caught in a drydock were strafed and damaged.

A major prize in the day's total for the carrier pilots were 11 shiny new YAK fighter planes found on the ground at Yonpo. In spite of camouflage, the fighters were spotted, strafed and destroyed.

Nineteen locomotives were wrecked as were 31 freight cars while six locomotives were badly damaged and 16 freight cars left in the same condition.

The brunt of the attack was centered around the Wonsan, Songjin and Chongjin areas.

Among the smaller vessels spotted in northeastern Korean ports, 3 60-foot power boats were severely damaged at Hamhung, six 30-foot power boats were strafed and rocketed near the northern boundary of Korea along with two large sampans sunk.

Sent out in the early evening to destroy shipping reported in the Wonsan area, Skyraider Bombers and Corsair fighters armed with rockets spent 30 minutes over the harbor.

Three well placed 1,000-pound bombs dropped by Lt. (jg) Kenneth L. Morse of Mankato, Minn., and Ensign Harry L. May of Memphis, Tenn., and Ensign William C. Bailey of Riverside, Calif., from their Skyraiders sank the corvettes. May, Morse and Lt. (jg) Sam G. Gorsline Jr. of Battle Creek, Mich., each placed a 1,000-pounder into one corvette which caused the ship to capsize. Rockets from Corsairs left by Lt. Comdr. Leroy P. Smith of Lovelady, Texas finished off another corvette and the tanker. In addition the carrier planes strafed and bombed locomotives, rail cars, trucks and other vehicles along the rail and highway throughout the target area.

Lt. (jg) Nat Curry of Lexington, Mo., was forced to bail out of his Corsair fighter when it was hit by antiaircraft fire. He landed safely in the water, one and one half miles from the shore of Songjin. As Curry floated around in his pararaft, Lt. Comdr. Bill Pittman of Tampa, Fla., and Lt. (jg) Bill West of Los Angeles, and the remainder of the flight flew air cover over him while a destroyer 60 miles away, contacted by the circling planes raced to the scene.

Two hours later Curry was safely aboard the destroyer with only minor injuries and will be back aboard his carrier tomorrow.

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GENERAL HEADQUARTERS
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Korean Release No. 327

0840
28 August 1950

U. S. Air Force fighter airplanes, chiefly F-80 jets and F-51 Mustangs, were in the air at 5:30 o'clock this morning from Japanese bases for specific targets in Korea and some on armed reconnaissance missions.

Some of the fighters took off for sectors in North Korea where large enemy troop concentrations were reported by B-26 light Invader bomb crews. The last night Intruder airplane landed at its base at 6 a.m.

Weather in all sectors of Korea today was reported to be generally fair.

In yesterday's B-29 Superfort attack on the Japan Iron company at Kyomipo (Kenjiko), major producer of iron and steel for the North Korean forces, crewmen related today how the huge plant reacted when the high explosive struck.

Capt. Roy E. Jacobsen, 206 East Cottage ave., Haddenfield, N. J., stated: "The B-29s dropped their bombs in formation, about forty tons on each drop, at ten-minute intervals. The blast really hit the plant right on the nose." Captain Jacobsen was a Bomber Command observer on the mission. Two hundred and 40 tons were dropped.

Lt. Bernard Einson, 90 Bruce ave., Yonkers, N. Y., a bombardier, said: "The first squadron just levelled the area. Big fires were visible around the steel plant, with smoke columns coming up to about eight or ten thousand feet."

S/Sgt. Walter W. Snodgrass of Mannington, W. Va., said: "I watched our bombs walk from the water's edge right up into the middle of the blast. Then two terrific blasts occurred right near the waterfront."

S/Sgt. Charles D. Mercer of 135 Broad st., Leetsdale, Pa., central fire control operator, said: "The two big blasts down there set off two huge sheets of flame which billowed up and then were followed by two big ball-shaped puffs of smoke which climbed into the air. It wasn't like an oil tank explosion because there was much more flame than smoke from the bomb strike. It must have been something in the plant that blew up."

One of the returning B-26 crews reported silencing an enemy gun emplacement near the 38th parallel. "We strafed and put them out of commission," said 1st Lt. Roger N. Little, Red Bud, Ill.

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GENERAL HEADQUARTERS
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Korean Release No. 326

0130
28 August 1950

In the northeast sector heavy pressure continued against United Nations forces in the Kigye a rea. Late reports August 27 indicate the enemy attack was being contained. During the day firendly air forces struck at two enemy tanks, artillery and troop concentrations in this sector. Results of the a ir attack are unknown.

In the ROK 6th Div sector heavy fighting continued, with no significant changes in the line.

In the 2nd Div sector a friendly patrol swam the Naktong River six miles west of Changnyong under cover of friendly artillery and tank fire yesterday afternoon. The patrol destroyed seven enemy rafts and rendered three unserviceable. The patrol returned safely to our lines in spite of heavy enemy small arms fire. Further north, sixteen miles southwest of Taegu and just west of the Naktong River, seven enemy tanks were observed moving east.

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GENERAL HEADQUARTERS
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2115
27 August 1950

Korean Release No. 325

A major strike against a single strategic industrial target by B-29 Superforts, night and day continuous assaults by B-26 light Invaders and full-force strikes by F-80 jet Shooting Star and F-51 Mustang fighters - all were accomplished today in one of the most active days of the U.S. Air Force participation in the Korean conflict.

The FEAF Bomber Command's Superforts dropped 240 tons of high explosives on the Japan Iron Company plant at Kyomito (Kenjiho), 16 miles west of Pyongyang Communist capital of North Korea.

Bombing was both visual and by radar. Returning crews reported excellent results in their bombing. They encountered no flak, saw no enemy fighters and all B-29s returned safely.

The huge steel plant supplies a majority of iron and steel to the North Korean forces. The plant has an open hearth capacity in excess of 250,000 tons per year. It is capable of producing 470,000 tons of coke per year. The plant also produced pig iron at an annual rate of more than 400,000 tons. Like other industrial facilities in Northern Korea, struck by B-29s, the plant is reported to have been expanded, according to aerial observations.

Other B-29s struck North Korean supply routes and railroad bridges with 120 tons of bombs in the continuing effort to sever the enemy's supply and communications channels. These B-29 crews saw some flak, but were not hit. The bombardiers reported excellent results against all targets.

B-26 light Invader bombers continued their round-the-clock drive against the Communists today, attacking trains, marshalling yards and other communications used to rush badly needed supplies to the battle sectors.

One flight made a clean hit on a locomotive five miles northeast of Seoul and photographs confirm the damage. This flight was led by Capt. Jaffe F. Jory of 2709 Sunset ave., Knoxville, Tenn. "The locomotive was hit on the first pass, with steam spouting from it 1000 ft. in the air," he said. "On the second pass we bombed the center of ten box-cars, which were attached to the engine. Several of the cars blew up. They must have been loaded with ammunition."

Captain Jory credited his crew, 1st Lt. Robert L. Kennedy, navigator; of Solomon, Kan., and Sgt. Myles S. Fisher, gunner, of 2877 S. Buchanan, Arlington, Va., with successful strike.

Jory and his crew made an earlier attack today on marshalling yards three miles south of Suwon. Frag bombs were used and explosions were seen in the yards and on stationary box-cars.

B-26s rounded out one of their busiest night-to-day sustained attacks in the southern portion of Korea just as weather began to close in.

Photo interpreters confirmed another important strike today when pictures showed eight direct hits on a pontoon bridge on the west side of Seoul. The bridge was hit yesterday by 1000-pound bombs dropped from a B-26 flown by Lt. Col. Robert E. Jarrell of Waxahachie, Tex. 1st Lt. Frank Bullias of Danville, Ill., was the bombardier.

"You men literally walked on that bridge," Capt. Orval B. Cardor, Richland, Ore., photo interpreter, told them today. "Each of the eight strikes you reported can be seen distinctly."

Lt. Bullias explained that the flight of four bombers was supposed to approach the bridge at an angle, but because of cloud cover they came in parallel to it. "We were the ones lucky enough to place our bombs," said Bullias.

Mustang pilots reported the Communists have resorted to heavy camouflage in the Pohang area. 1st. Lt. William O. Light, of 735 S. 9th st., Cannon City, Colo., hit a tank and two trucks at Kigyo, near Pohang.

1st Lt. Robert H. Dunnavan of Richmond, Va., flying an F-51 on the same target said: "The tank and trucks were put out of commission by Lieutenant Lighty's rockets. The tank was pulling back to a new position. It was moving - then it wasn't."

The Mustangs and F-80s took off at daybreak. 1st Lt. Marvin T. Johnson of 4209 N. Albany ave., Chicago, Ill., one of the first F-80 pilots to return late today, said his element strafed an airstrip at Chorwon, 40 miles northeast of Seoul, with four enemy planes set on fire.

"We were in rare luck for we found 14 'planes' parked on the strip and flew low enough to distinguish the four real ones from the decoys," said Lieutenant Johnson.

A hangar was set on fire at an auxiliary strip near Kimpo. "It had been hit before, but this time it burned as if loaded with gasoline and oil," said 1st Lt. Edwin W. Robertson of Charleston, S. C., an F-80 pilot.

Lieutenant Robertson was No. 4 man on his flight. The F-80s went on to Kimpo, attacking and hitting another hangar and damaging four trucks.

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GENERAL HEADQUARTERS
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Korean release No. 324

1555
27 August 1950

Enemy forces continue heavy attacks on the front of the ROK 6th Division along the Uisong-Sinnyong axis. As a result of enemy attacks on Aug. 26, which included heavy artillery and mortar fire, elements of the ROK 6th Division withdrew slightly more than one mile from their original positions to the vicinity of Uihung. Later a counterattack by the ROK 6th Division, which started at approximately 1730 hours, regained most of the lost ground. Enemy forces in this sector resumed heavy attacks against ROK forces today, which have caused some loss of ground. An enemy penetration has advanced to the vicinity of Uihung, where ROK units are counterattacking to eliminate this force.

The ROK Capitol Division, in a counterattack which began at 1400 hours, Aug. 26, regained positions which they had lost Aug. 25 in the vicinity of Yonggi-dong. On Aug. 27 the enemy attacked friendly positions north of Kigye, effecting penetration of our lines. The town of Kigye is now occupied by the enemy.

To the east, the ROK 3rd Division continues to encounter determined resistance from the enemy and elements on the left flank of that division were forced to withdraw approximately 3,000 yards. This loss was partially restored in a counterattack and other elements of the division counted small gains.

Elements of the United States 25th Division defending the southern front west of Masan were attacked at 0130 hours Aug. 27 in the vicinity of Tundok. In repulsing this attack friendly forces killed 150 enemy and captured large quantities of enemy equipment and materiel. Later, at 0500 hours, outpost positions in this area again were attacked by the enemy causing no change in the line. Enemy probing attacks continue in this area.

The central front remains quiet except for patrol and artillery action by our forces. An undetermined number of enemy troops in 16 small boats, attempting to cross the river in the vicinity of Tugong-ni was attacked by artillery and friendly patrols of the United States 2nd Infantry Division which has replaced the United States 24th Infantry Division in this sector. The enemy force attempting the river crossing at this point was destroyed.

There is little activity in the sector northeast of Waegwan although the ROK 1st Division made slight gains in local attacks.

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GENERAL HEADQUARTERS
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Korean release No. 323

1335
27 August 1950

(Covering period 0000K-2400K, 26 August 1950)

Combat aircraft of the U.S. Far East Air Forces and Royal Australian Air Forces continued a 24-hour schedule of massive air assaults against North Korean targets on Aug. 26. Nearly 600 sorties were flown by all types of aircraft to aid the United Nations ground forces.

FEAF Bomber Command B-29 Superfortresses attacked rail installations and destroyed large quantities of rolling stock in a packed marshalling yard at Kilchu, 60 miles south of Chongin on the east coast rail system.

Rolling stock on the east coast rail line is largely at a standstill as the result of successful attacks on bridges and railyards from Chongjin south to Wonsan.

Other B-29s scored direct hits on a key double railroad bridge on the western railroad net 30 miles northwest of Seoul.

B-26 light bombers of the Fifth Air Force, ~~flying a record number of daylight sorties~~, eliminated one span of a highway bridge 32 miles east of Seoul and damaged another 30 miles southeast of Chunchon. Both light bombers and fighters again attacked the westernmost pontoon bridge at Seoul to prevent military supplies from trickling through.

Other objectives hit by the light bombers were locomotive repair shops and a railroad tunnel at Imwonjin on the east coast 17 miles south of Samchok. Numerous rail lines connecting towns in the Samchok and Andong areas were cut in bomb strikes.

Relative inactivity on the battle fronts permitted over half the 330-odd combat sorties flown by Fifth Air Force and RAAF fighters to attack lines of communication and interdiction targets in North Korean territory.

Large numbers of fighters struck north of the 37th parallel, destroying vehicles, railroad cars and artillery pieces. Twenty-five enemy-utilized buildings were attacked and damaged at Kojin-ni and 14 left burning at Kojin-ni and Sinmak. A transmitter station was fired at Kangnung. One IL-2 twin-engine aircraft and two other aircraft of an unidentified type were destroyed while parked in a hangar at Wonsan airfield.

Conservative claims for fighter damage to North Korean installations and equipment included 26 trucks and other vehicles, 69 buildings in use for military purposes, 4 artillery pieces, 1 tank, 5 locomotives and 130 railroad cars. A bridge was damaged at Kusan-dong, 11 miles southeast of Uisong and troop columns and military movements were hit in many areas.

Night intruder missions, flown in the main by B-26s, harassed North Korean convoys and attacked supply distribution centers and military targets in more than 10 zones from Seoul south to Sunchon.

RAAF Mustangs reported the destruction of a tank near Uisong and three locomotives and three railroad cars at Wonju and Taejon. The Australians bombed and strafed North Korean troops at many points.

The U.S. Marine F4Us flying under the operational control of the Fifth Air Force flew both night intruder and daylight close support missions. Convoys and other movements in the Kumchon-Waegwan sector were bombed and strafed in night attacks.

Cargo aircraft carried 267 tons of essential military supplies and 306 passengers to Korean airfields during the day. No American or Australian aircraft were lost or damaged during the day's operations and no North Korean air opposition to fighter or bomber attacks was reported.

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GENERAL HEADQUARTERS
UNITED NATIONS COMMAND
Public Information Office

Korean release No. 322

1255
27 August 1950

Carrier-based U.S. Navy pilots of Task Force 77 swung into action again yesterday in general and close support of United Nations ground forces on the northern front.

The heavily armed Skyraider attack bombers, Corsair and Panther jet fighters destroyed five highway or railway bridges and damaged four. Eleven warehouses and ten other military buildings were bombed and rocketed. Three troop concentrations were heavily bombed and strafed. One ammunition dump and one fuel dump were exploded. One large supply dump was badly damaged. Twenty-three trucks, one locomotive, two artillery emplacements, one halftrack and one power boat were destroyed. Three boxcars were badly damaged.

Task Force 77, a part of the Seventh Fleet, is under the command of Rear Adm. E. C. Ewen, USN.

In one 24-hour period beginning at 8 a.m. Aug. 25 U.S. Navy ships poured more than 1,100 rounds of five-inch ammunition into troop concentrations and gun emplacements in the Pohang area. A KMAG representative ashore credits the naval gunfire with helping to break a North Korean counterattack.

On Aug. 25 a ROK Navy patrol vessel sank three motor boats approximating 40 tons each and seriously damaged three others off the island of Oeraro. Two oil tanks on the island, off the south coast of Korea, were seriously damaged. The same ROK ship badly damaged five troop-carrying sailboats off Sisan Island, in the same general area.

A delayed report from the carrier-based U.S. Marine air group operating in close support of the ground forces reveals extensive damage to the enemy on Aug. 25. Troop concentrations at Kunwi, Uiryong and Oejori were heavily bombed and strafed. Direct bomb hits were scored on an underwater bridge crossing the Nam river east of Uiryong, and three direct bomb hits were scored on a rebuilt bridge at Chinju. Supply dumps and warehouses at Taechon-ni, Oejori, Hapyong-dong and Uiryong were bombed and hit with napalm, with resulting large fires. Bomb hits on one supply area west of Masan resulted in large secondary explosions, indicating either ammunition or gasoline.

Eight camouflaged artillery pieces in an orchard at Tabu-dong were hit with bombs and napalm. A transformer station at Chungam-ni was destroyed, as was one 105-mm artillery piece.

The carrier group from which the Marine pilots operate is under the command of Rear Adm. Richard W. Ruble, USN.

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GENERAL HEADQUARTERS
UNITED NATIONS COMMAND
Public Information Office

Korean release No. 321

1020
27 August 1950

F-80 jet Shooting Stars and F-51 Mustangs took off in large numbers at 6 a.m. this morning from southern Japan for targets in Korea behind the enemy lines.

Early weather reports indicate generally fair conditions in the areas where the F-80s and F-51s will operate, as well as other portions of Korea where other fighters, light bombers and medium bombers are expected to fly.

The fighters and other U.S. Air Force airplanes have been extremely active the last three days in support of the United Nations ground forces, and in attacks behind the lines.

The Mustangs flew until almost 11 o'clock last night, operating on the East coast between the 39th and 40th parallels against Communist transportation and some airstrips. So far the results are unobserved.

The Fifth Air Force directed F-82 Twin Mustangs and Marine Corsairs in strafing and bombing missions throughout last night from Waegwan to the Yongdong area, and near Kumchon. Good weather permitted them to operate well past midnight, but there were no immediate results to report.

B-26 night intruder missions were flown through the night, with the last airplanes landing at their base at 6:45 o'clock this morning. The airplanes operated in a wide area.

Lt. Col. Abraham Shook, Clovis, N.M., reported he destroyed three vehicles at small towns in central Korea. "We strafed a weapons carrier and two vehicles apparently carrying supplies," he said.

Other B-26s worked on railroad tracks and marshalling yards. Maj. Fred F. Bronson, 1695 Walker ave., Memphis, Tenn., led one flight. "We dive bombed and scored direct hits on the marshalling yards at Paeksan-ni, south of Samchok," he said. "We also hit a tunnel and a locomotive repair shop in the area."

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Dennis's Copy

GENERAL HEADQUARTERS
UNITED NATIONS COMMAND
Public Information Office

0125
27 August 1950

Korean Release No. 320

Strong enemy pressure was reported by elements of the 8th ROK Division in the northern sector late yesterday. Latest reports, however, indicate our lines remain intact.

In the Capitol and 3rd ROK Division sectors Communist forces have launched a three-pronged attack causing some loss of ground. The main enemy thrust was made in the vicinity of the Pohang-Kigye sector.

In the ROK II Corps sector the enemy supported by heavy artillery and mortar fire forced a withdrawal of from 2000 to 3000 yards.

Friendly patrols attempting to cross the Naktong River in the 1st Cavalry Division sector have encountered strong enemy resistance.

Further south an enemy underwater bridge across the Naktong River was reported by air observers as being in operation early yesterday. Vehicle tracks were observed on both sides of the river.

On all other sectors no significant enemy action has been reported.

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GENERAL HEADQUARTERS
UNITED NATIONS COMMAND
Public Information Office

Future Release

1800
26 August 1950

THIS IS A FUTURE RELEASE

THE FOLLOWING IS GIVEN IN ADVANCE AND IN CONFIDENCE FOR RELEASE AT 9 A.M. TOKYO TIME, SUNDAY (7 P.M. EDT SATURDAY IN THE STATES):

"The enemy in Korea has been severely crippled by the staggering impact of 20,500 sorties flown by all types of U.S. Air Force planes, but not without some cost to us," Lt. Gen. George E. Stratemeyer, Commanding General of the Far East Air Forces, said today.

In an interim report based on operations for the first 60 days of the Korean conflict, General Stratemeyer said the Far East Air Forces under his command have put forth a tremendous effort by pounding the enemy, not only at his source of war potential but also at his supplies, his communications, and directly against him in the battle zones.

General Stratemeyer listed Air Force personnel losses at 26 dead, 23 wounded and 45 missing.

Against our losses, he reported in detail on the 20,559 individual tactical and strategic combat sorties, and transport support sorties flown from the beginning of the conflict until midnight 24 Aug. and directed against the Communists in support of the United Nations war effort.

Thirteen thousand fighter sorties have been flown by Fifth Air Force F-80s, F-51s and F-82s. These missions were made under varied weather conditions and during day and night. Almost 10,000,000 rounds of ammunition were fired from the fighters' machine guns, with 33,000 rockets launched and 1,700 tons of bombs dropped.

The B-26 light bombers directed their fire power against the enemy in 1,300 day and night sorties, firing 656,000 rounds of ammunition, 670 rockets and dropping 2,000 tons of bombs.

B-29 Superforts of the FEAF Bomber Command have now reached a total of more than 1,500 sorties, with 11,500 tons of general purpose high explosive bombs dropped. About half this tonnage has been directed against key industrial targets which are the source of North Koreans war supply. Several of the major targets, including the Konan (Hungnam) chemical and munitions complex, the Wonsan oil refinery and the Pyongyang marshalling yards and arsenal, have been almost completely destroyed. The other half of the B-29 bomb tonnage has been dropped on railroad and highway bridges and marshalling yards in a planned interdiction program to deprive Communist troops at the front of badly needed supplies and reinforcements.

Today's report listed 4,800 tons of supplies and 10,000 service personnel flown from Japan to Korea in 2,800 flights, with the airplanes returning 3,000 persons from the battle area since the air evacuation program got underway.

In support of the combat missions, a total of 1,700 reconnaissance flights of all types have been flown. More than half were flown by tactical air controllers in T-6s who directed combat airplanes to pin point targets. Other reconnaissance flights were made to observe and photograph bombing and strafing results, to gather weather data and to locate enemy concentrations.

The figures for enemy airplanes destroyed are 72, compared to 58 U.S. Air Force airplanes lost in the 20,500 sorties flown.

More than 600 attacks have been made on North Korean tanks, armored cars or half-tracks by Air Force airplanes since the start of the conflict, damage being

(more)
(over)

inflicted on some, others being totally destroyed. The GHQ-evaluated analysis credits air power with confirmed destruction of 111 tanks with no evaluated estimate of the number damaged.

Fighters and bombers have consistently flown close support for the UN ground forces during this period, in addition to directing their fire power against targets which add up to the following destroyed or damaged totals: locomotives--142; boxcars--800; bridges--212; vehicles (all types)--3,133; field pieces--180; and a large number of storage warehouses, oil tanks, enemy troop concentrations and other targets.

These figures do not include detailed destruction caused by B-29s, especially in their heavy attacks in rail marshalling yards which frequently contained as many as 500 boxcars and locomotives immediately prior to heavy high altitude bombing attacks.

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GENERAL HEADQUARTERS
UNITED NATIONS COMMAND
Public Information Office

2300
26 August 1950

Korean Release No. 319

More than 250 box cars, most of them loaded, were destroyed, heavily damaged or derailed by U. S. Navy ships on the east coast during daylight August 24 and the morning of August 25. Approximately 200 of the total were hit in the marshalling yards at Songjin. Results of the firing were observed by an aerial spotter.

In addition to the box car destruction at Songjin the marshalling yards were heavily damaged, with tracks mangled and roadbeds pocked. Large fires were started in the area. As the bombarding ships withdrew from the area a heavy explosion was heard and a large billowing black tower of smoke was seen.

Approximately 30 cars, loaded with lumber and sand, were destroyed or heavily damaged at latitude approximately 40 degrees 36 minutes north. Tracks and roadbed at the same site were badly damaged.

About 25 more cars loaded with lumber were destroyed or badly damaged at latitude approximately 40 degrees 32 minutes North. Tracks and roadbed in the area were effectively out of commission.

To complete the tally of destruction for the period a railway bridge with a steel bed in a concrete foundation was heavily hit and badly damaged. The bridge is in latitude approximately 40 degrees 36 minutes North.

Rear Admiral C. C. Hartman, USN, commander of naval patrol and support forces for all of Korea, reports that it is not at all unusual to see trains without locomotives these days along the east coast. The apparent tactic of the North Koreans, with locomotives in very short supply, is to cut the locomotive from the train and head for the safety of the nearest tunnel before the navy guns get within range.

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General's Secy

GENERAL HEADQUARTERS
UNITED NATIONS COMMAND
Public Information Office

Korean Release No. 318

2110
26 August 1950

U. S. Air Force B-26 light bombers heavily damaged railroad bridges in the Seoul area and B-29 Superforts struck at key railroad yards in Central and Northern Korea today.

Today's pattern of bombing and fighter attacks was designed to further hamper the Communists movement of badly-needed supplies and reserve forces.

The B-29s unloaded 60 tons of bombs on the key marshalling yards and railroad junction at Kilchu, 15 miles north of Songjin on the east coast north of the 38th parallel.

Kilchu is the junction point of main rail lines from the northwestern and northeastern portions of Korea. These main lines join at Kilchu and lead down the east coast to Wonsan.

The bombing was carried out under clear visibility and bombardiers reported excellent results on the strike.

Other aircraft of the FEAF Bomber Command continued smashing at North Korean bridges and communication lines in the central Korean area. Bombardiers reported some flak coming up from the area surrounding the more important bridges, perhaps indicating Communist concern over the constant pounding the B-29's are giving to their rail and highway lines. Despite the flak the B-29 crews reported good results on the bridges.

Fifth Air Force fighters went more than 300 miles into North Korean territory today in a series of armed reconnaissance flights to hammer at air fields and rail traffic. Both F-80's and F-51's took part.

The F-51's were still flying late today, with night missions also scheduled.

F-80's made fighter sweeps to half a dozen North Korean airfields. Returning pilots reported they saw dummy airplanes and planes shot up on previous missions. No live planes took to the air to oppose the U. N. fighters.

In the Pyongyang area F-80 pilots checked over the deserted airfield and then found a large factory in a nearby small town. "We rocketed it", said 2nd Lt. Irvin W. May, 4611 Davenport Street, Washington, D. C.

A pontoon bridge on the west side of Seoul was hit today by 1,000 pound bombs in a B-26 flight led by Lt. Col. Robert E. Jarrell, Waxahachie, Texas. "We made eight direct hits on the bridge and put it out of commission," said Major Jarrell.

He credited 1st Lt. Frank Bullias, a bombardier, of Danville, Illinois, with making the strikes.

Another pontoon bridge also near Seoul was hit by B-26's in a flight led by Capt James H. Morrow, Sweetwater, Texas. "We damaged the approach on the north side of the bridge," said Capt. Morrow.

Rail supply lines from Poksong-dong to Kunchon were strafed and bombed by B-26's today. Capt. Luther L. Hampton, 2912 Bellaire Boulevard, Houston, Texas, bombed a train near Sangjin. He said he hit the locomotive and six box cars, with considerable damage inflicted.

Enemy supplies moving by rail from Kunchon to Kwan-ni were seriously damaged by additional B-26's, according to two crewmen, Capt. Wayne A. Yeoman, Austin, Texas, and 2nd Lt. Donald J. Ferns, 6504 Park Lane, Mariemont, Ohio.

In an earlier B-26 mission behind the battle line a locomotive and two box cars were eliminated by 2nd Lt. Melvin R. Stahl, Adel, Iowa, and his crewmen. Lt. Stahl said Staff Sgt. Oscar M. Byrd, gunner of Muscatine, Iowa, and 1st Lt. Charles A. Bowers, navigator, from 262 Decatur, Brooklyn, New York, spotted the train. "Our first bomb hit the middle of the train," said Stahl, "and the others hit the train's tail and the engine."

First Lieutenant John W. Jackson, South Gate, California, led four F-80 jets to a Communist airdrome south of the 38th parallel in an early morning mission and reported no aircraft and no activity seen. Flying southward, his flight strafed railroad tracks and buildings, with good results observed.

Two airstrips at Onjong-ni above the 38th parallel were targets for another flight of F-80's but no Communist planes were seen. "We strafed buildings and barracks on both strips," said Captain James E. Anderson, Chaton, Ala., leader of the flight.

F-51 pilots reported good rocket and strafing missions between the 38th and 40th parallels, along the east coast of Korea. 1st Lt. Charles D. Hauver, Poughkeepsie, New York, improvised his gun sight when it burned out by using adhesive tape and got a solid hit on a truck after passing one of the vacated North Korean airfields.

First Lieutenant Ray I. Carter, 38 Layer Street, Buffalo, New York, detected camouflaged buildings on the east coast at the 39th parallel. "We hit it with rockets and the buildings collapsed," said Lt. Carter.

In the same area 1st Lt. James L. Glessner, Jr., Julesburg, Colorado, strafed a building. "Parts of it blew 50 feet into the air," he said.

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GENERAL HEADQUARTERS
UNITED NATIONS COMMAND
Public Information Office

Korean release No. 317

1555
26 August 1950

Along the front lines south of Uisong the enemy is exerting heavy pressure on ROK Army units defending that sector. As a result of enemy attacks 25 Aug. ROK forces along the main Uisong-Sinnyong road were forced to withdraw approximately one mile to positions in the vicinity of Chongno-dong, but later counter-attacked and regained their earlier positions. Enemy attacks continue in this sector, but ROK defenders are holding their positions.

In the sector northeast of Waegwan, ROK units, supported by American forces, yesterday made gains up to 1,500 yards in the vicinity of Yuhak-san ridge. Elsewhere in this sector the front remained fairly quiet.

ROK forces in the Pohang-dong sector yesterday met heavy and organized resistance in their attack to the north. Along the east coast ROK units made slight gains near Hunghae, but further west, in the vicinity of Yonggi-dong, the enemy forced a minor withdrawal of friendly forces.

American forces holding the southern sector of the front continue to receive light probing attacks by the enemy. A sharp midnight attack along the Sobuk-san ridge was repulsed without loss of ground and with unknown enemy casualties. A later attack in the same area, at 0615 hours, was also repelled. At other points in this sector enemy troop concentrations were dispersed by our artillery fire.

Throughout the central front, our forces continue aggressive patrolling and artillery attacks on enemy supply, artillery positions and troop concentrations. Enemy activity in this sector has been confined to small-scale patrol action.

Elements of the east coast Naval patrol furnished gunfire support of ground operations. Targets north of Pohang-dong were bombarded, including a command post, artillery positions, tanks and 7 troop concentrations. Other Naval units continued patrol and blockade operations on the east, south and west coasts, and Naval aircraft rendered close support of ground troops in the battle area.

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GENERAL HEADQUARTERS
UNITED NATIONS COMMAND
Public Information Office

Korean release No. 316

1545
26 August 1950

Vice Adm. Charles T. Joy, Commander United Nations Naval Forces, today released the following summary of Republic of Korea Navy and Marine activity for the week.

On August 18, following shore bombardment by a Canadian destroyer and under cover of ROK Navy guns, ROK Marines landed and captured the island of Tokchok on the west coast of Korea against light resistance. On August 20 ROK Marines, again under cover of a Canadian destroyer and ROK Navy guns, landed and captured the island of Yonchung against light opposition.

As reported previously, ROK Marines under cover of ROK Navy guns landed and captured Tongyong on the south coast of Korea Aug. 18.

On Aug. 20 a ROK Navy patrol vessel sighted and sank a 100-ton North Korean motor boat loaded with troops off Usuyong. Usuyong is south of Mokpo. The same ROK ship heavily damaged a second motor boat and shelled enemy positions at Usuyong. The following day the same ROK ship captured a motor boat with North Korean liaison personnel aboard.

On Aug. 21 ROK Marines landed and captured the island of Soijak. Opposition was light. A ROK Navy ship covering the landing sank three enemy sailboats carrying reinforcements to the island.

On Aug. 24 a ROK Navy patrol vessel operating near Sorok island (a small island north of Kogum island off the south coast) sank a 50-ton motor boat and five sail boats. Turning toward shore the ROK ship bombarded and destroyed the enemy headquarters and a supply dump. Fifteen North Korean troops were killed and the rest went into hiding. The ROK ship sustained no damage.

The seizure of the three islands off the west coast of Korea was conducted by the ROK Marine units as a means of cutting down further possible water routes for enemy forces to use in supplying their forces fighting in the south.

ROK Navy and Marine units on the west coast have been operating under the direction of Rear Admiral W. G. Andrewes, Royal Navy.

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GENERAL HEADQUARTERS
UNITED NATIONS COMMAND
Public Information Office

Korean release No. 315

1345
26 August 1950

(Covering period 0000K-2400K, 25 August 1950)

U.S. Far East Air Forces B-29 Superfortresses staged heavy strikes against North Korean targets Aug. 25, dropping more than 600 tons of bombs by radar on four major objectives with generally excellent results.

Heaviest blows were struck on an outlying section of the Bogun Chemical plant at Hungnam (Konan). The locomotive repair shops at Wonsan and a subsidiary marshalling yard five miles northwest of Seoul were attacked visually by B-29s resulting in intense fires in the target areas.

Many direct hits were made on a double railroad bridge 25 miles northwest of Seoul on the Seoul-Pyongyang main rail line. The central spans of both bridges across the Imjin river received severe damage.

Nearly 600 individual flights were made by all types of United States and Royal Australian Air Force aircraft in support of the United Nations war effort in Korea, a new record.

More than 270 sorties were flown by fighters, approximately half in direct support and the remainder fighter sweeps along lines of communication behind North Korean lines.

Coordinated action by two armed reconnaissance fighter sweeps 15 miles east of Pyongyang destroyed or seriously damaged two locomotives, 12 tanks and 13 railroad cars in a single engagement.

The fighters sighted a locomotive and one car about to enter a tunnel. The only ammunition they had left was a napalm bomb which was dropped at the tunnel entrance, preventing the locomotive from taking shelter until another flight, summoned by radio through the Air Force central control system, could arrive.

The second mission arrived to find another train hauling 12 tanks blocked off at the still burning tunnel entrance. The fighters attacked with bombs, rockets and machine guns. When the smoke cleared away, most of the tanks and other materiel had been wrecked.

Advancing ground forces in the northern sectors reported finding an estimated 600 North Korean troops killed in air attacks. In the Waegwan area, ground observers said three tanks dug in with only their turrets showing were destroyed in fighter strikes.

Evaluated claims for North Korean materiel and installations damaged included 26 tanks, 49 trucks and other vehicles, 64 buildings used as troop or supply shelters, 3 large warehouses, 12 artillery positions, 20 locomotives and 32 railroad cars.

An electric power plant was damaged at Pyongyang and several villages housing North Korean troop concentrations were attacked in front line areas.

RAAF Mustangs on close support missions damaged two tanks in the Waegwan area and trucks at Kochang and Hajang-dong. One span was knocked out on a bridge near Kochang.

U.S. Marine 4FU fighters flew both day and night attacks on troop convoys and other targets along the routes leading to the front. Pilots reported damage to a bridge at Kumchon and strikes at troops, artillery and vehicles in several areas.

Night intruder missions by Fifth Air Force B-26 light bombers hit military targets in over 16 areas. Vehicles, buildings, troop movements and a pontoon bridge at Seoul were brought under attack but the extent of the damage was not known.

Cargo aircraft carried more than 292 tons of high priority military supplies and equipment and 70 passengers to Korea. No North Korean air opposition made an appearance and all American and Australian aircraft returned safely to base.

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GENERAL HEADQUARTERS
UNITED NATIONS COMMAND
Public Information Office

Korean Release No. 314

0830
26 August 1950

F-80 jets were the first U. S. Air Force airplanes in the air this morning. Several flights took off from a base in southern Japan as early as 5:30 a.m. for targets beyond the bomb line. Some of the F-80s also were on armed reconnaissance.

Weather for today is generally good in the target area, with few clouds and no threat of rain.

B -26 light Invader bombers returned to their base this morning from night intruder missions against Communist supply lines. The last of the B-26s landed at 6:30 a.m.

The night and early morning missions were planned to interdict supplies destined for Taechon, Kumsan, Sunchon, Chonju and Kunsan. All of those places were hit by B-26s where moving transportation could be detected.

Capt. Monroe Boeisema of Twin Lakes, Mich., said he saw lights on the road northeast of Chonju and dropped bombs on what appeared to be trucks. "One large fire was started, and two small ones," he said.

Captain Boeisema's flight also hit a convoy one mile north of Kongju and "a large explosion resulted", according to one of the crewmen.

Lt. Col. Leland A. Walker Jr. of 1282 Emerson ave., Salt Lake City, who commands the B-26 Third Bomb Group, led a night intruder mission against tanks near Nonsan, south of Taejon. "We dive bombed and strafed them, but couldn't estimate the damage because of the darkness," he said.

Late reports on daylight missions flown by B-26s yesterday credit 1st Lt. Frank E Hagan of 4630 Tulane dr., Baton Rouge, La., with destroying one span on a railroad bridge near Tokso-ri, east of Seoul.

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NOTE TO CORRESPONDENTS: The number of the Korean release timed 0015 hours 26 August 1950 has been corrected to Korean Release No. 313.

GENERAL HEADQUARTERS
UNITED NATIONS COMMAND
Public Information Office

0015
26 August 1950

Korean Release No. ~~314~~ 313

Elements of the ROK ground force in the northwest have continued to eliminate an enemy infiltration north of Taegu reported yesterday. An estimated enemy group of 150 have been driven into the confines of a walled city, approximately 9 miles north of Taegu.

Near Hajong, on the Waegwan-Kunwi road, Air Force reconnaissance planes report a large concentration of enemy troops, equipment and vehicles.

United Nations positions in the northwest Naktong area were attacked yesterday by enemy patrols of unknown strength. The enemy was dispersed by counter-patrol action and driven by our forces into friendly mine fields. Extent of enemy casualties has not been reported.

Air observation reported four enemy mule-hauled artillery pieces moving south near the junction of the Naktong and Nam rivers.

Except for patrol action and artillery firing on targets of opportunity by our forces, the remaining sectors of the front remain quiet.

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GENERAL HEADQUARTERS
UNITED NATIONS COMMAND
Public Information Office

2030
25 August 1950

Korean Release No. 312

Fighter planes of the U.S. Air Force attacked air fields at Wonsan and Pyongyang today, with speedy F-80s jets carrying out strafing missions on these targets.

Wonsan (the Bogun chemical plant) also was one of three targets hit by B-29 Superforts flying in mass formation.

Capt. Roy V. March, 3911 Oregon st., San Diego, Calif., flying one of the F-80s, said he found no aircraft on the Wonsan airstrip. "But we strafed warehouses, workshops, and administration buildings," he said, "with all of them damaged or left burning."

At Pyongyang Captain Marsh said his flight of jets hit railroad boxcars, oil cars, a weather station and a telegraph station.

"We also found two airplanes on the Pyongyang air field and damaged them," he added.

More than 70 U.S. Air Force B-29 Superforts unleashed approximately 600 tons of bombs on targets in North Korea today.

Mop-up attacks were carried out against the Bogun chemical plant at Konan and the Wonsan railroad repair facilities. Other B-29s hit railroad communications which channel supplies to the battle area.

The B-29 drops at Konan and Wonsan were made by radar, and results were unobserved. Post-strike photos of both Bogun and Wonsan revealed that isolated strategic military targets remained in the area. They were bombed today.

Bombs descended through an overcast, but some of the returning crewmen caught glimpses of the Konan target through rifts in the sky.

Maj. William M. Schampf, Plainfield, N.J., said he caught a fleeting glimpse of the target. "I saw bomb flashes in the target area but don't know how much damage was done."

Capt. James R. Dickert, Salina, Utah, who led one of the flights, said he couldn't see the Konan target at all.

No reports have been received from the Superforts attacking rail communications targets.

One locomotive was destroyed and two others damaged today by B-26 light bombers flying missions on the west coast of Korea. One locomotive was demolished near Inchon harbor. "We missed on the first pass, but our bombs blew the side out of the engineer's compartment on the second," said Capt. Jack Lewis, 52 Lincoln st., Denver, Colo. "The locomotive then exploded," said 1st Lt. Robert C. Coombs, Rte. 2, Salem, Ind.

The B-26s also damaged locomotives near Chonan. "We strafed and bombed two of them emerging from tunnels," said Cpl. Julius G. Stivers, a gunner from Lancaster, O. "We did some damage," he added.

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General's Copy

GENERAL HEADQUARTERS
UNITED NATIONS COMMAND
Public Information Office

1620
25 August 1950

Korean Release No. 311

American units fighting with ROK units repulsed a light enemy attack, supported by tanks, at 0130 hours Aug. 25. This attack, which occurred in the vicinity of the main road junction north of Kumhwa-dong, was repulsed without loss of ground.

Elements of the ROK 1st Division continued to defend their positions north of Kumhwa-dong and to advance north in limited objective attacks. The enemy force which had infiltrated behind our lines in this sector, originally estimated as having a strength of approximately 1,000, has now been reduced to an estimated strength of less than 200.

Reduced scale enemy attacks continue on the southern front. An attack by enemy forces of unknown strength, supported by tanks, was repulsed about 0130 hours Aug. 25 in the vicinity of Tundok. In the extreme south we are still engaged with the enemy along the Sobuk-san ridge in minor actions of company size.

The central and north central fronts remain quiet except for patrol action and artillery interdiction by our forces.

Along the northern front south of Uisong, the ROK forces are in heavy contact with an estimated two enemy regiments. An enemy attack at 0230 hours Aug. 25, supported by tanks, achieved a slight penetration of ROK positions along the main Uisong-Sinnyong road in the vicinity of Chongno-dong. That attack was contained, however, and the ROK forces in this same area continue to hold their positions against enemy attacks.

ROK units on Aug. 24 attacked enemy forces in the vicinity of Inam-ni, inflicting heavy casualties.

On the northeast flank ROK units, operating in the Pohang-dong area, launched a coordinated attack 0630 hours Aug. 25, supported by air and naval gunfire.

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Gen. Wise copy

GENERAL HEADQUARTERS
UNITED NATIONS COMMAND
Public Information Office

Korean release No. 310

1345
25 August 1950

(Covering period 0000K-2400K, 24 August 1950)

U.S. Far East Air Forces bombers and fighters yesterday struck at transportation and industrial targets in the Communist areas of Korea.

FEAF Bomber Command B-29 Superfortresses dropped nearly 250 tons of bombs on targets north of the 38th parallel. More than half the total tonnage was used to devastate outlying installations at the Hungnam (Konan) industrial chemical plant on the east coast. No bombs were dropped on the main plant, more than 85 percent destroyed in previous attacks. Yesterday's target was a subsidiary chemical processing plant.

Excellent visual bombing runs were followed by fires and secondary explosions. Unusual green flashes and heavy orange smoke obscured the target.

Hungnam is one of eleven North Korean cities in which B-29 leaflet drops have warned the civilian populace of possible air attacks because of military or significant industrial targets in the immediate vicinity.

The B-29s also hit a marshalling yard in the Pyongyang area, placing all their bombs in the target areas. Bomb strikes were seen in the northern and central portions of the yards and in the warehouse areas immediately adjoining. Explosions and fires were reported after the first bombs landed. Rail interdiction targets attacked by the B-29s included four bridges in the western transportation network. Direct hits were registered on three bridges.

A 12-car railroad train was hit in an attack on a bridge south of Pyongyang. Trackage was torn up and the train wrecked.

Fifth Air Force B-26 light bombers downed one span on a highway bridge near Songju and damaged a railroad bridge 37 miles east of Seoul. A marshalling yard was attacked in the latter area and a number of railroad cars were damaged. In other daylight strikes, the light bombers damaged tracks and rail installations 11 miles west of Wonju and in the Kochang area.

Fifth Air Force fighters took a leading part in the interdiction effort with napalm bomb attacks on a pontoon bridge next to the impassable highway bridge at Seoul. Direct hits fired the bridge, and, although final reports are not available, probably caused crippling damage.

Reconnaissance aircraft on constant patrol over the major lines of communication have reported a flimsy railroad bridge rapidly being pushed to completion 2,000 yards downriver from the main railroad bridge and sufficient pontoons are lying along the river banks to make it possible to assemble a new pontoon bridge in a very short time.

Night intruder sorties by B-26s and F-82 all-weather fighters were aimed at convoys, rail yards and other transport targets behind the lines.

Fighter aircraft of the Fifth Air Force, Royal Australian Air Force and U.S. Marines flew more than 260 direct support and armed reconnaissance sorties over the combat zones. Generally static conditions in most sectors of the United Nations battle line enabled larger numbers of F-80 jets and F-51s to fly low altitude strikes at targets some distance from the fronts.

A majority of close support flights continued to be concentrated in the northern sectors defended by South Korean army troops, although many fighters were directed by Air Force forward controllers against targets requested by ground forces in all sectors.

Evaluated claims for damaged North Korean materiel and equipment include 11 trucks and other vehicles, 33 buildings in service as troop billets or supply depots, 31 railroad cars and eight locomotives.

(more)
(over)

A supply dump was destroyed eight miles south of Pugong-ni and three gun positions were successfully attacked at Kimpo airfield near Seoul. The fighters also attacked railroad cars and two tanks in the Seoul area and strafed a train north of Chonan.

More than 163 tons of essential military equipment and supplies and 544 passengers were flown to Korean bases by cargo aircraft.

One F-51 was hit by ground fire and lost north of the 37th parallel, but all other American and Australian aircraft returned safely to base. No North Korean air opposition was encountered during the day.

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Gen'l Whitney's Copy

GENERAL HEADQUARTERS
UNITED NATIONS COMMAND
Public Information Office

Korean release No. 309

1315
25 August 1950

The Communist invaders have been placing less pressure on the ROK 1st Division, where they have been attempting to make a break-through to Taegu for the past few weeks, and have shifted pressure to the ROK 6th Division on the right of the ROK 1st Division. Presusre has been heavy, but no material gains made.

No heavy pressure has been placed on the ROK 8th Division; however, this unit claims to have administered severe casualties to the Communists in their front.

The ROK Capitol and 3rd Division jumped off in a coordinated attack this morning. The enemy is reported using more and more tanks as artillery. Fourteen tanks have been identified opposite the ROK 6th Division, and a total of 30 tanks on the front in such a role.

The U.S. 25th Division continues to receive heavy pressure at the company and battalion level, but this pressure has not developed into great strength.

Since the disengagement of Red troops on the ROK 1st Division front, movement to the south has been indicated.

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Gen Whitneys Copy

GENERAL HEADQUARTERS
UNITED NATIONS COMMAND
Public Information Office

Korean release No. 308

1255
25 August 1950

A U.S. heavy cruiser reported today bombardment of approximately 200 loaded box cars at Songjin late yesterday. Results of the firing have not been received. The heavy cruiser flies the flag of Rear Adm. C. C. Hartman, USN, in command of the naval patrol and support forces for all of Korea.

While carrier-based U.S. Marine flyers were operating in close support of United Nations ground forces on the western front yesterday U.S. naval forces were lending gun fire support to forces to the north in the Pohang area.

The Marine Corsairs hit troops and supplies in two villages seven miles east of Hyopchon, starting large fires. A ridge 12 miles west of Masan, where infantryment were under heavy attack, was cleared with bombs, rockets, napalm and 20mm cannon fire. Another ridge north of Chindong-ni, where infantrymen were trying to dislodge infiltrating North Koreans, was heavily bombed and strafed. Troops and supplies in small towns near Yohang Myong, just behind the front lines, were heavily hit with resulting large fires. Troops and gun emplacements on a ridge in the same area were bombed and strafed; four anti-tank weapons were destroyed.

Rear Adm. Richard W. Ruble is in command of the carrier division from which the Marine flyers operate.

Yesterday in the Pohang area a heavy U.S. cruiser blasted six prime targets with results described by an air spotter as "costly for the enemy." Three troop concentrations were neutralized. One field artillery battery and one mortar position were destroyed. One road tunnel used as a supply dump was heavily hit by rounds from the cruiser's main battery.

Throughout the preceding night units of the east coast naval force supplied call-fire for ROK troops in the Pohang area. Continued effective use was made of star shell illumination of the battle area. Other units patrolling to the north scored three direct hits on a bridge in latitude 38-09.5 North and exploded a radio station at latitude approximately 38-22 North. Vehicular traffic along the coastal road was fired on with unobserved results.

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Gen. Whitney's Copy

GENERAL HEADQUARTERS
UNITED NATIONS COMMAND
Public Information Office

0840
25 August 1950

Korean Release No. 307

Fighters and light bombers of the U. S. Air Force took off by 6:35 a.m. today from bases in Japan in support of the United Nations ground forces as the Korean war began its third month.

Weather in the battle area looks generally good. First airplanes to take off today were F-80 jets and B-26 Invader bombers. The latter are now operating practically around the clock.

An important highway bridge northwest of Kumchon was damaged in an F-82 Twin Mustang mission flown late last night by Lt. Col. Aldin E. West of Salem, Ohio. He said he dropped two 500-pound general purpose bombs. "Two spans already were knocked out but the North Koreans had improvised the bridge with planks and I could see them carrying supplies over it," he said. "My bombs further inconvenienced them."

B-26s flew nine night intruder missions, with all returning to base by 6 a.m. after bombing and strafing targets of opportunity. Military targets in Kunsan on the west coast of Korea were hit by frag bombs, with large fires resulting. First Lt. Willard G. Mattson of 426 Hatch ave., St. Paul, Minn., said he observed the results on that target.

U. S. Air Rescue Service reported that five evacuation missions and two aerial deliveries of whole blood were made yesterday in support of UN ground troops. One critically wounded soldier was picked up by helicopter and flown from the front line to a field hospital. The others were evacuated from a field hospital to an airstrip and will be brought to Japan.

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GENERAL HEADQUARTERS
UNITED NATIONS COMMAND
Public Information Office

Korean Release No. 306

2015
24 August 1950

B-29s of the U. S. Far East Air Forces today attacked military-industrial installations, secondary marshalling yards and key railroad bridges north of the 38th parallel. Fighters and light bombers were active in the immediate battle area.

Konan (Hungnam) received the heaviest weight of high explosives when 290 one-thousand pound bombs cascaded onto isolated installations of one of the largest chemical complexes in East Asia.

Today's targets included factory buildings used in chemical extraction processes and were not included in the target areas previously brought under attack by the Superforts.

Weather was excellent and the Superforts went into the target area in three massive waves to bomb visually.

"Our attack today is more or less a mop up operation to neutralize every vestige of this important target," an Air Force Bomber Command spokesman said.

Neither enemy aircraft nor antiaircraft fire opposed the Superforts during the thirty-five minutes required to drop the big 1,000 pounders.

Elsewhere in North Korea, smaller formations of B-29s attacked a secondary marshalling yard at Pyongyang, in which North Korean rail transportation has been bottlenecked as a result of the strategic interdiction program.

Flash reports only have been received from these missions and from the B-29 formations which continued the planned program for the destruction of key railway and highway bridges essential to the movement of military supplies toward the battle lines.

Capt. Thomas P. Ryan Jr., 2900 Connecticut Avenue, N.W., Washington, D. C., one of the operations' analysists on the FEAF bomber command staff who has been evaluating from photos the damage wrought to the Konan complex today saw for himself the destruction previous strikes had done to the chemical installations. "The three principal targets have been completely devastated," Captain Ryan said, " and blackened ruins with no sign of life are all that can be seen. The fertilizer factory is completely burned out and the explosive factory is a charred and blackened ruin," he added.

Captain Ryan, veteran night fighter pilot of the Italian campaign of World War II with sixty night missions to his credit today flew his first daytime mission and also his first in four-engine bombers.

Capt. Joseph E. Cosgrove, 1822 East 22nd Street, Cheyenne, Wyo., was in the last plane over the target. "Flashes of the falling bombs were barely visible in the heavy black smoke," he said. "They were followed by secondary explosions. A peculiar dense orange smoke began pouring from the chemical plant as we turned away from our bomb-run. It was probably caused by the secondary explosions in the chemicals manufactured in the plant."

The chemical extraction plant lies to the west of the nitrogen chemical factory destroyed on the 31st of July, by B-29s. The three primary targets in the complex had already been written off the current target list.

Wing Commander Allan H. C. Boxer of the Royal Air Force, whose home is in New Zealand, flew with the B-29s today as airplane commander. He has been an exchange officer with the bomb group for eighteen months and is Assistant Group Operations Officer. Wing Commander Boxer is the first officer other than United States Air Force to pilot a B-29 on a combat mission.

Round the clock attacks were continued today by B-26 light bombers. Capt. Ben Crosby, El Paso, Texas, returned late today from a mission to Tanyang, north-

(more)
(over)

west of Andong, with a report that one span had been blasted from a railway bridge, "We scored clean hits on it with our bombs," he said.

Earlier a secondary marshalling yards 20 miles east of Pyongyang were struck heavily by B-26's. First Lt. David B. Meredith, Cannonsburg, Pa., and Capt. John F. Hill, Glen Ellyn, Illinois, spotted a train in the yards and eliminated it from further use.

"The locomotive exploded after we strafed and bombed it," said Lt. Meredith, who flew the B-26. Capt. Hill, his navigator, said at least three cars on the train were destroyed. "Others were severely damaged," he said.

Meredith said the B-26's flying with him also had good luck against medium tanks in the area, although none were claimed to be permanently destroyed. "The other B-26 fliers hit several of them cleanly," he said.

Communist troops also were priority targets for the very active F-80 jet pilots today. A number of them were located on a hill held by the enemy west of Masan. "We expended all our rockets and ammunition into the concentration," said Capt. Harry H. Hermann, Gainesville, Texas.

He added that his flight knocked out a radio position on the hill with rockets.

Another flight of F-80's flew ground support north of Taegu. "We were directed toward enemy troops well camouflaged in the wooded area," said 1st Lt. Orville J. Nordgren, Santa Maria, California, "We put our ammunition where the controllers told us to, but couldn't observe the results."

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GENERAL HEADQUARTERS
UNITED NATIONS COMMAND
Public Information Office

Korean Release No. 305

1900
24 August 1950

Carrier-based U. S. Marine flyers operating in close support of United Nations ground forces during the past two days bombed and strafed sixteen troop concentrations, destroyed ten trucks while damaging nine, destroyed five supply dumps, one transformer station, three mortars and one artillery position.

Heavy troop concentrations and supply dumps in three villages near Songju were heavily bombed and strafed. An air controller reported at least 300 dead and supply dumps burning vigorously.

Bomb and rocket hits left five groups of storage buildings near Uriyong burning fiercely.

In the two-day period the Marine flyers attacked targets around practically the entire perimeter of the battle line.

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Gen'l Whitney's Copy

GENERAL HEADQUARTERS
UNITED NATIONS COMMAND
Public Information Office

1615
24 August 1950

Korean Release No. 304

Units of the ROK 1st Division and American units in that sector continued to defend their positions northeast of Waegwan Aug. 23 against decreasing enemy pressure. American elements operating with the ROK forces repulsed enemy probing attacks to the front and flanks without loss of ground and supported units of the ROK 1st Division with artillery fire.

United States forces which attacked infiltrated enemy groups behind our lines Aug. 23 achieved their objective of securing the main road and our artillery positions, and have contained the enemy force in the area north of Namwon-dong. Two minor enemy attacks subsequently launched failed to change our positions. ROK and American units today continued their coordinated attack to the northwest.

There is little activity on the southern sector of the U.S. 25th Division, with the exception of an attack by elements of that division to gain positions along the crest of Sobuk-san ridge. Heavy mortar and small arms fire from well dug in enemy positions on this high ground have held up our advance in this sector. American units are attacking Aug. 24 to gain commanding positions along this line.

The central front remains quiet with activity confined to aggressive patrolling. Our artillery continues to fire on targets of opportunity and to interdict enemy lines of communication.

After being held up Aug. 23 by stiffening enemy resistance, the ROK Capitol Division has resumed its attack to the north and has captured high ground in the vicinity of Odok-tong. The ROK 3d Division met heavy enemy resistance Aug. 23 but today resumed the attack against decreasing resistance.

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Gen. Whitney's Secy.

GENERAL HEADQUARTERS
UNITED NATIONS COMMAND
Public Information Office

Korean release No. 303

1325
24 August 1950

(Covering period 0000K-2400K, 23 August 1950)

United States Far East Air Force B-29 Superfortresses continued their steady pounding at key rail and highway bridges Aug. 23 in an increasingly successful effort to block the flow of reinforcements and supplies to North Korean armies on the southern battle fronts.

Four out of 14 bridges attacked had spans down in the water and seven others were seriously damaged with direct hits. Most of the rail and highway bridges were on lines leading from Seoul north to Pyongyang or across the peninsula to Wonsan on the east coast. These lines carry a large percentage of the Communist war materiel being moved south from stockpiles in North Korea.

The Superfortresses also scored direct hits on a road and rail junction near Chorwon and the marshalling yards at Kaesong, northwest of Seoul.

Fifth Air Force B-26s mounted heavy strikes against the marshalling yards at Sunchon, where trackage, rail installations and an estimated 30 to 40 boxcars were damaged. At another marshalling yard, south of Chonan, tracks were cut and rolling stock hit and damaged. The B-26s also flew medium altitude close support bomb strikes to Sonsan, close to the Naktong river line, hitting troop and vehicular targets in the town. Rail installations and trackage were damaged southeast of Chonui.

Night intruder missions by B-26s and F-82 all-weather fighters struck at convoys on lines of communication and central supply and military personnel concentration points in many settled areas behind the lines. No accurate evaluation of the damage to all targets could be made but it was considered that large numbers of vehicles were damaged or destroyed in strikes on lighted convoys.

More than 500 sorties were flown by Far East Air Forces aircraft in the course of the 59th day of continuous Air Force activities in cooperation with the United Nations war effort in Korea.

A majority were Fifth Air Force F-80 jet and F-51 fighter strikes at Communist troops, materiel and other targets close to the battle lines, although fighter operations were conducted over a wide area.

One fighter mission on armed reconnaissance north of the 38th parallel strafed an airfield near Chorwon destroying two Yak-type single engine fighters and damaging another of an unidentified type on the ground.

Fighters providing direct support for the United Nations ground forces concentrated their attacks on the active sectors defended by South Korean troops north and east of Waegwan. Fighters flying under the direction of Air Force forward controllers were in the air and ready for action in any sector throughout the day.

Conservative damage claims for North Korean vehicular equipment and ground installations included 14 trucks and other vehicles, 2 large buildings housing troops, 3 locomotives, 14 boxcars, 1 tank and two gun emplacements.

Troop columns and barracks areas were bombed and strafed in many sectors causing an undetermined number of casualties.

Royal Australian Air Force Mustangs flew nearly 30 close support and armed reconnaissance sorties. The Australians damaged seven trucks and three boxcars and fired two school buildings used as troop or supply shelters. Roads and troop concentrations were strafed all along the front lines.

Cargo aircraft carried more than 46 tons of essential military supplies and 371 passengers to Korea during the day. No American or Australian aircraft were lost or damaged during the day's operations and no North Korean air opposition was reported.

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Gen. Whitney's Copy

GENERAL HEADQUARTERS
UNITED NATIONS COMMAND
Public Information Office

1235
24 August 1950

Korean Release No. 302

For the second time in three days the industrial center at Chongjin on the far northeast coast of Korea underwent bombardment yesterday by a U.S. Navy destroyer with resulting fires visible for 10 miles at sea.

The Mitsubishi Iron Works, dock yards and railroad yards were again the targets of the early morning bombardment. Damage was estimated as heavy.

Another U.S. destroyer patrolling the coast blew up a train shed at latitude approximately 38 degrees 15 minutes north and a factory at latitude approximately 37 degrees 30 minutes north. Elsewhere along the coast the same destroyer scored hits on an oil storage tank, a factory and a warehouse with resulting large fires.

Yesterday units of the east coast patrol and support force under the command of Rear Adm. John M. Higgins, USN, bombarded troop concentrations, roads and gun emplacements in the Pohang area as requested by KMAG representatives. One mortar position was destroyed, according to a spotter, and 35 percent casualties were sustained in one heavy concentration of troops east of Hunghae.

During the night call-fire support was supplied with excellent results against troop concentrations in the Hunghae area. A KMAG representative reported heavy enemy casualties and the town of Hunghae in ruins.

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GENERAL HEADQUARTERS
UNITED NATIONS COMMAND
Public Information Office

0940
24 August 1950

Korean Release No. 301

Fighters and bombers of the U.S. Air Force got an early start against North Korean targets this morning, taking advantage of good weather predicted for all sectors of the peninsula.

F-80 jets were in the air at 6:04 this morning for enemy troop targets southwest of Masan. They used all their ammunition and rockets by 8 a.m. and the controllers reported a number of troops and supplies shot up.

The Third Bomb Group's B-26s also were in the air early today. In yesterday's late reports, Capt. Elbert M. Stringer, Moberly, Mo., led a flight in night intruder missions against three marshalling yards, at Munsan, Kaesong and Samdong. "We hit boxcars and inflicted damage at all places," he said.

Yesterday approximately 500 missions of all types were flown. The fighters and light bombers operated in the areas north and northeast of Waegwan, while the B-29 Superfort medium bombers resumed their attack on key railroad and highway bridges north of the 37th parallel. They also hit the Kaesong railway yards with good results.

According to yesterday's late mission reports, oxcarts loaded with supplies for the Communists exploded and burned in a small village west of Sindam-ni following an attack by four F-80 jets. The mission was led by 1st Lt. Philip R. Safford, 19015 Shelburne rd., Cleveland, Ohio. "Clouds of smoke obscured our view after the rockets had been fired, causing the explosion. No doubt those carts were heavily loaded with supplies and ammunition."

F-80 jets knocked out a railroad bridge near Kunwi, according to 1st Lt. Richard Bartly, Los Angeles, in a mission late Wednesday.

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Jew Whitney Files

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UNITED NATIONS COMMAND
Public Information Office

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Gen Almond's Files

GENERAL HEADQUARTERS
UNITED NATIONS COMMAND
Public Information Office

Korean Release No. 300

2000
23 August 1950

B-26 invader bombers of the U.S. Air Force slashed at enemy troop concentrations and supplies at Sonsan this morning with 1,000-pound bombs.

Led by Lt. Col. Leland A. Walker Jr., 1282 Emerson Avenue, Salt Lake City, Utah, the flight pasted the North Koreans from 8,000 feet scoring many hits on the target. "A column of smoke and flame enveloped the target as we left," Walker said.

The marshalling yards at Sunchon also took direct hits from 1,000-pounders in another daylight mission led by Capt. Samuel E. Crosby, Jr. of El Paso, Texas. "Results were excellent," stated Crosby. "Thirty to 50 box cars in the yard were burning or wrecked after our attack," Crosby added.

Other B-26s flying night intruder missions continued to pound the Communists' already critical supply channels. 1st Lt. Willard G. Mattson of 426 Hatch Avenue, St. Paul, Minn., bombed a convoy at Sangju and damaged 12 vehicles and 3 box cars during strafing attacks.

Fighter bombers of the 5th Air Force launched their first attacks at dawn today striking at the Communists' crippled transportation system and also at North Korean armor opposing the hard fighting UN ground troops.

One flight of F-51 Mustangs led by Capt. Arnold Mullins of 1825 Belmont st., Ashland, Ky., leveled a surprise pre-sunrise blast at a busy marshalling yard north of Seoul, strafing a train and a nearby radio tower.

Ten box cars, two trucks and four locomotives which were shuttling freight cars were destroyed or damaged.

Ist Lt. Ralph S. Parr Jr. of Washington, D.C., told how his flight of F-80 Jet fighters launched rockets and machine-gun slugs into a railroad tunnel where enemy tanks had taken refuge. "The airborne controller directed us to a railway tunnel south of Uisong, a few miles northeast of Kunwi where Red tanks were hiding. Our whole flight fired our load of rockets into the tunnel mouth and then went back to strafe it with our machine guns. The controller, who could see the whole show, reported 'No enemy activity in the tunnel.'"

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GENERAL HEADQUARTERS
UNITED NATIONS COMMAND
Public Information Office

Korean release No. 299

1605
23 August 1950

The U.S. 25th Infantry Division, in a series of counterattacks 22 Aug. regained positions in the defense lines west of Masan which have been the object of heavy fighting for the past three days, and which have changed hands several times during that period. Today the 25th Division is engaged in strengthening positions and in defending against diminishing enemy attacks.

About 2100 hours 22 Aug., elements of the 25th Division, after having gained critical positions along the Sobuk-san ridge, received an enemy attack in the area between Tundok and Pyongam-ni which was repulsed without loss of ground. Again at 0630 hours, 23 Aug., another enemy attack was launched against the same position, which also was repulsed. Further north in the same sector, in the vicinity of Chungam-ni, where enemy forces had previously exerted a major effort, our forces report only light contact with the enemy.

In the northwest sector, the ROK 1st Division and U.S. units supporting that division are under continuous enemy pressure, characterized by artillery and mortar attacks and enemy infiltration into our rear areas. On 22 Aug. American units in this sector repulsed an enemy attack on one of our artillery positions and engaged the enemy force which had established a road block near the town of Tabu-dong. U.S. units attacked the enemy in this area early 23 Aug. to eliminate that threat to our positions. The front line remains generally static in this sector.

The ROK Capitol and 3d Divisions continue to advance in the Pohang area, although against stiffening enemy resistance which has forced elements of the Capitol Division into defensive positions in the vicinity of Yonggi-dong. The line of advance north of Pohang-dong runs generally east and west through a point in the vicinity of Hunghae.

The central front, including the sectors of the U.S. 1st Cavalry Division and the U.S. 24th Division, is generally quiet, as is the northern front of the ROK 6th and 8th Divisions.

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Gen Wm Lacy

GENERAL HEADQUARTERS
UNITED NATIONS COMMAND
Public Information Office

Korean release No. 298

~~23~~ 1420 August 1950

(Covering period 0000K-2400K, 22 August 1950)

The growing air potential of the U.S. Far East Air Forces and Royal Australian Air Force fighting in support of the United Nations war effort in Korea was unleashed yesterday in the most active day of air operations since war began almost two months ago.

More than 550 sorties by all types of aircraft were flown during the day. Good visibility in the southern sectors allowed the Fifth Air Force and RAAF to stage nearly 300 fighter sorties in intimate cooperation with UN ground forces along the entire battle lines.

Using radar, B-29 Superforts dropped more than 600 tons of high explosives on the key North Korean industrial and port city of Chongjin on the east coast in one of the heaviest attacks on a strategic target to date. The marshalling yards, port facilities and the large iron and steel plant, originally built by the Japanese Mitsubishi interests, were hit.

Visual bombing was possible on the dock and warehouse areas along the waterfront. Direct hits were scored on port facilities and in the warehouse districts causing fires and explosions which forced smoke columns to more than 4,000 feet.

Another 200 tons of bombs were dropped by the Superforts on six selected targets or target complexes north of the 38th parallel.

Cloud cover at the Pyongyang marshalling yards, a major target for Superfort attacks, required radar sighting on bomb runs, but smaller strikes at marshalling yards at Wonsan, Songjin, Changjon and Hungnam were accomplished with excellent results. The warehouse and storage area at the Hungnam railroad yards were 50 percent destroyed.

One bridge, a key target on the rail line 23 miles north of Seoul, was put out of action with one span down in the water. An important rail junction 8 miles north of Hungnam was also hit with excellent results.

The success of interdiction bombing by the Superforts was indicated in the strenuous efforts being made by the Communist forces to replace the bridges across the Han river at Seoul knocked out in medium bomber attacks. Four pontoon bridges have been built or are in process of construction, although only one is considered capable of carrying any volume of traffic.

Fifth Air Force and RAAF units made tactical combat sorties on a round-the-clock schedule with the F-80 jets and F-51 fighters working from dawn to dusk in areas close to the fighting lines.

Night intruder missions flown by B-26 light bombers, F-82 all-weather fighters and U.S. Marine F4U fighters kept up direct air support and interdiction operations to round out the 24-hour period. Night intruders attacked military targets in or near 16 towns. A power station was damaged in F-82 strikes east of Songju and trucks were damaged in B-26 and F4U attacks on Communist troop and supply movements along highways leading to the battle zones.

Fifth Air Force fighter pilots concentrated on targets close to the lines in the northern sectors.

Five large warehouses were burned and a small bridge destroyed near Songju and three rail tunnels were damaged near Poksong-dong. Other claims for materiel damages included 9 trucks, 7 vehicles, 1 tank, 1 locomotive and 4 boxcars.

A growing paucity of ground targets noted in the past two or three days was attributed partially to diminishing stocks of North Korean mechanized equipment and partially to the determined effort of the Communist forces to avoid air attacks by keeping remaining equipment out of sight during daylight hours.

(more)
(over)

RAAF Mustangs, with a total of nearly 600 combat sorties to their credit since the early days of the Korean war, scored heavily in close support strikes in all sectors of the front.

The Australians bombed, rocketed and strafed North Korean troops less than 100 yards in advance of UN positions and inflicted numerous casualties. Five buildings housing supplies or troops were hit and set on fire and eight trucks were left in flames after Mustang rocket and machine gun strikes.

Other Australian claims for the day listed a truck and tank repair depot 20 miles southwest of Samchok as extensively damaged or destroyed. An ammunition dump and two large warehouses were destroyed and successful attacks on several artillery positions were made.

Cargo aircraft carried 352 passengers and 47 tons of priority military supplies to Korea during the day.

One Air Force F-51 was lost to intense ground fire from North Korean rear positions.

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Gen. Whitney's Secy.

GENERAL HEADQUARTERS
UNITED NATIONS COMMAND
Public Information Office

1050
23 August 1950

Korean Release No. 296

U.S. Air Force airplanes flew more than 550 sorties yesterday for the third time in a period of two weeks, according to mission reports tabulated this morning.

F-80 jets and F-51 Mustangs alone flew 295 sorties. B-29 Superforts flew about 70 sorties, spreading their 500-pound general purpose bombs on strategic targets which included the Seishin marshalling yards, iron works and dock area, factories at Songjin, the shunting marshalling yards at Pyongyang and the railway junction at Hamhung.

Some of the fighter airplanes were off at first light today after weather reports throughout Korea were checked. Except for the extreme eastern coast, the weather today appears good for operations.

Toward the close of fighter-bomber business yesterday, U.S. Air Force flyers blasted Communist troop concentrations. First Lt. Evan W. Rosencrans of Towanda, Pa., reported back to his base toward dark that his flight of F-80s had helped to prevent UN troops from being encircled at Tabu-dong, on the southern coast of Korea west of Pusan.

"We strafed and rocketed large troop concentrations in a narrow valley north of the town," Lieutenant Rosencrans said. "The ground and air controllers said our ammunition really tore into the men."

B-26s of the Third Bomb Group were ordered to the same position late yesterday. First Lt. Harrison Lobbell of Los Angeles said: "We also bombed and strafed the troop concentrations and the spotters said we did fine."

The B-26s wound up late yesterday with about 30 missions to their credit.

In another late afternoon attack by F-80s two supply warehouses at Kosung, west of Masan, were left in flames. "One of the buildings was very large, while the other was small," Capt. Warren Bennett of Fargo, N. Dak., said.

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Korean Release No. 297

A delayed report from a U.S. Navy destroyer indicates a highly successful bombardment of Chongjin on the far northeast coast of Korea the night of August 20. Large fires were visible 18 miles at sea.

Targets for the bombardment were the Mitsubishi Iron Works, railroad spurs and yards, harbor installations, warehouses and a radio station.

The following night a successful bombardment of military targets in the coastal city of Songjin was carried out, with towering columns of smoke visible 12 hours after the conclusion of the firing.

Other units of the east coast patrol and support force operating off the Pohang area fired on 16 selected troop concentrations with results characterized by a KMAG representative as "excellent."

Amplifying details on yesterday's report of a U.S. Navy destroyer silencing shore batteries at Samchok show that from five to eight 75 mm guns were engaged at 6,000 yards. Before they were silenced the shore batteries managed to straddle the destroyer but did not score any hits.

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GENERAL HEADQUARTERS
UNITED NATIONS COMMAND
Public Information Office

2120
22 August 1950

Korean Release No. 295

North Korean military-industrial targets were struck heavy blows today by nearly 700 tons of 500 lb. general purpose bombs dropped from 70 B-29 Superfortresses of the U. S. Far East Air Forces.

Seishin (Chong-jin) bore the brunt of the attack when more than 500 tons of high explosives cascaded through an overcast on the marshalling yards, the deep water port and dock facilities and the iron works (formerly known as Mitsubishi).

The far northern Korean industrial center was under sustained attack for almost an hour as the four-motor bombers passed over the targets in successive waves. Bombs were released by radar and at the time of the drop "we had excellent 'scope' definition" returning crew men said.

Other B-29's operating in smaller formations today unleased 150 tons of bombs on bridges and smaller industrial targets.

Today's mission against Seishin followed the pattern of previous strikes against major strategic targets. The bombers departed their bases in Japan and Okinawa at daylight. They climbed through heavy clouds, encountering considerable ice on the wings. They rendezvoused over the Pacific Ocean off the coast of Korea about halfway to the target and then the airplanes went over Seishin in waves, with the 500 pounders hurtling to the earth as the bombardiers pressed the buttons for the drops.

Maj. Leslie J. Westberg of Milwaukee, said his crew could see the bombs hit into the dock area. "A rift in the clouds appeared just in time for us to get a sight of the bombs striking their target," he said.

Maj. Richard M. Hoban of Little Rock, Ark., flew in one of the waves which made four bombing runs on two factories and the marshalling yards at Songjin.

"Our first bombs struck a large factory north of the city," he said. "A brilliant burst of orange and yellow appeared from the building, followed by a heavy cloud of black smoke which climbed many thousands of feet in the air."

"The flames shot up a thousand feet," said Capt. Jack R. Packwood of Chehalis, Wash.

Captain Packwood said his wave then bombed a large factory partially hidden beside a hill. "We must have struck something, for very large clouds of white smoke puffed up and then blew across the city."

Returning crews reported that the Songjin marshalling yard was jammed with rail traffic. The rolling stock was hit by the bombs, with fires started in the north end of the yard.

A senior officer on today's mission as an observer said the traffic jam in the marshalling yard is an indication that the U. S. Air Force's interdiction program to destroy terminal rail points, particularly in that area, has been successful.

In the immediate battle area U. S. Fifth Air Force and Royal Australian Air Force airplanes took advantage of perfect flying weather for the second day in a row by lambasting Communist troops and vehicles today.

Today's missions cost the North Korean's important equipment and supplies they could ill afford to lose, according to mission reports made by returning fighter pilots this afternoon. The sustained attacks today were carried out by all types of U. S. planes, including F-80 Jet Shooting Stars, B-26 light Invader bombers, F-51 Mustang fighters and F-82 Twin Mustang all-weather fighters.

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(over)

There was no breathing spell following the more than 500 sorites flown against the Communists yesterday. The B-26s and F 82s flew intruder missions well past midnight, and the day fighters took over at first light this morning.

Four rockets, fired from an F 80 northwest of Taegu by 1st Lt. John M. Ragland of Liberal, Kan., seriously damaged a tank. "Our flight detected supplies partially hidden in an orchard," said Lt. Ragland. "We machine-gunned them and started several fires. We also got the tank."

Enemy entrenchments and gun positions on a mountain top near Pohang-dong were destroyed in a slashing attack by four F80 jets. "The ground controllers gave us pin point directions to them and we fired rockets and emptied our machine guns smack into the target," said 2d Lt William L. Legette of Little Rock, Ark.

Legette said the controller confirmed the damage, which also included a number of dead North Korean troops.

Maj. Michael C. Horgan of Fairmont, Minn., led a flight of F 80s that hit troops and artillery pieces about 12 miles north of Taegu. "We strafed them and then strafed them again. The controller said we had done an out-standing job," said Major Horgan.

B 26s and F 82s continued their day and night intruder attacks. Enemy supply lines from Samchok to Nonsan were pounded by the light bombers, with railway lines and at least thirteen troop concentrations damage. The B 26s also accounted for a bridge, serious damage to a marshalling yard and a repair shop.

"We scored direct hits on the yard at Chondu-ri," said 1st Lt. James H. Morrow of Sweetwater, Texas. "Fires followed the attack. We then dive bombed railroad tracks in two sectors, scoring direct hits.

Considerable damage was inflicted on a Communist command post at Chinju. "We bombed and strafed it," said Lt. Melvin R. Stahl of Adel, Iowa. "We weren't conservative in the use of ammunition against that kind of a target."

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Gen. Whitney's Secy.

GENERAL HEADQUARTERS
UNITED NATIONS COMMAND
Public Information Office

1615
22 August 1950

Korean Release No. 293

Heavy fighting is in progress along the southern front occupied by the U.S. 25th Infantry Division. For the second successive day superior numbers of enemy forces attacked our defensive positions along the Sobuk-san ridge, south of the town of Tundok. Critical positions along that ridge have changed hands several times, and units of the 25th Division are now counterattacking to restore positions which have suffered minor penetrations by the enemy.

Further north in the vicinity of Chungam-ni other elements of the 25th Division were attacked by the enemy early Aug. 22, causing partial withdrawal to prepared positions. A counterattack by our forces in this area restored the position and heavy fighting ended by mid-morning.

American units fighting with the ROK 1st Division were attacked shortly after midnight Aug. 22 by an estimated enemy battalion, supported by nine tanks. Within a short time the attack had been repulsed and three of the enemy tanks are believed to have been destroyed. The sector has remained stable following this action.

Other elements of the ROK 1st Division have made gains in the area northeast of Waegwan in the mountainous terrain between the towns of Mangjong-dong and Indong. One patrol from the ROK 1st Division has penetrated enemy-held positions south of Changchon and destroyed one anti-tank gun, two self-propelled artillery pieces and disabled one tank. The patrol counted 20 enemy dead and five disabled tanks in a village one and one-half miles north of the front lines.

The sector of the U.S. 24th Division remains quiet with our patrols probing and harassing the enemy bridgehead in the Hyonpung area.

Artillery units of the U.S. 1st Cavalry Division have been active against targets of opportunity within enemy territory across the Naktong river. The principal targets which have been attacked successfully include enemy vehicles and equipment and troop concentrations.

In the Pohang-dong area the ROK 3d Division has advanced to a point approximately five miles north of that town and elements of the ROK Capitol Division continue to advance north and east of Kigye. These ROK divisions are encountering increased resistance in this area and have received some enemy artillery and mortar fire. The remainder of the northern front is quiet with only light contact with the enemy.

United Nations naval forces continue patrol action off the east, south and west coasts of Korea.

Elements of the east coast patrol bombarded and silenced a Red shore battery near Samchok. Other east coast units fired on targets along the coast north of Pohang-dong in support of the advancing ground forces.

Carrier based aircraft furnished close air support for United Nations ground forces on the front of the U.S. 25th and 24th Divisions and ROK 1st Division. Many casualties were inflicted on a large group of enemy troops who were in the open west of Haman. Command posts were hit near Chungchon-ni with bombs and by strafing.

United Nations aircraft continued close support and interdiction missions against enemy targets. Fifth Air Force and RAAF fighters flew missions in the Taejon, Tuksong-dong, Yongdong, Masan, Andong, Seoul, Kumchon and Kimpo airfield areas. These strikes were also augmented by sorties flown by U.S. Navy carrier fighters.

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(over)

Preliminary mission reports indicated the following results: Eight tanks, six buildings, three boxcars, two trucks, one armored car, four artillery positions destroyed; damaged included 34 boxcars, one artillery position and three trucks.

United States Air Force B-26s flew night intruder missions in the Sungchon, Inchon, Taejon and Hamchang areas.

FEAF Bomber Command attacked targets in North Korea -- principally bridges, railway and marshalling yards. The marshalling yards at Seoul were hit, with bombs covering the target area.

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Korean Release No. 294

Patrolling forces of the British Navy have tightened their control of the west coast of Korea with the addition of a squadron of the Royal Air Force patrolling that area.

In an effort to slash any attempt by the enemy to move supplies to forces in the south a Sunderland Squadron, headed by Squadron Leader Michael Helme, AFC, RAF, has been conducting long night patrols from Mokpo, in the southwest, as far north as the Manchurian border.

The Sunderland Squadron is attached to the U.S. Navy for operational purposes to forestall any attempt by North Korean forces to run supplies by close shore water routes to their forces on the southern front.

Originally based at Hong Kong, the Sunderland Squadron has been under the command of Squadron Leader Helme since April of this year.

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Gen. Whitney
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GENERAL HEADQUARTERS
UNITED NATIONS COMMAND
Public Information Office

Korean release No. 292

1345
22 August 1950

The combat teams of the U.S. 25th Infantry Division have been under heavy attacks this morning. The attack on the north of this Division has been contained. The attacks on the south have made gains, but each of three consecutive counterattacks has regained the ground that was lost. The situation is in hand.

The ROK Capitol Division on the right of the north sector has moved forward with increasingly more pressure.

The ROK 3rd Division has gained nine miles north of Pohang-dong.

On the front of the ROK 1st Division, which is reinforced by American troops, an enemy attack in which nine tanks were used, was repulsed. Three tanks were knocked out, two of them being destroyed by our tanks.

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Gen. Whitney's Secy

GENERAL HEADQUARTERS
UNITED NATIONS COMMAND
Public Information Office

Korean release No. 291

1335
22 August 1950

(Covering period 0000K-2400K, 21 August 1950)

Heavy United Nations Far East Air Forces strikes damaged North Korean supply and transport facilities, and also backed up the United Nations ground troops in Korea with direct air support Aug. 21.

More than 500 sorties were flown by all types of United States and Royal Australian Air Force aircraft.

FEAF Bomber Command B-29 Superfortresses dropped 200 tons of high explosives on the Pyongyang and Seoul marshalling yards and on selected bridges north of the 37th parallel.

The Superforts scored heavily, bomb bursts blanketing both marshalling yards. A railroad bridge two and one-half miles north of Chunchon on the important rail link between Yangyang on the east coast and Seoul was in the water as a result of direct hits. A second rail bridge 14 miles southeast of Kaesong also was hit.

Fifth Air Force B-26 light bombers tore up trackage at rail junctions and other selected key points from Samchon on the east to Suwon on the west. Approximately 18 boxcars were bombed and damaged by the B-26s southwest of Samchok.

Night intruder B-26s, together with U.S. Marine 4FU fighters and Fifth Air Force F-82 all-weather fighters, hit military targets in more than 15 town and city areas behind the lines. They hit road and rail convoys, supply distribution centers and troop movements along the Naktong river and west to Taechon on the coast 26 miles north of Kunsan.

Continuing photographic reconnaissance indicates excellent progress in the air interdiction program designed to isolate Communist combat troops from their sources of supply both north and south of the 38th parallel. Rail and highway bridges are down on nearly all the major routes to the battle zones.

Approximately 300 combat sorties were flown by the Fifth Air Force and Royal Australian Air Force in direct support of United Nations ground forces, a majority immediately behind the battle lines under the direction of Air Force forward controllers and in close liaison with ground troops. The fighters hit North Korean troop columns, rail and road vehicles and Communist supply installations.

Fuel dumps near Kaeryong and Koryong were fired in rocket strikes and six gun positions were put out of action along the Naktong river. Fighter operations were most heavily concentrated in the sectors defended by the South Korean army.

More than 20 buildings, including warehouses, school buildings and other large structures used for troop living quarters or temporary supply storage were fired in fighter attacks. Evaluated pilot claims for North Korean vehicular equipment damaged included 9 tanks, 10 trucks and other vehicles, 1 locomotive and 37 boxcars. One highway bridge was damaged at Poksong-dong.

No North Korean air opposition was met during the day, although one F-80 mission reported sighting an aircraft identified as an LA-9 in the Waegwan area. The aircraft took evasive action and there was no engagement.

Cargo aircraft carried 511 passengers and 129 tons of medical supplies, military equipment and other priority shipments to Korea.

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Gen Whitney
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GENERAL HEADQUARTERS
UNITED NATIONS COMMAND
Public Information Office

1210
22 August 1950

Korean Release No. 290

British carrier-based Firefly bombers and Seafire fighters, working with the west coast blockade force, yesterday patrolled from Mokpo in the south to Chinnampo in the north and on up the Taedong river to Pyongyang.

In a rocket attack British flyers sank a camouflaged PC boat close in shore in latitude approximately 38 degrees 11 minutes north. At Mokpo they badly damaged a 50-ton motor vessel in the slip. At Inchon a small coaster vessel was badly damaged. At Kunsan a tug boat and warehouses in the dock area were damaged. In the Chinnampo area the Seafires and Fireflies attacked boxcars, small craft and oil tanks.

On the east coast a U.S. Navy destroyer patrolling past Samchok was taken under fire by shore batteries. The destroyer silenced the batteries without sustaining any damage to personnel or materiel. Other east coast units provided call-fire support for ground forces in the Pohang area.

Carrier-based U.S. Marine pilots attacked with customary fury yesterday in close support of the ROK 2d Army Corps and the U.S. 24th and 25th Infantry Divisions.

Marine bombing and strafing at Sarhak-Tong drove enemy troops into the hills. Four slopes in the same area were thoroughly strafed. On a ridge near Haman a large number of enemy troops were caught in the open. The Marine Corsairs made pass after pass, inflicting heavy casualties.

Ground controllers reported excellent strafing coverage of a heavily occupied reverse slope northwest of Taegu. A command post near Chungho-ni was hit by a 500-pound bomb. A second command post was destroyed by two 500-pound bomb hits. Troop concentrations in Taejong-ni and Hyopchong were heavily bombed and strafed. Troops in houses near Kangjuri-ni were strafed.

An attempt to seal a troop-occupied mine five miles southwest of Haman was made with results unobserved from the air. The Marine flyers destroyed two artillery pieces and four trucks and damaged one truck.

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Glen W. Whitney
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GENERAL HEADQUARTERS
UNITED NATIONS COMMAND
Public Information Office

0945
22 August 1950

Korean Release No. 289

U.S. Air Force fighters and bombers took advantage of generally excellent weather yesterday with more than 500 sorties lashed at North Korean targets.

This morning fighters were off at first light in support of the ground forces, flying against selected targets.

More than 300 of these flights were in close support of ground forces and in the plan to interdict supplies enroute to Communist troops.

F-82 Twin Mustang all-weather fighters joined B-26 light Invader bombers in intruder attacks last night and early today against convoys and troop concentrations. The Twin Mustangs found convoys at Chinju and Kumchon, but there was no immediate indication of the results early this morning.

B-26s flew intruder attacks against troop concentrations at Inchon, Yongdong, Taejon and ten other South Korean cities, generally covering the entire area in the south[redacted]west portion of the peninsula.

The F-80 jets and F-51 Mustangs, supporting the United Nations ground forces, destroyed two oil fuel dumps, one nine miles northwest of Kaeryong and the other five miles southwest of Koryong. They also knocked out six artillery pieces.

Bomber Command's B-29 Superforts dropped 80 tons of bombs on the railroad yards northwest of Pyongyang. The drop was visually and results were reported by returning crews to be excellent.

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Gen W. Kitney
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GENERAL HEADQUARTERS
UNITED NATIONS COMMAND
Public Information Office

1900
21 August 1950

Korean Release No. 288

Railroad yards northwest of Pyongyang were struck with 80 tons of bombs by U.S. Air Force B-29 Superforts today to further disrupt rail traffic diverted southward from northwest and northeast coast Korean cities.

The attack was visual. Returning crews reported excellent results. They encountered some flak but no North Korean fighter airplanes were sighted. All aircraft returned safely.

The target was a shunting and classification yard, located about two miles from the center of the North Korean capital city. The Pyongyang marshalling yards and arsenal, located in a different area, were eliminated as major targets by previous B-29 attacks.

One of the gunners on today's mission, Cpl. William Oertell, Pomona, Calif., said: "The shunting yards became a perfect square of smoke and flame after the bombs struck. We were one of the first planes, but even then smoke rose to 3,000 feet."

Sgt. Waller Buchtan, Brooksville, Fla., said the yards were about half full of freight cars. "One of the first bombs must have hit some tank cars, for there were large flames," he said.

On return to base, 1st Lt. Owen A. McLaughlin, Miami, Fla., said he believed the bombs hit ammunition cars or gasoline tankers.

"Reddish smoke and flames billowed up through the black smoke which covered the area," he said.

Air Force fighters and light bombers continued their assault today in support of ground troops. The ground controller in the Masan area told 2d Lt. Glenn Payne, Hillsboro, Texas, that he had done "a great job" in firing on North Korean troops on one side of a ridge. "We could see U.S. troops on the other side," said Lieutenant Payne. "Our flight fired about 15 rockets and emptied our machine guns in ten minutes. The controller assured us we killed quite a few enemy troops." Lieutenant Payne flew an F-80 jet Shooting Star.

On an armed reconnaissance mission to Seoul today, 2d Lt. William Petcoff, Berkeley, Mich., another F-80 pilot, flew southward to the Chochiwon marshalling yards. "We sent rockets into several camouflaged buildings, and at least one building burned. We hit three trucks a good wallop," he said.

B-26 light bombers set off two explosions which followed an attack on a convoy east of Inchon. "Fires were numerous after we hit the vehicles," said 1st Lt. Billy Reynolds, route 2, Cleveland, Miss.

Capt. Gerald K. Hannaford, 1106 N. Luke blvd., Austin, Texas, took off at first light in a B-26 today on a flight against a specially selected target -- a Communist troop concentration in a mountain area near Taejon. The spotter airplane directed the B-26 to the troop concentration.

"We strafed the men, artillery and vehicles with good results," said Captain Hannaford. "Our bombs started three small fires and a large one."

Flying with Hannaford were 1st Lt. Robert E. Hervey, 42 Merriman rd., Akron, Ohio, and S/Sgt. Edward H. Lannin, 416 Mona Lake, Muskegon Heights, Mich.

The marshalling yard at Chonan and dock area at Inchon were bombed by Capt. Richard H. Smith, 296 Candler st., Atlanta, Ga., in a night intruder mission. "The boxcars were burning when we left the area," he said.

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GENERAL H EADQUARTERS
UNITED NATIONS COMMAND
Public Information Office

1630
21 August 1950

Korean release No. 287

The U. S. 25th Infantry Division inflicted heavy casualties on Communist forces Aug. 20 in the area west of Masan.

After separate enemy attacks near the towns of Chungam-ni and Pyongam-ni, each of estimated regimental strength, combined infantry, artillery and air counterattacks regained our original positions. Fighting in this area continued into the night of Aug. 20, but without loss of ground by United States units. Heavy fighting ceased early Aug. 21, and the attack has not been resumed by the Red forces.

Further north, troops of the U. S. 24th Infantry Division continued to search out isolated enemy groups left behind as the enemy was forced from his bridgehead across the Naktong River. This area is now comparatively quiet and United States patrols have crossed the river in order to maintain contact with the enemy. Other elements of the 24th Division continue to contain the enemy bridgehead in the vicinity of Hyongpung.

Along the Waegwan front artillery units of the U. S. 1st Cavalry Division engaged targets of opportunity across the river, destroying one ammunition dump and several artillery pieces.

During the night Aug. 20-21, enemy forces attacked U. S. and ROK forward positions in the sector of the ROK 1st Division. The attack, which was led by tanks, was repulsed without loss of ground and one enemy tank destroyed. A light fire fight continued but without causing any change in our positions. That sector is generally quiet today.

An enemy attack in the vicinity of Masi-dong Aug. 20 forced elements of the ROK 6th Division to withdraw slightly but a counterattack by other elements of that division completely restored the original positions. Some artillery and mortar fire is falling in the sector of the ROK 6th Division today, but no further attack has developed.

In the Pohang-dong area the ROK Capitol and 3d Divisions continue to advance north against increasing enemy resistance. Elements of the Capitol Division have now advanced to a point approximately six miles north of Kigye and the ROK 3d Division has advanced approximately three miles north of Pohang-dong.

Estimated enemy casualties for Aug. 19 include 1,055 casualties inflicted by United States Forces and 34 POWs captured, and 3,078 casualties inflicted by ROK Army Forces with 241 POWs.

Carrier based aircraft of the U.S. 7th Fleet continued their heavy attacks Aug. 20 against military targets in North Korea. Special attention was given to transportation facilities, with a large number of locomotives destroyed or damaged.

Marshalling yards and rail centers at Pyongyang, Sariwon, Sinanju, Chongju, Kunri, Sunchon, Sainjang, Chaeryong and Kyomipo were hit and heavily damaged. Shipping was hit at Wonsan and Yongyu and a sub-chaser was burned at Changyon. Power stations were hit and burned at Yongyu, Anju, Kumchon and at Pakchon, where fires were visible for 50 miles. At Wohun-dong, seven large oil tanks were strafed, four of which burned. Two tank cars and five boxcars were strafed and set afire at Sinanju and a troop laden junk was strafed at Yongju. Twenty boxcars were hit at Kumchon.

Elements of U.S. Task Force 96 flew sorties Aug. 20 in close support of ground forces on the Naktong river front. Targets attacked were troop concentrations and artillery positions.

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ROK Marine units, supported by the ROK navy, consolidated positions in the vicinity of Tongyong. Prisoners and large quantities of enemy equipment and arms were taken in this area.

U.S. Fifth Air Force fighters flew close support and interdiction missions in the Chinju, Kochang, Sunchon, Andong and Masan areas. Reinforcing these Air Force strikes were U.S. Navy fighters who flew sorties in support of ground action. Preliminary mission reports indicate that nine miscellaneous vehicles, two trucks, three gun emplacements, a railroad tunnel and two railroad bridges were destroyed; while 19 miscellaneous vehicles, eight trucks, five buildings, one supply dump, 10 boxcars and one bridge were damaged.

FEAF Bomber Command Superforts bombed transportation centers and industrial targets. The Seoul and Hamhung marshalling yards were heavily damaged, and spans were knocked out of bridges at Punwon-ni and Chunchon. The west railway bridge at Seoul was knocked out, with three spans in the river.

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GENERAL HEADQUARTERS
UNITED NATIONS COMMAND
Public Information Office

1430
21 August 1950

Korean Release No. 286

Indications are that the Communist invaders have moved their 7th Division from the northern part of the front to augment the Red 6th Division which was badly mauled by Task Force Kean.

Contact has been made along the U.S. 25th Division front in probing action of company and battalion size, in what appears to be preparation for another attack.

On the U.S. 24th Division front the bridgehead established by the Communist 4th Division has been completely mopped up. The bridgehead established by the Red 10th Division is still being contained by elements of the U.S. 24th Division.

No action was reported on the 1st Cavalry Division front.

The ROK 1st Division, supported by U.S. troops, has regained the ground taken by the North Korean attack of several days ago. In moving through the defiles, where heavy fighting took place during the last 72 hours, more than 3,500 North Korean casualties have been counted.

An attack was made by North Koreans on the left of the ROK 6th Division with no decisive results reported.

ROK troops in the Pohang-dong area have driven the invaders four miles north of the town.

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GENERAL HEADQUARTERS
UNITED NATIONS COMMAND
Public Information Office

Korean release No. 285

1335
21 August 1950

Covering period 0000K-2400K, 20 August 1950)

The U.S. Far East Air Forces continued to launch consistently successful attacks on North Korean troops and materiel targets on Aug. 20 although heavy rains and low ceilings in the southern sectors hampered the effectiveness of close support missions directly behind the North Korean lines.

B-29 Superfortresses of the FEAF Bomber Command struck again at the Seoul west railroad bridge, a target for repeated attack during the 56 days of continuous Air Force assistance to the United Nations war effort in Korea.

The Superforts reported two spans of the bridge already in the water on their arrival. Extensive damage to the center spans had been observed in a previous strike Aug. 18. More than 50 tons of high explosive were dropped in the Aug. 18 attack and numerous direct hits scored but the complete destruction of the spans had not been confirmed.

A third span was downed in yesterday's action, denying the use of this key bridge for North Korean rail or truck traffic for an indefinite period.

Four additional bridges were hit. One, a railroad bridge 16 miles east of Seoul, lost a span and a highway bridge one mile south of Chorwon was extensively damaged.

The B-29s staged major attacks against marshalling yards at Seoul and Hamhung on the east coast. A violent explosion followed direct hits on the Hamhung marshalling yard. Smoke prevented detailed observation. At the Seoul marshalling yard direct hits interrupted reconstruction under way after a devastating attack earlier in the month.

Fifth Air Force B-26 light bombers flew daylight interdiction missions at road and rail targets south of the 38th parallel. Rail installations and trackage were hit between Mokpo and Songjong-ni, Kwangju and Posong and in the Chongju area. Three locomotives and many railroad cars were attacked and damaged near I-ri and other cars were damaged at Kwangi-ri, 15 miles north of Kochang.

Night intruder missions, flown by B-26s, U.S. Marine F4U fighters and F-82 fighters of the Fifth Air Force, attacked lighted convoys and other military targets over a wide area behind North Korean lines. Night bombing and strafing missions were flown in the vicinity of Taechon, Chongju, Suwon, Kwangju, Inchon, Kochang, Anui and other cities and towns on the North Korean supply routes to the battle front.

Fifth Air Force fighters turned in evaluated claims for 38 trucks and other vehicles and 10 boxcars damaged in close support missions. Supply dumps were strafed and fired at Andong and Kwangju and one span was knocked out on a bridge north of Chongju. Two other bridges were damaged. Troop concentrations were strafed at Chinju, Waegwan and other front line assembly areas and numerous casualties inflicted.

Cargo aircraft of the Fifth Air Force carried 224 passengers and more than 61 tons of priority military supplies to Korean bases during the day despite poor weather conditions.

No North Korean air opposition was encountered and none of our aircraft was lost as a result of antiaircraft or ground fire.

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GENERAL HEADQUARTERS
UNITED NATIONS COMMAND
Public Information Office

1240
21 August 1950

Korean Release No. 284

While carrier based U.S. Marine pilots were giving Army infantrymen the usual close support they give Marine ground forces yesterday, U.S. Navy pilots of Task Force 77 ranged over the west and north side of Korea raining destruction on rolling stock, communications and supplies.

The Navy pilots destroyed 36 locomotives and damaged 15 more. They destroyed 47 boxcars and damaged 25. Six tank cars were destroyed and one damaged. Twenty-two trucks were destroyed, 38 were damaged. Ten railroad yards were heavily damaged. Six warehouses were destroyed. Nine power stations were destroyed and two were damaged. Three railroad roundhouses were heavily damaged.

Panther jets, Corsairs and Skyraiders, flying a total of 198 sorties, also blew up four oil storage tanks and damaged three others. One PC boat was sunk. One supply dump was destroyed. Two sampans and junks were destroyed, seven were damaged. A converted ferry boat used as a troop carrier was sunk. One bridge was badly damaged.

An observer flying over the west bridge at Seoul reported that two spans of the bridge, hit by Navy dive-bombers two days ago, were out of line horizontally and vertically.

Eight camouflaged aircraft, believed to be dummies, on the ground at Sinmak, were strafed. Most of the locomotives destroyed by the Navy pilots were in the vicinity of Pyongyang. Attacking Navy pilots flew as far north as Huichon and as far south as Chongju in the series of daylight strikes.

Marine pilots operating 15 miles north of Yongsan in close support of Army ground forces, went to work on troop concentrations and gun emplacements with rockets, bombs, 20 mm cannon and napalm.

U.S. Navy ships patrolling the east coast fired on targets of opportunity, mainly vehicular traffic along the coastal road.

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GENERAL HEADQUARTERS
UNITED NATIONS COMMAND
Public Information Office

2350
20 August 1950

Korean Release No. 283

The Communist invaders in the Chinju-Masan area probed continuously along the American lines in what may be a renewal of an offensive in this sector. Reports that elements of the North Korean 7th Division have reinforced the badly mauled North Korean 6th Division, plus increased enemy activity and movement in the rear areas, bear this out.

The 1st Cavalry sector was also reported as increasing in activity and aggressiveness on the part of the enemy. Liaison planes flying over the enemy in this sector received heavy fire from small arms.

The ROK 1st and 6th Division front continued to withstand continuous pressure. The ROK 8th Division was able to maintain little contact with the enemy, even with aggressive patrolling. The advance by United Nation forces in the east coast continued with little resistance encountered.

The railroad yards and dock area in Pohang-dong were reported in good condition after the enemy retreat.

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GENERAL HEADQUARTERS
UNITED NATIONS COMMAND
Public Information Office

2045
20 August 1950

Korean Release No. 282

For the third consecutive day B-26 light Invader bombers struck at Communist rail supply lines today, severing tracks, bombing bridges and strafing trains and supply vehicles.

The twin-engine bombers operated in an area west of Taegu, striking the North Koreans' supply sources behind the battle lines.

Railroad lines between Chongju and Yontan-ni were strafed with excellent results. "We bombed and severed tracks in the Chongju railway station and damaged box cars in the marshalling yards," said Second Lt. Jesse T. Allen, 912 Reed Street, College Park, Georgia.

"We also got one span of a bridge near Yontan-ni," said Second Lt. Ernest L. Laske, Salisbury, Missouri.

In another mission today Sgt. Ben A. Buck, a gunner from Sunset Lane, Chathan, Mass., said: "We found two vehicles in the same area, and destroyed both of them on strafing passes."

Late reports on night intruder missions flown Saturday and early Sunday reveal the B-26s continued to harass the enemy by strafing convoys.

"We found vehicles around Yoju and damaged them," said Second Lt. Donald J. Ferns, 6504 Park Lane, Mariemont, Ohio.

Near Kumsan a B-26 flown by Second Lt. Gerald D. Johnson, Salina, Kansas, scored a direct hit on a convoy and left some of the vehicles burning.

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Gen Whitney's Sect.

GENERAL HEADQUARTERS
UNITED NATIONS COMMAND
Public Information Office

1945
20 August 1950

Korean Release No. 281

Explosions lasting for more than ten minutes resulted from an attack by Marine fighters from a U.S. Naval carrier while conducting mopping up operations yesterday following the route of North Korean troops in the area west of Yongsan. Attacking an ammunition dump in the southwest section of Samga, north of Chinju, with 250 pound bombs and high velocity rockets the Marine fliers exploded the ammunition dump.

As the fighters soared away from the vicinity of the blast they witnessed a series of explosions that lasted for more than ten minutes spreading along the roadway.

In the mopping up operations following the rout at the bridgehead the Marine fliers strafed enemy troops fleeing the area, bombed four areas on the west bank of the Naktong river where the North Koreans sought refuge, strafed troop concentrations in villages and ravines with napalm. Their score for the day also included many trucks and other vehicles, troop concentrations in the village of Haengsong-dong, mortar positions on the west bank of the Naktong river and gun emplacements in the same area.

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GENERAL HEADQUARTERS
UNITED NATIONS COMMAND
Public Information Office

1700
20 August 1950

Korean Release No. 280

The enemy bridgehead west of Yongsan has been wiped out and all ground east of the river in that sector has been captured by elements of the U. S. 24th Division and the 1st Marine Brigade. All units have consolidated and organized positions and mopping-up operations against small isolated pockets is continuing. This operation produced very heavy enemy casualties and a considerable amount of weapons and equipment, including 13 artillery pieces, was captured by U. S. forces. The sector remains quiet today.

Attacking forces of the ROK 1st Division, reinforced by U. S. Army units, advanced 19 August to a line running generally northeast and southwest through a point approximately 1½ miles north of Kumhwa-dong, against moderate enemy resistance. The attack was resumed 20 August, with effective air support. Tactical air strikes destroyed 2 tanks of the group which attacked United Nations' positions in that sector on the night of 18 August. All enemy tanks of the total of 5 which were involved in that action have now been destroyed. In this same general sector, elements of the Rok 6th Division were attacked 19 August in the vicinity of Hyoryong. The enemy attack has been contained in this location, and the situation stabilized.

Along the south sector, elements of the U. S. 25th Infantry Division were attacked 19 August just east of the town of Yunoe-ri by an estimated enemy battalion, with one company position being penetrated slightly, principally through infiltration of Communist forces. A counterattack by friendly forces stabilized the situation and partially restored the position. Our units again were attacked the morning of 20 August but friendly forces, supported by tactical air units, have the situation under control. Further south, other elements of the 25th Division have established light patrol contact with the enemy in the vicinity of Pongam-ni.

On the northern front ROK units are patrolling aggressively in an effort to maintain contact with the enemy. The ROK Capitol Division continues to advance north and west of Kigye against little opposition and other ROK Army units have advanced to a position 2,500 yards north of the captured town of Pohang-dong.

The Waegwan sector remains generally quiet with only small-scale patrol activity. A considerable amount of enemy equipment, including two artillery pieces, two antitank guns and many small arms, has been captured north of the town.

Enemy losses for 18 August are estimated as 3,250 casualties inflicted by U. S. Army forces and 6 POWs captured, and 2,164 casualties inflicted by the ROK Army forces.

Carrier aircraft of the U. S. 7th Fleet operated yesterday in the western area of Korea south of the 38th parallel. At Seoul the west bridge was struck with 500 and 1,000-pound bombs, rendering that bridge unusable. A submerged or underwater bridge to the west of the main bridge was hit with depth charges. Troops were strafed at Kumchon and a large supply dump and barracks were burned at Yongi. At Chonan 5 tanks and 6 boxcars were badly damaged by strafing. In the Pyongtaek area 5 vehicles were damaged, and a railroad bridge was rendered temporarily impassable by bombing. A warehouse was rocketed and burned at Inchon

In a factory area at Taejon 25 tanks and 100 trucks were strafed and rocketed with undetermined results. Also near Taejon 10 coal cars, a power station and a dam were hit. South of Suwon 3 storehouses were exploded. A locomotive and power station were strafed at Yongdong, and at Chunju an automotive repair station was bombed. In the Kwangju area, a bridge under repair was rocketed, coal cars set afire and a power station burned. On close-support sorties approximately 4 miles east of Hyopchon 7 vehicles were destroyed or damaged, and 6 troop concentrations were bombed and strafed.

(more)
(over)

At 0500 hours 18 August, the ROK Navy landed elements of a ROK Marine battalion at Changpyong-ni after a shore bombardment. The ROK Marines met little opposition in their drive inland and by 1000 hours had captured the town of Tongyong while inflicting over 200 casualties on the enemy. Remaining enemy forces, estimated at about one-half the original garrison, are attempting to escape by sea where they are being engaged by ROK Navy units.

The U. S. Fifth Air Force flew fighter and B-26 sorties on bombing, strafing and night intruder missions in the Chinju, Taejon, Suwon, Poksong-dong and Chonan areas. Reinforcing these attacks were Navy fighter aircraft on ground support missions. The combined operations of the two Services resulted in the destruction of 3 tanks, 2 artillery pieces, 2 gun emplacements, 3 locomotives, 2 bridges, 3 buildings, 14 trucks and 2 miscellaneous vehicles; and damage to 5 tanks, 1 half track, 3 locomotives, 1 railroad tunnel, 1 bridge, 1 railway station, 3 buildings and 4 fuel dumps.

FEAF Bomber Command flew 89 B-29 sorties. Sixty-three Superforts bombed the Mitsubishi Iron Works, railroad shops and marshalling yards at Chongjin with initial results estimated as excellent. Sixteen B-29s bombed marshalling yards at Hamhung and 10 B-29s bombed other key transportation points in North Korea.

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Gen W Kinney
Sec

GENERAL HEADQUARTERS
UNITED NATIONS COMMAND
Public Information Office

Korean Release No. 279

1355
20 August 1950

Precision dive-bombing Navy pilots scored eight direct bomb hits on the vital west railroad bridge at Seoul yesterday. An air observer flying the length of the bridge at less than a 1,000 feet immediately following the attack reported that the entire span was zigzagging and in an unuseable condition.

The attack on this key bridge was part of a series of air strikes made yesterday by Task Force 77 pilots on military targets from Haeju in the north to Sunchon in the south. A total of 142 sorties were flown by the carrier-based Skyraiders, Corsairs and Panther jets.

At Kumchon heavy damage and large fires were started by bomb hits in a factory area. Depth charge drops on buildings in a dock area started more fires. Fragmentation bomb hits on a power station and a fuel oil dump added to the general conflagration in the area. More than 30 vehicles in a parking area were destroyed.

North of Pyongtaek approximately 20 warehouses exploded when hit with bombs and rockets. At Taejong a radio broadcasting station was destroyed. Hits on a factory at Haeju started a chain of explosions.

In one close-support strike east of Hyopchon five troop concentrations and supply dumps were bombed and destroyed by fire. In the same strike approximately 100 troops, caught in the open, were bombed and strafed.

At Kimpo a fuel dump was set afire. At Chongju a vehicle repair factory was bombed. At Seoul two converted ferry boats were sunk and three power boats were damaged.

The Navy tally for the day included 51 vehicles destroyed, 17 damaged; 2 factories destroyed, 4 damaged; 3 military buildings destroyed; 7 troop concentrations bombed and strafed; 5 supply dumps burned; many railway cars strafed, 1 locomotive damaged; 1 power station destroyed, 2 damaged; 4 bridges damaged, including one submerged bridge west of the Seoul bridge; and 2 tanks and 1 half-track destroyed.

The east coast naval blockade and support force continued patrolling and firing on targets of opportunity, principally vehicular traffic on the coastal road.

British carrier-based aircraft operating with the west coast blockade force, using rockets and cannon fire, sank two 100-ton motor coasters at Kunsan and damaged a motor launch. At Inchon a motor junk was sunk and a motor junk and motor launch were set afire. At Mokpo the British fliers strafed small craft in the slip. At Kunsan a warehouse was badly damaged and boxcars were strafed, with one going up in flames.

In the south, Republic of Korea Marines, under cover of ROK Navy guns, landed and captured the city of Tongyong, killing more than 200 enemy troops in the process. This action took place August 18. Attempts of the enemy to escape by sea were thwarted by ROK naval units.

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Gen Whitney
Lee

GENERAL HEADQUARTERS
UNITED NATIONS COMMAND
Public Information Office

1335
20 August 1950

Korean Release No. 278

(Covering period 0000K-2400K, 19 August 1950)

U. S. Far East Air Forces fighters and bombers made heavy strikes against North Korean strategic and tactical objectives on August 19 in one of the most intense periods of air activity since the beginning of continuous Air Force support operations 55 days ago.

Led by a fleet of more than 90 B-29 Superfortresses of the FEAF Bomber Command, combat aircraft representing both the United States and Australia pounded at North Korean personnel and materiel in day and night attacks.

Superfortresses dropped nearly 800 tons of high explosives on three groups of targets in North Korea causing extensive damage. The heaviest tonnage hit the deep-water docking facilities, marshalling yards and the former Mitsubishi iron and steel works at Chongjin on Korea's northeastern coast.

Huge fire-balls several hundred feet in diameter and clouds of black smoke rising to heights of 3,000 to 5,000 feet followed bomb drops at the Mitsubishi plant. Equal success was met in the marshalling yard attack. Bombing visually, the Superfort formations placed string after string of bombs directly on the target. Spreading flames were observed in the warehouse districts surrounding the docks and in the marshalling yards.

Other B-29s scored heavily in a smaller-scale attack on the marshalling yards at Hamhung, a major depot on the east coast rail system. The Superfortresses also continued a constant daily schedule of attacks on rail and highway bridges north of the 38th parallel.

Fifth Air Force F-80s and F-51s continued active close support of the United Nations forces on the battle fronts in South Korea. More than 260 fighter sorties, some flown at night, gave air cover and assistance to ground troops.

The heaviest concentration of fighter attacks was centered around the north-western sectors of the battle line. Air Force ground and airborne controllers directed a continuous succession of air strikes in the Tabu-dong area, 12 miles northwest of Taegu. These attacks assisted in disorganizing and slowing North Korean ground actions.

Evaluated pilot claims for North Korean materiel attacked and damaged by fighters included 8 tanks, 20 trucks and other vehicles, 6 locomotives, 4 fuel dumps, 4 gun emplacements, 3 bridges, a rail tunnel and other rail facilities.

Numerous troop columns were strafed in all areas. Six buildings used as troop housing or supply storage depots were hit and fired in fighter attacks and six villages, also in use as troop bivouac areas, were bombed and strafed.

Night intruder missions by Fifth Air Force B-26 light bombers and Marine fighters attacked troop convoys as well as rail and highway targets in or near Sunchon, Chungju, Chonan, Chinju and Waegwan.

B-26s flying daylight medium altitude and low altitude bombing strikes hit troop concentrations in front line areas and conducted interdiction flights along routes of approach to the battle zone, principally in the Kwangju-Kongju area.

Rail and highway routes were bombed and strafed south of Sunchang and south-west of Kwangju. A bridge was damaged in the Kongju area and numerous hits were scored near Kaeryong, 17 miles northwest of Waegwan.

Fifth Air Force troop carrier aircraft moved 364 passengers and more than 66 tons of urgently needed military supplies and equipment to Korean bases during the day.

All our aircraft returned safely to base.

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Gen Whitney
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GENERAL HEADQUARTERS
UNITED NATIONS COMMAND
Public Information Office

Korean Release No. 277

0005
21 August 1950

Contact with the enemy has been broken in the South Korean II Corps area north of Kunwi and patrols penetrating 4 to 6 miles report that no enemy resistance has been encountered.

An unconfirmed POW report states that th 1st, 3d, 13th and 15th Communist divisions are preparing for an assault to breach the defense line of the United Nations Forces.

Probing actions were continued by the Red forces along the extended Naktong River line in efforts to determine "soft spots" in the United Nations defense positions. Sporadic small arms, automatic weapons and artillery fire continued to fall into U.S. and South Korean positions throughout the afternoon.

Pilots reported that enemy buildup continued in the 25th Division sector with troop concentrations in the vicinity 30 miles west and southwest of Masan.

The water evacuation of the 3d South Korean Division from the Yongdok area was completed with all troops, vehicles, ammunition and supplies safely removed.

Other sectors of the Korean front remained relatively quiet.

Enemy casualties for the 24-hour period ending at midnight, 18 August, were estimated at 3,520 and 6 prisoners by the American units, and 2,164 casualties inflicted by the South Korean elements.

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GENERAL HEADQUARTERS
UNITED NATIONS COMMAND
Public Information Office

1405
20 August 1950

Immediate Release:

General MacArthur today dispatched by radio and leaflet the following warning to the Commander-in-Chief, Armed Forces of North Korea:

"TO : THE COMMANDER-IN-CHIEF,

ARMED FORCES OF NORTH KOREA.

"On July 4th I proclaimed it to be the firm purpose of the United Nations Command to extend to all members of the invading North Korean Forces who fall into the hands of the forces of the United Nations the full measure of protection provided by the rules of civilized warfare, and I called upon you in turn to take proper action to insure that the same protection be accorded members of the United Nations Command who fall into the hands of the North Korean forces.

"The United Nations Command has faithfully fulfilled its corresponding obligations but uncontrovertible evidence has disclosed a series of revolting atrocities committed by North Korean forces upon United Nations prisoners of war. There is documented proof of many instances in which such prisoners, disarmed and bound, have been brutally murdered by your officers and men holding custodial responsibility for their safety. These are crimes not only against the victims themselves but against all humanity as well. They are crimes which could be avoided by the simple expedient of an order by you to your corps and division commanders in such terms as to make unmistakably clear your determination to stop such atrocities.

"Inertia on your part and on the part of your senior field commanders in the discharge of this grave and universally recognized command responsibility may only be construed as a condonation and encouragement of such outrages, for which if not promptly corrected I shall hold you and your commanders criminally accountable under the rules and precedents of war.

(sgd) DOUGLAS MacARTHUR."

GENERAL HEADQUARTERS
UNITED NATIONS COMMAND
Public Information Office

Korean Release No. 276

2045
19 August 1950

About 90 U. S. Far East Air Forces B-29 Superfortresses struck heavily today at military-industrial targets in North Korea dropping nearly 800 tons on three target systems.

Seishin (Chongjin) was struck by more than 60 of the attacking B-29s which dropped more than 500 tons on the marshalling yard, the deep-water port and dock facilities, and on the Mitsubishi Iron Works.

A smaller force of B-29s hit the Hamhung marshalling yard while still another force continued the strategic railroad interdiction program in attacks on numerous key bridges, north of the 38th parallel.

Good bombing weather was encountered by the Superforts at all their targets and excellent results were obtained on the Seishin complex.

The first wave of the B-29s began releasing their bombs at Seishin at 10:50 a.m. and the attack continued for fifty-five minutes ending at 11:45 this morning.

Lt. Col. Joseph D. White, Alhambra, Calif., who participated in the mission, said, "We were the third squadron over the marshalling yards. The other two flights had already bombed and clouds of dust and debris and many small fires covered the rail center. Our whole bomb load struck the railroad shops and marshalling yard area."

The marshalling yards at Seishin are among the largest in North Korea. They are approximately 1½ miles long and about a half mile wide.

A senior officer of the FEAF Bomber Command who remained in the target area throughout the three-pronged attack said, "Another group of B-29s bombed the Mitsubishi Iron Works along the coast of the city. The Mitsubishi Iron Works are about 1 mile long and a little over a half mile wide. They include some of the most modern equipment in Asia for producing iron and other metals.

"The bombers over the iron works dropped their bombs and great balls of fire about 500 to 1,000 feet in diameter appeared, surrounded by thick black smoke which shot up in columns 3,000 to 5,000 feet high. This occurred when the first bomb hit the target. A series of large fires and towering flames and smoke were visual during the entire bombing on the Mitsubishi Plant."

Other B-29s struck the dock, harbor and warehouse areas. Big fires were set in the dock area and apparently a brisk breeze was blowing which kept these fires going and were continually increasing in intensity when the Superforts left the target.

"Fires in the marshalling yards could be seen burning as long as an hour and a half after the bombers left the target," the senior officer stated.

The factory appeared to be in full production when the first wave of B-29s struck, crewmen reported. "The tall chimneys were belching smoke in approved iron and steel factory fashion. Without question, it was being heavily used prior to today's attack," one of them said.

Target analysts of the Far East Air Forces pointed out that the large balls of fire reported as coming from the Mitsubishi Iron Works quite possibly would be the result of direct bomb hits on the furnaces containing molten metal. This hot metal spewing out in waves throughout the factory area could well have touched off large fires almost instantaneously.

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Seishin is the second most important industrial city (197,000 population) in Northern Korea, and it is one of the best ports on the east coast. It is situated about 50 nautical miles down the coast from the northeastern border. The port can handle ocean-going vessels, and its estimated capacity is 20,000 long tons daily. The Mitsubishi plant is one of two iron works there, and in the past was a vital part of the Mitsubishi industrial organization.

Hamhung (population 75,000) is a small industrial center situated a short distance up the river from Hungnam, the chemical and industrial center which was one of the chief strategic targets hit earlier by B-29s. The rail yard at Hamhung connects the line from the north to the system feeding southward toward the battle area.

No flak and no enemy fighters were encountered on today's mission.

Results on the Hamhung strike and the attacks on the railway system have not been received.

Final evaluation of today's Seishin attack will be made as soon as the fires die down and clear aerial photos can be taken.

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Jet pilots fired against North Korean trains and oil supplies Saturday, scoring direct hits in support of the ground forces fighting in South Korea.

A flight of U.S. Air Force F-80 pilots strafed a 15-car train east of Seoul after knocking out two flak positions on a hill. Flak was fired against the jet airplanes in a futile effort to protect the train.

"We drew flak fire on the first pass against the train, but it did us no damage and we succeeded in stilling the source," said 1st Lt. Clarence (Spike) Herrington, New Albany, Miss.

Capt. Vern Petersen, New London, Conn., who led this flight, said: "We strafed the 15 box cars with good results and then worked on 10 more west of Wonju. Flying southward we saw another train and strafed and rocketed it."

Capt. William H. Holt, San Diego, Calif., led a flight of F-80s against oil drums east of Teagu today. "We hit from 10 to 20 with .50 calibre fire," said Captain Holt.

The Third Bomb Group's B-26s flew more than 30 missions Friday night and Saturday in intruder attacks against railroad, trains, convoys and other enemy targets.

A tank and two trucks were left burning at Hajang-dong. "We went after the tank first and then got the trucks," said the crew on return to base. All were burning when they left the area.

1st Lt. Billey Reynolds, Route 2, Cleveland, Miss., hit railroad tracks and a train bridge south of Munsan. "We also strafed locomotives at Suwon," he said.

A locomotive was strafed southwest of Seoul by a B-26 flown by Capt. Richard H. Smith, 296 Candler North East, Atlanta, Ga. "We also severed some railroad tracks in the area on bomb runs," he said.

Other B-26s today continued attacks against box cars, bridges, culverts and troops.

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GENERAL HEADQUARTERS
UNITED NATIONS COMMAND
Public Information Office

1615
19 August 1950

Korean Release No. 275

A coordinated attack by elements of the ROK 1st Division, assisted by U. S. Army units, was begun at 0930 hours, 18 August, along the main road between Taegu and Kunwi. The attack advanced approximately 2½ miles against light resistance to the vicinity of Kumhwa-dong, where positions were organized and consolidated for the night. Excellent support was rendered by elements of the tactical air forces in this operation. An enemy counterattack at 2200 hours was repulsed without loss of ground and with three enemy tanks destroyed. The UN attack was renewed 19 August and the advance continued against moderate enemy resistance.

Elements of the U. S. 24th Division and the 1st Marine Brigade, after being temporarily stopped by a Red counterattack on 18 August, continued their attack against the enemy bridgehead in the area west of Yongsan. All units have now reached their objectives where consolidation and organization of defensive positions and mopping up by-passed groups of enemy forces is in progress.

Heavy casualties were inflicted on the enemy in this operation and Communist forces are attempting to withdraw across the Naktong river by small boats, swimming and fording. These retreating elements are being attacked vigorously by air and ground forces, and the enemy bridgehead has been reduced to the area bounded by the river on the west and, roughly, on the east by a line between the towns of Sinam-ni and Chirhyon-ni. Farther north the enemy penetration in the Hyonpung area has been contained by other elements of the U. S. 24th Division and that sector remains relatively quiet.

In the Pohang area, elements of the ROK Capitol Division, reinforced by other ROK army troops, have occupied Kigye and advanced to the high ground approximately two miles north of that town. Other ROK forces have occupied Pohang-dong and advanced north to the vicinity of Pongi-dong. ROK forces in this area are continuing to advance north against light resistance.

In other sectors of the northern front, there has been a general lessening of pressure by the enemy and loss of contact in some sectors.

On the southern front the only action of significance was an enemy attack 18 August by an estimated enemy battalion on elements of the U. S. 25th Division. The attack initially achieved a slight penetration of our defensive position, but was contained and later wiped out by counterattack; our original positions were completely restored. The enemy suffered an estimated 300 casualties in this action.

Estimated enemy losses to U. S. forces for 17 August include 1,250 casualties and three POWs, and 936 casualties and 74 prisoners to ROK forces.

In successful operations 17 August along the east coast of Korea, elements of the U. S. Navy Task Force 96 conducted extensive bombardment of communications targets on shore. A railroad bridge in the vicinity of Immyong-dong was bombarded and damaged. In the vicinity of Tanchon, a railroad bridge was hit heavily and 200 freight cars destroyed. In the bombardment of the rail yards at Tanchon, tracks were completely destroyed. In the vicinity of Ilsin-dong, 20 freight cars were hit. Railroad yards at Kunsen were attacked and small fires observed in the target area. A railroad bridge in the vicinity of Kwanson-ri was hit and gaps on both ends were observed after the bombardment. The same naval units on 16 August attacked a 25-ton diesel tug with 4 junks in tow and a small power boat along the east coast. The tug and boat were 75 percent destroyed and the junks were left adrift.

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(over)

On the west coast ROK Navy forces landed on the east coast of Tokchok-to Island early 18 August after a short bombardment by UN ships. Occupation of Chinni village on that island was accomplished without incident. Carrier-based aircraft continued to provide close support for ground forces along the southern front.

Tactical support sorties flown by U. S. Fifth Air Force, U. S. Navy and Royal Australian Air Force fighters included bombing and strafing missions in the Kunwi, Kumchon, Yongdong, Kigye, Andong and Waegwan areas. Some of the most effective air support of ground operations experienced in the Korean war was rendered by tactical aircraft in support of United States and ROK offensives against the Yongsan bridgehead and the Red forces northeast of Waegwan.

Preliminary strike reports indicate destruction of 12 tanks, 26 trucks, 8 other vehicles, 1 warehouse, 15 buildings housing enemy troops, 3 gun emplacements, a bridge near Andong and a large number of enemy troops attempting to withdraw across the Naktong river opposite Yongsan. Damaged were 14 tanks, 11 trucks, 16 other vehicles, 9 boxcars, 1 locomotive, 2 small boats, a tunnel near Pugang-ni and a supply dump.

B-26 sorties were flown on medium-altitude bombing missions in the battle zone and B-29s bombed highway and railroad bridges on the east and west coast of Korea. The Konan Chemical Works was hit with results ranging from fair to excellent.

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GENERAL HEADQUARTERS
FAR EAST COMMAND
Public Information Office

1400
19 August 1950

Immediate Release:

AERIAL "HIGHWAY" TO KOREA

HEADQUARTERS FAR EAST AIR FORCES--Ten million pounds of war materials and more than 6,000 passengers have been flown from Japan to Korea in U.S. Air Force cargo airplanes in support of United Nations forces, according to figures compiled today.

Everything from engineering supplies and equipment, blood plasma, ammunition, mail and other items running into the thousands have been airlifted into Korea, while wounded service personnel have been brought out.

The 374th Troop Carrier Wing, based near Tokyo, has been in charge of this giant airlift since the war began on June 25. They report a continuing increase of freight hauled each day, with typical operations now aggregating about 150 tons and as many as 500 passengers daily.

To accomplish this mission the 374th TCW uses four types of cargo airplanes, C-47, C-46, C-54 and C-119. The C-47 Skytrain World War II veteran has formed the nucleus for the airlift.

Some of the load has been taken over by the C-119 Packet, newest type of transport and especially adapted for handling heavy equipment and priority items such as helicopters, field artillery for the hard-pressed ground forces, air field construction equipment and ammunition like the 3.5-inch bazooka shells and the new 6.5-inch rocket heads being used by Air Force.

In terms of rail transportation, the tonnage hauled into Korea would require 335 standard Japanese boxcars for the period to date.

In addition to the regular supplies and equipment, many troops get fresh fruits, vegetables and other items seldom seen in a battle area.

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HOSPITAL VISITS

YOKOHAMA--Military personnel wounded or injured in Korea will be allowed to receive 7-day visits from dependents who are in Japan, under a program designated as Project Visit.

These visits will be made possible at the earliest practicable moment following hospitalization in Japan if it is determined that the patient will remain hospitalized for a sufficient length of time and if his condition permits. Notification will be given dependent wives of hospitalization, and that they may visit points in Japan at which their husbands are located, provided quarters and messing facilities are available.

Transportation to and from hospitals is to be at government expense.

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AIR RAID WARNINGS DROPPED IN KOREA

Two million leaflets were dropped on 10 North Korean cities from two U. S. Air Force B-29s last night in warning civilians to move away from military targets subject to future attack.

The leaflets were printed in Korean in red, white and blue to attract maximum attention of civilians of Chongjin, Pyongyang, Chinnampo, Hungnam, Songjin, Sariwon, Wonsan, Hamhung, Sinanju and Haeju.

On one side was a caption reading "Air Raid Warning," followed by a sketch of a bomb burst and this warning: "Act Quickly! Move away from Military Targets." The other side explained that civilians in the cities named should leave for the country or mountains as protection against possible bombing of military installations, including munitions plants, railway marshalling yards, communications centers, supply depots, dock installations, etc.

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GENERAL HEADQUARTERS
UNITED NATIONS COMMAND
Public Information Office

1310
19 August 1950

Korean Release No. 274

(Covering period 0000K-2400K, 18 August 1950)

United States Far East Air Forces units stepped up the steady pounding of North Korean troop and materiel strength from the air Aug. 18. The slightly more than 550 sorties flown by all aircraft equalled the previous record for air activity over the Korean war front.

Fighter airplanes of the Fifth Air Force and the Royal Australian Air Force made more than 350 individual strikes at North Korean Forces in the battle zones. This total is the highest daily figure for fighter operations since the start of continuous Air Force activity in Korea 54 days ago.

The fighters hit targets along the front lines, concentrating on troop bivouac areas, vehicles and supply distributing points. A majority of the strikes were within short distances of the United Nations ground force front-line positions and were under the direction of Air Force forward controllers.

Conservative estimates of North Korean materiel brought under fire and damaged in machine-gun, rocket and bomb attacks by fighter aircraft included 23 tanks, 59 trucks and other vehicles, 9 boxcars and 1 locomotive. Two supply depots, several warehouses and 16 buildings being used for troop housing or supply storage were hit and left burning.

F-80 jet fighters again joined Fifth Air Force B-26 light bombers in night intruder attacks on troop convoys and supply movements. The fighters flew missions in the areas immediately behind the lines while the B-26s struck at major highway and rail routes to the west and north. Military target were hit in 10 cities or towns along the lines of approach to the front. Six Marine F-4Us also took part in the night intruder missions.

RAAF Mustangs continued active support of the ground forces, flying bombing and strafing missions along the Naktong river line. Several villages housing troops or used as supply storage areas were attacked and numerous small warehouse buildings or barracks buildings were fired and damaged.

Fifth Air Force B-26 light bombers attacked warehouses and railroad repair shops at Poksong-dong, three miles northwest of Waegwan, and conducted interdiction strafing on rail lines, stations and yards on three routes south of the 38th parallel.

B-29s of the FEAF Bomber Command continued their sustained effort to isolate the North Korean forces in the battle zones from their major sources of supply. The Superfortresses attacked approximately 10 bridges north of the 38th parallel, important to the continued flow of Korean Communist war materiel over rail or highway routes to the south.

Preliminary reports indicated serious damage to rail bridges at Pyonggang and Hamhung, and several hits were scored on the west railroad bridge at Seoul. The latter bridge, damaged in previous attacks to the extent that it is now being used only for limited vehicular traffic, was hit squarely in the center. One span was believed completely unserviceable and possibly downed in the attack.

Fifth Air Force cargo aircraft carried 499 passengers and more than 53 tons of priority military supplies and equipment to Korea during the day.

No North Korean aircraft were encountered and no American or Australian aircraft were damaged or lost.

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GENERAL HEADQUARTERS
UNITED NATIONS COMMAND
Public Information Office

Korean Release No. 273

1230
19 August 1950

Retreating masses of enemy troops fording and swimming the Naktong river were caught and strafed by carrier-based Marine flyers yesterday with resulting severe losses.

The strafing of troop masses in the river climaxed a day in which Marine flyers, operating in extremely close support of the ground forces, spearheaded an attack on the right flank of the North Korean bridgehead across the Naktong river.

Marine Corsair fighter airplanes, using rockets, bombs, napalm and 20 mm cannon, blasted troop concentrations, artillery pieces, tanks and mortars on the line of advance over high ground to the river.

A platoon around an armored car was strafed with at least 50 percent casualties. A company attempting to take cover was neutralized with bombs and 20 mm cannon fire. Two buildings housing troops were bombed and destroyed. The day's tally included three tanks and four artillery pieces destroyed.

A Canadian destroyer has bombarded Yosu, destroying or heavily damaging railway sidings, military warehouses, dock installations, and oil tanks, with excellent results. An aircraft spotter reported after the firing that no worthwhile targets remained in the area.

The East Coast naval support and blockade force continued patrolling and firing on military targets of opportunity. A diesel tug, with four junks and a power boat in tow, was hit, heavily damaged and forced to run aground.

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GENERAL HEADQUARTERS
UNITED NATIONS COMMAND
Public Information Office

0020
19 August 1950

Korean Release No. 272

American forces in the south of Korea were lightly attacked but, aside from such harrassing actions, little change resulted in this sector.

The enemy is being pushed back steadily in the Changnyong bridgehead by units of both the 24th Infantry Division and the 1st Marine Brigade. Marines, who earlier reported extremely stubborn resistance, have now succeeded in turning the enemy's right (southern) flank into the path of the 24th Division units. This northern section of the bridgehead is now heavily engaged, late reports indicate.

The situation in the 1st Cavalry Division sector is still reported as "unchanged."

Republic of Korean First Division units regained from half to all of the ground these units lost in Thursday's attack, and are holding firm in the face of the present main enemy effort.

United Nations forces have retaken Pohang-dong and Kigye and have captured the high ground north of the latter. The amount of resistance at Pohang-dong was not reported; the resistance at Kigye was fairly light. Defense lines in this eastern sector are more cohesive, with defense lines running generally westward from Pohang-dong to Kigye. Several North Korean regiments in the Kigye-Pohang-dong area are being pushed by United Nations forces from the south and west.

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GENERAL HEADQUARTERS
UNITED NATIONS COMMAND
Public Information Office

1955
18 August 1950

Korean Release No. 271

Light Invader bombers flew in full force today against railroads and tunnels to help interdict the flow of supplies to North Korean troops. Today's daylight missions were a followup to the B-26 attacks made through the hours of darkness Thursday and Friday morning.

The toll for a 24-hour continuous flying period included smashed rail supply lines, wrecked bridges and damaged tunnels, in addition to vehicles and Red-occupied buildings.

Capt. Joe Stein, Athens, Ga., flew his B-26 in an attack against a locomotive and eight cars at Taejon, making direct hits on them and also on railway tracks in the Taejon-Chochiwon area. "We also scored hits on a bridge, a vehicle and buildings utilized by the enemy near Uisong," said Captain Stein.

In the same flight 1st Lt. David D. Bradburn, 242 South Grand Avenue, Pasadena Calif., dropped bombs on a tunnel near Pugang-ni, 14 miles north of Taejon. Cpl. Sam C. Wadsworth Jr., Pine Bluff, Ark., who was flying with Lieutenant Bradburn, said he saw the strike. "One bomb went into the mouth of the tunnel," he said.

Maj. Fred F. Bronson, 1695 Walker Avenue, Memphis, Tenn., strafed a small ferry boat tied to a river bank 20 miles southeast of Kumsan. "We also strafed supplies piled along a road and railroad track at Kumso-dong, seven miles southeast of Amsong," said Major Bronson.

In night intruder missions Thursday 1st Lt. Robert Martin, 901 Freeman Place, Tucson, Ariz, found a convoy on the road between Kumchon and Waegwan. "We put a bomb right in the center of six vehicles," he said, adding he had no way to estimate the damage in the darkness.

Lieutenant Martin's gunner, S/Sgt. John T. Gavin, Plains, Pa., fired on two trucks just north of Kumchon. "One of the trucks exploded, so we sure got it," he said.

Capt. Roman J. Whiting, Route 9, Box 673, Dayton, Ohio, said he scored on a truck near Sunchon-dong. "The explosion slightly damaged our B-26 bomber's windshield with flying debris, so we must have been aiming well," said Captain Whiting.

First Lt. Charles E. Bartell, Route 2, Box 1200, Sarasota, Fla., strafed a convoy southeast of Sonsan. "Four vehicles were burning when I left the area," he said.

Air controllers were busy today directing F-80 jet pilots to targets in the Pohang area. First Lt. Donald B. Russell, Los Angeles, Calif., was sent ten miles north to Hanghe to strafe trucks and troops. "We found the trucks and destroyed one and probably another," he said.

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GENERAL HEADQUARTERS
UNITED NATIONS COMMAND
Public Information Office

1750
18 August 1950

Korean Release No. 270

A U.S. Navy heavy cruiser under cover of Task Force 77 aircraft and using aerial spot bombarded the railroad yards at Tanchon yesterday destroying 200 freight cars and causing heavy damage to yard installations and tracks.

At Iilsin-dong 20 more freight cars were heavily damaged.

The railroad yards at Kunsen (latitude approximately 40 degrees 20 minutes north) were bombarded with resulting fires in yard installations.

Fire and smoke was so heavy from the bombardment of a coastal railway bridge (latitude approximately 40 degrees 40 minutes north) that the aerial spotter was unable to observe results. Large holes were torn in both ends of a coastal railway bridge at latitude approximately 40 degrees 18 minutes north. A third railroad bridge at latitude approximately 40 degrees 29 minutes north was heavily hit with a resulting large gap in one end.

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GENERAL HEADQUARTERS
UNITED NATIONS COMMAND
Public Information Office

1440
18 August 1950

Korean Release No. 269

Carrier-based aircraft, flying a total of 220 sorties, bracketed Korea from extreme north to south yesterday in a series of devastating strikes.

Hitting as far north as Chongjin Navy pilots of Task Force 77 definitely destroyed a total of 32 locomotives and damaged 15. Marine pilots led off the attack of Marine ground forces west of Yongsan in the south.

Task Force 77 Skyraiders, Corsairs and jet Panthers had their best day of the war, with Chongjin and Wonsan bearing the brunt of the attack.

One 15-car ammunition train was exploded near Wonsan. A locomotive factory at Wonsan was hit by 22 1,000-pound bombs and a number of 500 and 100 pounders. The factory was heavily damaged and left burning.

A large fuel tank at Wonsan airfield was blown up and troops and barracks at the field were strafed. Eight PC boats, four power boats and one steamer in the harbor were badly damaged.

At Chongjin a factory district was hit with 2,000 and 1,000-pound bombs causing heavy damage and starting large fires. The marshalling yards at Chongjin and the railroad yards northeast of there were heavily bombed. The Nippon Iron Works was heavily hit. A power plant was destroyed and a warehouse was set afire.

Large fires were started at the Rising Sun Oil Refinery at Munpyongoni. In the same area three oil tank cars were set afire and 22 flat cars loaded with field pieces were bombed and strafed.

Elsewhere in North Korea the Navy fliers destroyed 19 power boats and damaged 14; destroyed 16 trucks and damaged 23; destroyed 20 boxcars and damaged three; damaged 20 field pieces; neutralized 11 troop concentrations; destroyed one factory, one warehouse and one transformer station. Two factories and three warehouses were damaged. Ten supply carts were destroyed. Bomb and rocket attacks were made on the railroad yards at Chungsan.

Marine flyers operating in close support of the ground forces poured an effective rain of bombs, rockets, napalm and 20 mm cannon fire on troops and gun emplacements opposing the advancing Marine force.

Republic of Korea naval units maintaining a close-in blockade of the south coast sank three North Korean vessels running the blockade and captured four.

The British naval air arm is now assisting with the difficult task of maintaining the west coast blockade.

A Canadian destroyer bombarded a troublesome battery in the Kunsan area without drawing any fire in reply.

Elsewhere on the west coast patrolling units report that as a result of the crippling recent carrier air strikes on rolling stock, horses and men, instead of locomotives, are being used as prime movers on the west coast railway.

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NOTE TO CORRESPONDENTS: Effective tomorrow, the daily briefing in room 209 Radio Tokyo building, will commence at 1600 hours.

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Gen Whitney

GENERAL HEADQUARTERS
UNITED NATIONS COMMAND
Public Information Office

Korean release No. 268

1345
18 August 1950

Heavy fighting occurred yesterday in the ROK 1st Division sector northeast of Waegwan. Red forces, supported by tanks and artillery, succeeded in advancing one-half mile, generally along the road leading south from Changchon.

The attack was contained by elements of the ROK 1st Division and in the afternoon a counterattack, supported by tactical air units, regained most of the lost ground. The situation remained static throughout the night, and early morning reports, Aug. 18, indicate a lessening of pressure in that sector. Similarly, elements of the ROK 6th Division today report losing contact with the enemy along the defense lines south of Kumwi. In the latter area, United Nations air strikes along the road leading south from Uisong caused much damage and many casualties to Red forces.

In attacks launched at 0800, Aug. 17, the United States 24th Infantry Division gained initial objectives against the bridgehead west of Yongsan. The United States 1st Provisional Marine Brigade participated in this action, which was supported by tactical aircraft. Enemy resistance in this area remains strong, and the 24th Division received mortar and artillery fire sporadically during the night but held initial objectives. The attack against this bridgehead was resumed at first light, Aug. 18, with small gains made initially.

Elements of the United States 1st Cavalry Division were attacked just north of Waegwan on Aug. 17 and withdrew from hill positions in this area. Later, on the same day, a counterattack succeeded in regaining the lost ground. Heavy casualties were inflicted on the enemy in this action and there have been no further enemy attacks in this area.

Elements of the ROK Capitol Division continued to advance and captured the high ground south of Kigye. Other elements of the ROK Capitol Division, assisted by ROK army troops, continued their advance south from Chidong-ni.

Carrier aircraft of the U.S. 7th Fleet struck heavy blows at military targets in Korea north of the 38th parallel yesterday. A total of 32 locomotives were destroyed and 19 damaged. At Chonjin, a factory, the marshalling yards and a power station were bombed and rocketed, causing large fires.

. A train and a power station were strafed at Susong. In the Wonsan area, troops and barracks at the airfield were strafed and a large fuel tank burned and the locomotive factory was heavily damaged. In the harbor 8 PC boats, 1 small steamer, and 4 power boats were strafed and damaged. A total of 15 power boats were destroyed during the day. Boxcars and coal cars were strafed at Kilchu. At Chungsan the railroad yard was bombed and strafed. The iron works and railroad yards were bombed at Chongjin. At Munpyongo-ni, large fires were started in a refinery and 22 flat cars loaded with artillery were strafed.

In addition to normal support of ground elements, United States Fifth Air Force and Navy fighters flew a total of 213 sorties on night intruder, bombing and strafing missions in the Seoul-Kumchon-Waegwan and Sunchon areas. Preliminary strike results indicate that 4 tanks, 16 trucks and 30 other vehicles were destroyed; 7 tanks, 8 trucks, 8 vehicles, 16 boxcars, 4 bridges, 36 buildings and 7 warehouses were damaged. U.S. FEAF Bomber Command flew B-29 sorties on bombing missions to key communication targets.

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NOTE TO CORRESPONDENTS: Effective tomorrow, the daily briefing in room 209 Radio Tokyo building, will commence at 1600 hours.

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Gen Whitney

GENERAL HEADQUARTERS
UNITED NATIONS COMMAND
Public Information Office

Korean release No. 267

1325
18 August 1950

(Covering period 0000K-2400K, 17 August 1950)

U.S. Far East Air Forces fighters and bombers maintained their full-scale offensive in support of United Nations ground forces in Korea on Aug. 17. More than 500 combat and support flights were flown.

F-80 jets and F-51s of the Fifth Air Force bombed, strafed and rocketed the North Korean front lines and assembly areas, killing numbers of infantry troops and damaging materiel along the entire front.

Primary attention was devoted to direct support of South Korean and American ground forces in the northwestern sectors of the battle zone. Fighters at low altitudes hit tanks, vehicles, troop columns and other military targets with excellent results.

A small fuel dump was fired and a warehouse destroyed at Uisong and a large number of villages, small towns and individual buildings being used as troop bivouacs or supply dumps were bombed or strafed.

North Korean foot troops were hit hard in all sectors, including concentrations at Sinban-ni, Uiryong and in the Waegwan area.

Analyzed damage claims for North Korean materiel attacked during the day listed 13 tanks, 24 trucks, 39 vehicles of various types and 16 boxcars.

Other claims included 10 gun positions or artillery pieces, 7 warehouses, more than 30 buildings being used for military purposes and other ground installations.

FEAF Bomber Command B-29 Superfortresses returned to their program of systematic attacks on rail and highway bridges north of the 38th parallel. Rail bridges were hit along the major east coast artery from Hamhung south to Kansong. Three bridges in the Kansong area were reported as damaged and one, six miles north of the city, was considered out of action. Two spans were observed to be in the water after the strike.

Fifth Air Force B-26 light bombers attacked four bridges in the southern sectors. Direct hits were scored on three and two were put out of action.

A railroad bridge at Samnye-ri in the Chonju area and a highway bridge south of Hamchang lost two spans each in the B-26 attacks.

B-26s on night intruder missions bombed and strafed lighted convoys travelling between Kunsan and Numwon and along the Taejon-Yongdong-Kumchon highway. Hits were observed but no accurate evaluation could be made.

Night intruders also attacked military installations in several towns and cities as far north as Seoul. A supply dump apparently stocking large quantities of ammunition exploded after a night strike at Sunchon, near the southern coast.

Fifth Air Force cargo aircraft carried 542 passengers and more than 164 tons of military supplies and other essential equipment for delivery to UN forces in Korea during the day.

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Gen Whitney

GENERAL HEADQUARTERS
UNITED NATIONS COMMAND
Public Information Office

Korean release No. 267

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GENERAL HEADQUARTERS
FAR EAST COMMAND
Public Information Office

1215
17 August 1950

Immediate Release:

SIGNALMEN KEEP COMMUNICATIONS OPERATING

They don't have the honeyed voices of Stateside telephone girls, the slurred accent of Japanese operators or the elaborate equipment of American exchanges, but battle-tested operators of the 24th Signal Company who run the 24th Infantry Division headquarters central switchboard process more than 1,000 calls per day.

During an attack or a heavy enemy shelling they handle many more than 1,000, according to Sgt. Andrew Coleman of Salem, Ore., assistant wire chief. "We can handle both local and long distance calls," he said. "A phone call under normal conditions can be relayed to Tokyo in a matter of minutes."

PFC Bodie Jones of Corcoran, Calif., a switchboard operator, pointed out that "the biggest headache comes during an enemy shelling. That seems to be when everyone wants to place a call."

PFC George Ellington of Columbus, Ga., said: "In the mountainous terrain of Korea, it is sometimes impossible to maintain communication by radio. Barring enemy operations, thunderstorms and floods, we can easily maintain communication by our field phones."

These men are charged with keeping the commanding general and his staff in constant touch with every unit in the division plus lines to higher headquarters.

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By a Navy Combat Correspondent

ABOARD NAVY CARRIER OFF KOREA--Marine fliers yesterday carried messages from enlisted men of their squadrons to several Communist areas near the United Nations Korean defense line.

Operating from a Carrier Task Group under the flag of Rear Adm. R. W. Ruble, Marine Corsair pilots spent the entire day hauling high explosive bombs, napalm fire bombs and 5-inch rockets to the battle area, each bearing the "compliments of the Corps."

One strike led by 1st Lt. Ray Rieder, USMC, 11725 Cypress ave., Walnut Acres, Orange, Calif., plastered three Red troop concentrations near Kyongsan about 12 miles west of Yongsan. The flyers put a "special" bomb in the center of each concentration until, Lieutenant Rieder said, "there wasn't enough left to expend any more ammunition so we put the remaining load into another troop concentration near the Naktong river."

In another action Capt. Jim English, 31 Laurel st., Somerville, Mass., and Capt. Howard J. Finn, 1422 W. 10th st., Santa Ana, Calif., a former Iowa State College football player, led a flight that flattened three areas in which enemy troops were hiding.

While cruising up the Naktong river valley for the next target, a wooded area known to conceal troops, the low-flying Marines spotted a sandbag bridge one-third extended across the Naktong river. Capt. Jerry Smith of Clifton, Texas, and 1025 Kings Highway, Dallas, Texas, circled and scored a direct hit on the end of the bridge completely demolishing it.

The flight then spaced three more "specials" in the south end, middle and north end of the wooded area, adding several rockets and 20 mm fire for good measure.

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BRONZE STAR AWARDED TO COLONEL WITTY

HEADQUARTERS FAR EAST AIR FORCES, TOKYO--Lt. Gen. George E. Stratemeyer, today awarded the Bronze Star medal to Col. Robert W. Witty, for "exceptional leadership" while commander of the Pohang airfield and the 35th Fighter Bomber Wing.

Colonel Witty, with 36 months service in the Far East Air Forces, was scheduled to return to the United States when the Korean conflict broke out. He volunteered to remain in the theater until additional officers could be rushed from the United States.

"Colonel Witty did a magnificent job in establishing Pohang as an advanced fighter base," General Stratemeyer said at the decoration ceremony.

"When it was decided to close Pohang airfield in order to operate the fighters more effectively from other bases, Colonel Witty again demonstrated his superior military leadership in supervising the safe removal of all Air Force personnel and even heavy equipment and many tons of 500-pound bombs."

Colonel Witty is from Cleveland, Ohio.

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ABOARD A U.S. NAVY SHIP OFF KOREA--Big events on this Navy ship don't always concern the war.

A lady dog, half cocker and half boxer, gave birth to 13 pups.

The dog's owner, a chief boatswain's mate, is puzzled. "So far as I know," he mused, "Katrinka hasn't been ashore for six months."

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TWO CONGRESSMEN ON ACTIVE DUTY

ABOARD A U.S. CARRIER OFF KOREA--Two U.S. Congressmen, Rep. Hugh Scott (R, Pa.) and Rep. Henry J. Latham (R, N.Y.), are serving a short tour of active duty aboard this carrier.

Representative Latham, a lieutenant commander, observed that "being assigned in this area convinces us that things out here are more serious than the people at home think."

Representative Scott, a commander, said that "as the United Nations lose their air bases in Korea, the Navy carrier aviation becomes the payoff. The kids in the fleet know that a lot depends on them."

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Gen Whitney
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GENERAL HEADQUARTERS
FAR EAST COMMAND
Public Information Office

1920
17 August 1950

Immediate Release:

ARMY MEDICAL SERVICE IN KOREA

Maj. Gen Edgar Erskine Hume, Surgeon, FEC, said today that if the rate of recovery for those wounded in Korea continues, the World War II record of six out of every seven wounded patients in U. S. military hospitals being returned to duty will be bettered.

"I have seen medical work from the forward units back through all mobile surgical and evacuation hospitals in Korea to the several station and general hospitals in Japan," General Hume said. "Likewise I have traveled with the wounded by ambulance, hospital train, airplane evacuation and hospital ship. From first-hand knowledge I can report that the care being afforded our wounded men is constantly superior.

"Though our hospitals in Korea and Japan have admitted several thousand wounded patients, the mortality has been so low as to warrant the conclusion that surgical work done therein has been of a very high order.

"Col. Chauncey Dovell is the Chief Surgeon in Korea. Medical Department personnel administer to the wounded on the front lines without immunity to shrapnel or bullets. The casualty rate among the medics is second only to the infantry. They have received their share of decorations for service rendered during the Korean conflict."

The general pointed out that the number of patients admitted to military hospitals does not accurately reflect the number of wounded since a single wounded man is frequently admitted to as many as five hospitals or aid units one after another following his injury.

Comparing the present conflict with the Spanish war, General Hume said that 15 deaths resulted from typhoid fever for every one caused by Spanish weapons in 1898 while in the Korean conflict not one case of that disease has developed although conditions for its spread are present.

Control of intestinal maladies and the low mortality rate among battle casualties indicate careful planning on the part of the medical services, the general pointed out.

Active participation in the Korean war by the U. S. medics began with the evacuation of civilians from Kimpo airfield at Seoul and from the southern ports of Korea. Upon evacuation of Korea, the Medical Department of the Army became immediately concerned with the health of 2,210 persons including Americans, French, British, Chinese and other United Nations men, women, and children.

Although the influx of United Nations refugees from Korea was not expected to constitute an undue health hazard, Eighth Army hospital facilities were alerted. Twenty-six persons, mostly expectant mothers, were given precautionary hospitalization upon their arrival in Japan.

A one-year-old American child who arrived among the first Korean refugees was discovered to have smallpox. Army authorities isolated the child in an Osaka hospital and immediately launched an extensive effort to prevent the spread of the disease. Fellow passengers from the Norwegian ship upon which the tiny patient had traveled were vaccinated, hospital staff members who had been in contact with the child were revaccinated as were Japanese hospital employees.

(more)
(over)

While it was not feasable to quarantine the Korean refugees for the entire incubation period of the disease, suspected contacts were vaccinated, examined and although they were permitted to continue their journey to the United States, medical authorities there were alerted to examine the suspects for the dread disease again upon their arrival. By quick decisive action Army medical authorities prevented a threatened epidemic and limited the disease to its single victim.

As resistance to the surprise North Korean attack was formed, the need for medical supplies in Korea became urgent. At one time the entire medical resources of the United States in Korea consisted of 1st Lt. Robert B. Griffin, MC, who was attached to the Korean Military Advisory Group. After fleeing Seoul on foot and carrying what medical supplies were available in his doctor's kit, Lieutenant Griffin set up shop at Suwon where he rendered treatment to his 100 fellow refugees with whom he had trudged from Seoul.

Writing off medical supplies stockpiled in Seoul as lost to the enemy, Army Medical Supply Services came to the aid of the South Korean forces with emergency supplies which were airlifted. As the relentless pounding from the well prepared North Korean forces continued to force the armies of the Republic of Korea southward, precious medical supplies were lost to the enemy.

As one by one the South Korean towns were gobbled by the hordes from the north, new medical supplies were flown from Japan and medical personnel appeared to render service on behalf of the American troops who were now committed to the fray.

The first contingent of American forces arrived in Korea on the second of July and were in position facing the enemy during the early morning of the third. Medical supplies were waiting when the first casualties arrived via jeep at the medical headquarters.

By July 6 plans were complete for a 400 bed evacuation hospital at Pusan and a 60 bed surgical hospital at Taejon. The following day a medical battalion arrived in the field, collection platoons began their work of bringing in the wounded from the front lines and a system of evacuating the wounded by the rattletrap Korean trains was begun. Although refinements in the method have been instituted since that time, the general pattern remains the same.

Korea's need for medical supplies was as critical as was her need for men, guns, and tanks. An initial supply of medical needs was airlifted to Korea on June 27 and since that time blood plasma, whole blood and all other medical supplies needed there have arrived without interruption. The chain of supply begins in San Francisco and ends only when administered to the patient.

At the outbreak of hostilities HMHS Maine was in the port of Kure giving medical support to the British ships in the Far East. A request from United States officials was quickly answered and the Maine became a hospital ship transporting wounded from Korea.

Formerly an Italian ship which was captured by the British during World War II, the Maine has a bed capacity of 158 with additional space available for ambulatory patients. The ship's surgeon is Capt. T. B. Lynagh who is assisted by six other medical officers. American transports are also operating in the removal of patients from Korea.

Since the bleak day when American medical resources in Korea consisted of a single doctor and his emergency kit, medical strength of the United States on behalf of the United Nations has mushroomed. Units in operation there include veterinary food inspectors, malarial survey and control detachments, collection units, evacuation hospitals, surgical hospitals, supply depots and various supporting units.

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Gen W Kinney
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GENERAL HEADQUARTERS
FAR EAST COMMAND
Public Information Office

1910
17 August 1950

Immediate Release:

NEW TYPE AERIAL ROCKET

Staff
Just four weeks after its development was initiated by Air Force Chief of/ General Hoyt S. Vandenberg, fighter bombers of the Fifth Air Force were using a powerful new type aerial rocket against the North Korean tanks with devastating results.

Although many of the details surrounding the new weapon remain a secret, it can be said that the new weapon is a larger adaptation of the old 5-inch rocket. The new 6-1/2 inch rocket head is longer than the previous one, but is propelled by the same rocket motor and packs a much greater wallop.

The rapid development of the new type rocket came as a result of General Vandenberg's last visit to the Far East Air Forces some six weeks ago when he learned that rockets then in use were having difficulty in stopping the big tanks except in cases where the fighters made a direct hit in a vital spot. At that time, General Vandenberg promised his pilots that they would soon be provided with weapons that would do the job.

The effects of Armed Forces unification stepped into the picture when the Naval Ordnance Test Station at Inyokern, China Lake, Calif., was assigned the job of developing the weapon which General Vandenberg described the need for. Personnel at the Naval Station literally worked night and day on the project and finally conducted highly successful tests of the new weapon.

The first shipment of "hand made" rockets were then flown to the Far East along with a civilian technician from the Naval Test Station and an Air Force officer from the armament laboratory of the Air Materiel Command at Wright-Patterson Air Force Base, Ohio. Within hours after their arrival in Japan, fighters and bombers began launching the hard hitting projectiles against the tough hides of the Red tanks with marked success.

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Gen Whitney
Lee

GENERAL HEADQUARTERS
UNITED NATIONS COMMAND
Public Information Office

1850
17 August 1950

Korean Release No. 266

Supply trains proved to be excellent targets for U.S. Air Force fighter bombers which flew Thursday in support of the ground forces fighting in North Korea.

One train was caught between Sariwan and Kaesong by 1st Lt. Rex Warden, Powell, Wyo., who strafed it with machine gun fire. "I observed good hits on five boxcars, after using rockets in addition to the machine guns," said Lieutenant Warden. He also strafed a warehouse in the area in three passes before completing his F-80 jet mission.

First Lt. Wilbur T. Hutchinson, 609 Miguel ave., Berkeley, Calif., said his element of F-80s spotted two trains and two tank cars parked in a railroad station north of Seoul. Said Lieutenant Hutchinson: "We left the place pretty badly damaged, but the tanks evidently were empty as they didn't burn after we hit them. We made two very satisfactory passes against these targets."

Hutchinson said they continued north along the Han river and saw fishing boats being used to ferry North Korean trucks across the river.

"We strafed and damaged five trucks and an armored car on the west bank and sank one of the fishing boats."

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Gen Whitney
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GENERAL HEADQUARTERS
UNITED NATIONS COMMAND
Public Information Office

1430
17 August 1950

Korean Release No. 265

(Covering period 0000K-2400K, 16 August 1950)

United States Far East Air Forces B-29 Superfortresses and other combat aircraft joined on Aug. 16 in staging the heaviest tactical assault against the North Korean invading forces since Air Force combat operations began in Korea 52 days ago.

Ninety-eight Superforts unloaded more than 850 tons of high explosives on a rectangular target area paralleling the Naktong river for six miles northwest of Waegwan.

The massive aerial attack, one of the intense tactical efforts in the history of air warfare, represented an equivalent of more than 35 tons for each square mile of North Korean-held territory brought under attack.

The B-29s, flying in staggered waves, reached the target beginning at 11:06 a.m. Bombing of individually assigned segments of the target area, a major Korean Communist assembly point for the breakthrough now being attempted in the Waegwan sector, continued until 12:50 p.m.

Following the bomb drops, fighter aircraft of the Fifth Air Force and Royal Australian Air Force continued a steady stream of bombing and strafing attacks on North Korean front line positions.

No final reports have been received on the destruction caused by this effort in direct support of the American and South Korean ground forces fighting to hold back the North Korean advance. However, preliminary reconnaissance and flash reports from fighter airplanes which continued to strike the devastated area in bombing and strafing sweeps indicate that a high degree of accuracy was attained in the bombing patterns.

Combat and support aircraft of the Fifth Air Force, RAAF and a Marine air unit attached to the Far East Air Forces for operational control flew just under 400 sorties during the day. A majority were combat strikes by fighter aircraft directed at North Korean materiel and troop concentrations close behind the lines.

F-80 and F-51 fighters strafed large numbers of troops and supply depots in all sectors of the front. One noteworthy development observed over the past few days remained much in evidence as fighter strikes at schoolhouses and other public buildings continued to reveal their extensive use as troop shelters and supply dumps during the day. One attack on a school building near Yongdok resulted in heavy troop casualties and another school at Songju, evidently being used as an ammunition dump, exploded after rocket strikes.

Damage claims for North Korean materiel brought under attack by fighter aircraft included 8 tanks, 33 trucks and other vehicles, 9 locomotives, 34 boxcars, 3 artillery pieces or gun positions and several warehouses and other buildings used for supply storage.

Fuel dumps, some of them relatively large size, were hit and fired in several areas. Fighters on long-range interdiction flights claimed damage to a supply dump and a grounded Yak-9 at an airfield near Sariwon.

Night operations, conducted mostly by Fifth Air Force B-26 light bombers, hit military targets in 12 towns or cities in North Korean territory. Explosions were set off by bomb drops at Inchon, Sangju and Chonju and truck convoys were successfully attacked near Kumsan and Sangju.

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(over)

B-26s flying medium altitude daylight bombing missions attacked four bridges on routes being utilized by the North Korean forces to move troops and supplies to the front. One bridge, just west of Kumchon, was probably out of commission after the attacks and two others, one mile east of Chonju and 15 miles south of Namwon, were less seriously damaged.

Reconnaissance photography has shown increased North Korean efforts to restore traffic across the Han river at Seoul by using pontoon bridges. One pontoon bridge, destroyed in B-26 attacks, is being repaired and a second is being built under the westernmost railway bridge. The rail bridge, still standing in spite of repeated hits, is not in condition to carry rail traffic but is being used for limited vehicular traffic.

Fifth Air Force cargo aircraft carried more than 170 tons of high priority military equipment and supplies for United Nations forces and 505 passengers to Korea in the course of Wednesday's operations.

No North Korean air opposition was encountered and all our aircraft returned safely to base.

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Gen Whitney
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GENERAL HEADQUARTERS
UNITED NATIONS COMMAND
Public Information Office

Korean release No. 264

1330
17 August 1950

An early daylight enemy attack was launched by Red forces yesterday in an effort to expand the bridgehead across the Naktong river, west of Yongsan. The attack was repulsed by elements of the U.S. 24th Infantry Division, supported by artillery and air. During the late morning hours, another enemy attack was beaten back in the same area without loss of ground. Further north, other elements of the U.S. 24th Infantry Division attacked an enemy pocket in the bend of the river which is south of Tuksong-dong.

In the Waegwan area, counterattacking forces of the U.S. 1st Cavalry Division succeeded in driving the enemy back toward the river. As a result of this attack, Red forces in the area attempted to withdraw across the river. One enemy tank was destroyed in this action.

Elements of the ROK 1st Division attacked to secure commanding positions north of Waegwan. The division gained its objective against weakening Communist resistance. An enemy pocket which had formed in the rear of the ROK 1st Division was eliminated by an operation in which 3 enemy tanks were destroyed, 9 POWs captured and an estimated 180 enemy killed.

The ROK 6th and 8th Divisions sustained attacks by the enemy in the general areas of Changchon and south of Kunwi with a minor loss of ground by the ROK 6th Division.

In the Pohang sector, American forces continued to defend their positions and ROK forces continued their drive on Pohang-dong and Kigye.

On the south flank extensive patrolling operations to front and rear were conducted by the U.S. 25th Infantry Division as defensive positions were organized and improved. Enemy activity was confined to minor probing action by patrols.

Carrier-based planes of the U.S. 7th Fleet struck targets in support of United Nations ground forces. These operations included attack of troop concentrations at Kigye and northeast of Pohang-dong, attack on communications targets in the Chechon-Andong-Hamchang areas. A large troop concentration at Pihaksan was bombed, rocketed and strafed. In addition, naval aircraft provided close support of ground elements in the Chinju-Sachon area.

Fighter sorties were flown by the U.S. 5th Air Force on bombing, strafing and special missions in the Waegwan, Pyongtaek, Sangju and Chinju areas. Preliminary strike reports indicate the following were destroyed or damaged; 1 tank, 21 vehicles, 12 boats, 9 locomotives, 32 boxcars. Excellent bomb patterns were obtained in the area target northwest of Waegwan which was attacked by B-29s yesterday. Detailed reports of results are not yet available.

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GENERAL HEADQUARTERS
UNITED NATIONS COMMAND
Public Information Office

Gen Willoughby
Sect

1220
17 August 1950

Korean Release No. 263

Carrier based Navy pilots of Task Force 77 yesterday raked the eastern half of Korea between the 36th and 38th parallels, taking a heavy toll of transformer stations, bivouac areas, troop concentrations, bridges and trucks.

The heavily armed Skyraiders, Corsairs and jet Panthers destroyed four transformer stations and damaged two. One power station was destroyed and three were damaged. Three bridges were knocked out and five were damaged.

A total of 34 trucks were destroyed and 26 were damaged. Eight troop concentrations and bivouac areas were destroyed and fifteen were damaged. Four trains in tunnels were rocketed. The marshalling yards at Samchok were heavily hit. A hydroelectric plant at Tangyang was destroyed and large fires were started in coal yards there. One locomotive and four boxcars were destroyed and one locomotive and 20 boxcars were damaged.

Three supply dumps and three military warehouses were heavily hit. One field piece, one tank and two ammunition carriers were destroyed. Five artillery pieces were damaged. One fuel dump was blown up.

The carrier-based pilots flew a total of 182 sorties during the daylight attacks.

A British cruiser operating on the west coast of Korea bombarded and heavily damaged a factory near Kunsan. The firing was accomplished with the benefit of aerial spotting.

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Gen. Whitney
Sec'y

GENERAL HEADQUARTERS
UNITED NATIONS COMMAND
Public Information Office

1900
16 August 1950

Korean Release No. 262

Directed by target spotters flying in T-6 observation planes, U.S. Air Force F-80 jet fighters hit targets northwest of Waegwan and the Inchon harbor Wednesday, Aug. 16. During the day B-26 light bombers also bombed an underwater bridge near Waegwan, a highway bridge near Chongju, and strafed trucks, horsecarts and other vehicles in the Chongju area.

When the air controller reported small arms fire coming from one building near Waegwan, 1st Lt. Richard D. Moore, 28, New York City, and other airplanes in his flight launched a strafing attack on the building. "With a few passes, we knocked off the camouflage, and there was a tank which had been well hidden beside the house," Lieutenant Moore said as he told of leaving the building and tank in flames.

After attacking six small boats near the shore in the Inchon harbor, leaving three of four burning, 1st Lt. Walter G. Center, 26, Clinton Park, Rensselaer, New York, said, "As we came off of the water, my flight leader set fire to a warehouse in the dock area with his first rocket pass. We then worked over the marshalling yards nearby, hitting boxcars and tank cars."

Following similar attacks by the night flying Invaders Tuesday night, B-26s today reported excellent results in attacks on bridges and convoys in the Chongju area. One truck was definitely destroyed and several vehicles left burning, while the damage to the highway and railroad bridges has not been determined.

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GENERAL HEADQUARTERS
FAR EAST COMMAND
Public Information Office

17.20
16 August 1950

Korean Release No. 261

Ninety-nine U.S. Far East Air Force B-29s today struck the heaviest concerted blow of the Korean conflict when they dropped more than 850 tons of instantaneously fused 500-pound bombs in a 3-1/2 by 7-1/2 mile area northwest of Waegwan in direct support of United Nations ground forces, Lt. Gen. George E. Stratemeyer, FEAF Commander, announced this afternoon.

As many as four and perhaps even six North Korean divisions, including armor, were believed to be in the area which received this massive air blow, an Army spokesman declared.

Ninety-eight Superforts participated in the bombing which was coordinated by Maj. Gen. Emmett O'Donnell Jr. from his combined weather airplane and aerial command post, the 99th B-29 participating in the operation.

All bombing was done visually and all bombs were released on carefully selected aiming points in the 26 square miles. Superforts from Okinawa bases rendezvoused with other B-29s from Japan bases at a point south of the Korean peninsula and began their run into the target area from south to north. There were 500-pound bombs dropped every 150 feet from each of the B-29s, first on aiming points in the northern section of the target and progressing gradually southward by later airplanes.

UN troops were well east of the Naktong river line which served as the eastern visual boundary of the target.

Weather was excellent with only a few scattered clouds and a slight amount of haze which did not affect the bombing.

Fifth Air Force fighters began sweeping the devastated area immediately after the last B-29 dropped its bombs about 1 p.m. Tokyo time. The first bombs fell at 10:50 a.m. and continued for about two hours and ten minutes.

A detailed evaluation of the effect of the bombing will await operations analysts' inspection of strike and post-strike photographs.

Neither enemy flak nor fighters opposed the aerial operations.

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Immediate Release:

An Irish Texan is giving the Flying Dutchman a run for fame. He is 1st Lt. Lynn E. Garner of Dallas, Texas, the Flying Postman of Far East Air Forces' first Air Postal Squadron.

As welcome a sight to the troops as Santa flying his sleigh, Lieutenant Garner and his mail aircraft appear on regular schedules at air bases in Korea bearing gifts of mail and packages from home, plus copies of the Pacific Stars and Stripes.

The first postman in the history of the services to fly the mail in and out of besieged territory, Lieutenant Garner celebrated his first day as aerial mail carrier by delivering 16,000 pounds of mail to Korea to the service and civilian personnel in the combat area.

Mail from the United States is sorted in Japan on one day and is in the hands of the men in Korea the next. On the return trip the outgoing letters are piled aboard the flying post office to be posted in Japan.

"Best postal duty I ever had," smiles Garner. "I'm sure even Kris Kringle's welcome is no warmer than mine."

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(over)

PILOT FLIES BURNING AIRPLANE 200 MILES

It took more than a burning airplane and a crash-landing to keep a U.S. Air Force jet fighter pilot from attending his daughter's third birthday party. Capt. Vern F. Peterson, 30, of 11 Waller court, New London, Conn., was present for the candle-lighting after flying his blazing F-80 from Korea for a wheels-up landing in Japan.

While leading a flight of F-80 fighters in an attack on a marshalling yard northwest of Taegu, Peterson's airplane was hit in the right wing by flak. As he pulled out of the target area, he saw that there was a large hole in that wing and flames were starting to spurt from it.

Climbing for altitude and heading for home, Peterson jettisoned his canopy in preparation for a bail-out. Though the flames covered the entire wing and were licking at the fuselage, he made the 200 miles back to his base.

"The wing was completely burned out and the control cables were burned through," Captain Peterson said after he had inspected the damage to his aircraft. "My wingman stayed with me on the way in and alerted the Air Rescue Service and the crash crews here, so I wasn't worried too much about leaving it."

This mission was the 45th Peterson has flown over Korea. During World War II he was awarded the Distinguished Flying Cross for rescuing a B-29 crew under Japanese gunfire. At that time he was serving with an Air Rescue unit based at Iwo Jima.

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GENERAL HEADQUARTERS
FAR EAST COMMAND
Public Information Office

1335
16 August 1950

Korean Release No. 260
(Covering period 0000K-2400K, 15 August 1950)

U.S. Far East Air Forces and Royal Australian Air Force aircraft continued to whittle down effective North Korean ground strength with concentrated strategic and tactical attacks on Aug. 15.

Although facing poor weather conditions in the hill country of the southern battle fronts, fighters staged nearly 300 sorties in direct support of the United Nations troops on the ground. Flying under the direction of Air Force forward controllers, the fighters worked close to the Red front lines while attacking a wide variety of targets.

Fifth Air Force F-80 and F-51 fighters put at least five North Korean tanks out of action during the 51st day of continuous Air Force operations. Successful attacks were made on tanks which had penetrated inside the South Korean lines 25 miles north of Taegu at Kunwi. Two tanks were knocked out with rockets in the course of an air-ground cooperative effort to turn back a minor Communist offensive in the Waegwan sector.

Other Communist materiel brought under attack and damaged included 42 trucks and vehicles, two locomotives, 23 boxcars, two barges and 13 artillery pieces or gun emplacements. Twenty oxcarts being used to carry military supplies in the Chinju area were strafed and destroyed.

One small bridge was made unusable and three others were damaged by fighters in the Waegwan area, and fuel, supply or ammunition dumps were fired in several sectors.

North Korean troop casualties from fighter action were high. F-51s scored three direct hits with 500-pound bombs on buildings at Angang-ni, eight miles southwest of Pohang-dong, which were being used as troop shelters.

Strafing or bombing attacks on troop concentrations were also carried out successfully at Waegwan, Sinban-ni, Yongsan and in many other towns and villages along the Naktong river and to the north.

FEAF Bomber Command Superfortresses and Fifth Air Force B-26 light bombers attacked and damaged more than five bridges north and south of the 38th parallel.

Red air opposition to the highly successful bombing of transport, communications and industrial installations north of the 38th parallel made its first appearance since July 21, when a B-29 was attacked by a single-engine fighter. The fighter, identified as an La-5, made two or three passes at the Superfortress but broke off the engagement after the Superfort tail gunner fired some 100 rounds. The North Korean fighter was believed not damaged.

Seven other single-engine fighters of a similar type were observed by other Superfortresses but they did not attack.

Effective night intruder attacks were made on convoys, supply distribution centers and other targets in the communication-transportation complex south of the 38th parallel.

Troop convoys north and west of Chungju and a convoy moving from Taejon to Kumchon were hit in B-26 night intruder bombing and strafing attacks.

Military targets in several lighted towns, including Chonju, Koksong, Suwon, Sunchon, Seoul, Kunsan and Chonan, were attacked at night. Two large explosions were observed after a bomb drop on a target at Seoul with resulting fires.

Fifth Air Force cargo aircraft carried more than 58 tons of priority military supplies and equipment for United Nations forces and a total of 444 passengers to Korean bases during the day.

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