

Good afternoon gentlemen warriors:

On June 25, 1950 the United States Military and the United Nations had no idea just how overwhelming the North Korean Invasion of South Korea would be. It was a total surprise to the entire world. The North Korean Military “struck like a cobra,” said General MacArthur and from that time on the war was continuous until the cease fire order was issued. on the 27th of July 1953. Many experiences can be told concerning events during that time, and this is mine.

My name is Gerald G. Brown. I am 85 years old and was born in Eau Claire, Wisconsin. My wife and I have resided in Texas for approximately 40 years.. I graduated from high school on June 5, 1950 and on October 21, 1950 left for basic training in the United States Air Force at Lackland Air Force Base.

Upon completion of basic training, I was assigned to Kessler Air Force Base for training as an AC/W Radar Operator. After completing tech school in February 1951, I was assigned to the 30th Air Division located in Michigan, at Oscoda Air Force Base originally and then relocated to new facilities at Port Austin, Michigan. Remember the cold war was on, and we monitored all aircraft that entered or left our area with a fighter interceptor wing as backup.

However, on August of 1952, an unusual request for senior radar operators for duty in Korea was issued. I volunteered along with 9 other airman from the 30th and we arrived in Japan on December 31, 1952. We spent Christmas on a troop ship, a sad time to be away from home. We were assigned to Johnson Air Force Base for training as ground to air, aircraft controllers and trained in the art of Ground Control Intercept, including flying lessons. Upon graduation, all ten of us were assigned to Japan or Korean Radar sites. I drew a site in Japan and to this day I do not know where all my classmates ended up.

I spent a total of 20 months there. And during the war, on duty 24/7 protecting our air space between Korea and Japan. I also monitored the evening bomber string of B29's to Korea. If one had mechanical problems, I as controller would vector the B29 off shore to the Pacific Ocean to locate a drop area for their bomb load and then vector the B29 back to base. Also, I had some air sea rescue missions for A/C Escort Service to Tokyo.

All AC/W sites were considered one group w/no address. So when one site was alerted all sites were alerted. We were alerted when bed check Charlie showed up or other enemy aircraft threatened our network. We had Japanese guards on duty 24/7 and when the alert sounded. First off, all lights were turned off, you had to dress if in bed, pick up helmet, belt, rifle, and run to assigned locations. “Utter Chaos” I had to report to radar ops and every time the guard would shout “Halto” as I was running to Radar ops, and at the same time shove a bullet in his weapon, “I mean you“, you went from 60 to 0, a complete stop in one second. Then he would come out of the darkness, check you out with a flashlight and with a big smile say, “Oh Sergeant Brown, San ok” every time, and there were many times.

Because we were isolated, we had to use our own transportation to the rail head and on one trip truck cover hit a tree limb and this huge snake fell into the truck bed. I don't even think I need to discuss that event with you. It was frightful yet hilarious.