

KOREAN WAR PROJECT

1ST MARINE AIR WING - HISTORICAL DIARY 3 - INTELLIGENCE SUMMARY - JUNE 1952

Korean War

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3. Non-Vehicular Damage Assessment (Continued)

<u>SIGHTINGS</u>	<u>COORDINATES</u>	<u>DEST</u>	<u>DAM</u>
Bunkers	DT 2546, BS 9289, BS 9290, DT 0543, CT 3441, CT 0708, CT 0707, DT 0244, DT 3558, DT 3552, DT 3663, DT 3958	36	1
Troops	DT 2546, CT 0708, CT 0707, CT 0608, DT 3663	12 KIA	
AW Positions	CT 0708, CT 0707, CT 0608, DT 3558, DT 3552	4	

4. Vehicle Damage Assessment (Period Ending 01/2000/I)

TOTAL SIGHTINGS: Undetermined

TOTAL DESTROYED: 13 (Correction to previous report, No. 153)

5. Enemy Air Activity (Period 31/1500/I - 01/1500/I)

An estimated total of 46 MIGs were observed on 31 May 1952 (morning 46; afternoon negative). Of the total, 13 were observed (10 encountered) by eight F-86s; two MIGs destroyed. The balance of 33 MIGs were observed (31 encountered) by 18 F-51s. Claims: one MIG damaged and additional claims pending film assessment; one F-51 was lost and one received major damage.

6. Air Encounters

At 2345, 29 May, vicinity of XO 8686 a B-26 at 7,500 feet heading 177 degree at 200 MPH IAS observed a single engine unidentified aircraft at approximately the same altitude, heading 177 degree, estimated airspeed 230 MPH. Unidentified aircraft gained on friendly and closed to within about 700 feet directly behind friendly. Friendly made several turns with unidentified following through the turns. Friendly observed unidentified's exhaust stacks emitting a bluish yellow flame. Unidentified had rounded wingtips and was believed to be a single inlined engine aircraft. The propeller had a spinner type hub. The aircraft was identified as an enemy aircraft and thought to be a YAK-9. Friendly fired 40 rounds of 50 caliber API at enemy aircraft. Firing did not seem to frighten enemy aircraft. Weather at the time was eight-tenths broken clouds, tops at 6,000 feet. Enemy aircraft slowly descended into the cloud layer and friendly aircraft, taking evasive action also descended in the cloud layer.

D/I Comment: This enemy aircraft had the characteristics of a YAK-9 and was probably that type of enemy aircraft.

At 310345/I, vicinity CT 3510, one F-94 intercepted and sighted visually an unidentified object. The F-94 was vectored to the object at 8,000 radar contact, the object was observed by guards on duty at the station. The F-94 using after-burner traded quartering head-on passes with the object with neither able to get astern of the other. Lufbery maneuvers then ensued to 30,000 feet where more passes were exchanged for a few minutes. Bogie then increased his speed to 400 knots and when last seen was heading 045 degrees at 450 knots. Encounter lasted 10 minutes during which contact was maintained due to a brilliant white light from the bogie.

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3. Non-Vehicular Damage Assessment (Continued)

<u>SIGHTINGS</u>	<u>COORDINATES</u>	<u>DEST</u>	<u>DAI</u>
Boxcars	OT 5591		5

4. Vehicle Damage Assessment (Period Ending 03/000/I)

TOTAL SIGHTINGS: 85
TOTAL DESTROYED: 2

5. Enemy Air Activity: Negative report.

6. Air Sightings of Enemy Aircraft:

From 0245 to 0300, 2 June, vicinity of YD 3085 a B-26 at 6000 feet observed unidentified aircraft at 2500 feet, about 5 minutes later friendly saw the unidentified again below friendly. Because of altitude, speed, and general behavior, unidentified believed to be conventional type fighter aircraft. Friendly left target area and proceeded south to Point Oboc where unidentified aircraft made non-firing pass on friendly from 7:00 o'clock high. Friendly evaded and descended into under cast. Pilot felt both unidentified aircraft were one and the same.

D/I Comment: The enemy aircraft that made the non-firing pass was probably a YAK-9. From the entire account, it appeared that the enemy aircraft first sighted in YD area followed the B-26 south and was the same aircraft that made the non-firing pass in vicinity of Pt. Oboc.

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3. Non-vehicular Damaged Assessment (Period Ending 10/2000/I)

<u>SIGHTINGS</u>	<u>COORDINATES</u>	<u>DEST</u>	<u>DAM</u>
Railroads	YD-6256, BT-6154, BT-6251, BT-5255, BT-5355, YG-5160, BT-4557, BT-4756		17 cuts
Buildings	YG-3445, BT-3802	2	
Highway Bridge	YG-3850	1	

4. Vehicular Damage Assessment (Period Ending 10/0900/I)

SIGHTINGS: 24 (Night)
DESTROYED: 2 (Night)

5. Enemy Air Activity (Period Ending 10/1500/I)

At 08/2307/I above YD 2050, a B-26 observed an U/D aircraft with one white light on each wing. Three minutes later at 2310/I, same B-26 observed another U/D aircraft at YD 3251. Friendly reported seeing a good silhouette and tentatively identified the aircraft as a single engine aircraft with a white running light on each wing.

At 08/2306/I above YD 0562 a B-26 observed an U/D aircraft that remained on friendly's tail for one minute, coming low within 300 yards of friendly. White tip lights were the only visible characteristics.

D/I Comment: Although the above three sightings occurred less than 20 miles from each other and within a period of four minutes, headings of the unidentifieds were such that it is not likely any of them were the same aircraft. Although several other friendly B-26s were patrolling the same area during this time, the sightings of white wing lights in each case reduces the probability that unidentifieds were other friendlies, particularly in the case of the single engine aircraft silhouette. These were possibly three different enemy aircraft.

At 10/0002/I over YD 1260, a B-26 observed an U/D aircraft silhouetted against the moon and believed it to be a PE-2 or 3. It was reported as a twin engine aircraft with twin rudders and estimated speed of 300 MPH.

D/I Comment: No PE-2 or 3 aircraft have been reported previously in Korea, and the estimated 300 MPH airspeed of unidentified is above the top speed of either of these aircraft. TU-2 aircraft, similar in appearance to the PE-2 and 3 but capable of greater speeds have previously been observed over Korea. This sighting was probably a TU-2.

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2. Flak (Period Ending 20/2000/I)

TIME	LOC	A/C	TYPE	MSN	SQD	TYPE FIRE	ALT	DAM	LOST
1030	CT 3856	8 F9F	I/D	311		AW	1000	Neg	Neg
1428	CT 3856	4 F9F	I/D	115		SA	Unk	Neg	Neg
1442	CT 9575	4 F9F	I/D	115		AW	7000	1 Minor	Neg
1050	BT 9710	4 AD-2	C/S	121		SA	Unk	Neg	Neg
1000	CT 5505	8 AD-2	I/D	121		AW	Unk	Neg	Neg
1448	CT 2837	3 F4U	C/S	212		AW	2000	Neg	Neg
1528	DT 1673	8 F9F	I/D	311		AW	Unk	Neg	Neg
1529	CT 0912	5 F4U	C/S	212		AW	1000	1 Minor	Neg
1125	CT 8054	7 F4U	C/S	212		SA	Unk	1 Minor	Neg
1830	CT 1926	4 AD-2	C/S	121		AW	6000	Neg	Neg
1835	CT 1926	4 AD-2	C/S	121		AW	3000	Neg	Neg

3. Non-Vehicular Damage Assessment (Period Ending 20/2000/I)

SIGHTINGS	COORDINATES	DEST	PROB DEST	DAM
Mortar Positions	CT 0105	2		
Artillery Pieces	BT 9710		3	
Bunkers	CT 2837, CT 0933, BT 9995	8		2
AW position	CT 2738	1		
Road Bridges	BT 4802, YE 2311	1		1
Railroad	BT 4802			1 Cat
Buildings	CT 3856, DT 0963, DT 1672, YE 2311, YE 4323, YE 1536, YE 1742	11		
Tunnel	CT 8054	1		

4. Vehicle Damage Assessment (Period Ending 20/0800/I)

TOTAL SIGHTINGS: 1 (All Night)
TOTAL DESTROYED: 1 (All Night)

5. Enemy Air Activity (period ending 201500/I)

Between 200630/I and 201200/I, 60 F-86 sorties north of the Chongchon river observed or encountered 42 MIGs and six LA-9s. Claims: Two LA-9s destroyed and two damaged. Negative friendly damage. First light reconnaissance revealed 48 swept-wing aircraft on An-Tung, 38 on Ta-Tung-Kou and 40 on Ta-Ku-Shan.

6. Air Sightings of Enemy Aircraft:

a. At 180100/I an F-94 was vectored to intercept an unidentified aircraft. Radar contact was made at 7,000 yards over BT 9072.

D/I COMMENT: No friendly aircraft were known to be in this area at the time. Unidentified was probably an enemy aircraft.

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b. At 172329/I over YC 3065, a B-26 observed an unidentified displaying a large, bright orange light. Friendly was at 7,500 feet altitude.

D/I COMMENT: Another B-26 was in the vicinity at this time, but it was at a lower altitude and would not be showing an orange light. This was probably an enemy aircraft.

c. At 182328/I, an F-94 picked up an unidentified aircraft visually over CT 3713 at 15,000 feet altitude.

D/I COMMENT: This was probably an enemy jet aircraft. The F-94 crew believed the aircraft attained jet speeds during the contact.

7. Miscellaneous Intelligence Factors:

a. Five (5) aircraft from VMF-212, while on a close air support mission over CT 091129 at 1503/I, observed an oval shaped white or silver colored object, estimated to be 10 to 20 feet in diameter. There was no sign of exhaust gasses observed, nor could a shadow from the object be seen on the ground. The visibility during this sighting was 15-20 miles and it was sighted from 5,000 feet altitude and about 2 miles away. The altitude of the object was estimated at less than 1000 feet. The object approached from the south and made a 530 degree orbit to the left over CT 091129 and retired due east and was lost from sight over CT 120118 at 1504/I. The object was estimated to be traveling at a speed of 1000 miles per hour.

b. Additional and correcting information to paragraph 7b, of the 5th AF DIS No. 39, of 14 June 1952: Further information has been received concerning the attack on B-29s on the night of 10-11 June 52. Assessment of the major damage to one B-29 and re-interrogation of the crews indicate that the projectiles fired at the friendlies were 23mm and possibly 37mm ammunition and not rockets, as previously reported. The damaged B-29 was struck by 23mm projectiles. The air bursts observed by the crew are believed to have been 37mm projectiles with self-destroying fuses. SOURCE: FEAF INTSUM 722, of 18 June 52. (5TH AF DIS No. 45 of 20 June 52).

8. Enemy Air Capabilities:

a. Possible Courses of Enemy Air Action:

(1) Maintain present active defensive combat patrol, chiefly between the Yalu and Chong Chon Rivers.

(2) Extend active defense operations over all Communist-held territory in Korea.

(3) Initiate offensive action against UN troops and installations both on the ground of friendly-held Korea and on the waters surrounding Korea.

b. Probable Course of Enemy Air Action:

(1) Aggressively defend the area between the Yalu and Chong Chon Rivers

(2) Continue night air operations over Communist-held territory of Korea to improve the efficiency of his GCI equipment and to harass UN night air operations.

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