

Joe Miles' Korean War Experiences

Joe Miles gave an excellent presentation about his experiences in the Korean War (25 June 1950 – 27 July 1953) with the P-51D Mustang. As for his aviation beginnings, he graduated from Harlem High School in 1943. He then volunteered for the



Joe first checked out in an F-80 but they had limited range.

draft and was in the aviation Cadet program – class of '45. During World War II he saw no combat action -- He took flight training in March of 1945 in preparation for the invasion of Japan. In 1948 he was in the 35th Fighter Group which intercepted aircraft near General MacArthur's headquarters in Tokyo, Japan. Joe said "Anyone coming to the Tokyo area had to meet him." He said he had just checked out in an F-80 jet fighter when the Korean War started. The USAF found out that the F-80 could not be used from outlying areas because it did not have enough fuel. Moreover, the P-51 was able to land on shorter runways. Joe was in the 40th fighter squadron during the five months



when he flew 100 combat missions – actually 101 combat missions since the custom was to take an extra combat mission just in case the "count" was incorrect. He stayed in Korea with the P-51 until the F-80s and F-86 Sabre jets were able to be used on longer airfields being constructed on Korean soil.

The most interesting part of Joe's presentation was the question and answer session. He said that the P-51 had a torque problem but nothing he couldn't handle. It had bad visibility to the ground and the cockpit was always hot. It was a noisy plane. It had an exposed radiator and coolant system so was susceptible to small arms fire when flying low. That's why he did not like rocket runs since the enemy would fire at him. He preferred machine gun runs and especially napalm runs when everyone below would crouch down in their trenches and not fire at him. He said, "We loved napalm!" The 50 caliber machine guns were used in only 3-5 second bursts otherwise they would overheat. Most of his attacks were over North Korea. He did lose one P-51 which was hit by his own rocket parts during a rocket run. The rocket pieces hit his coolant system. The ejection seat did not work so he "dove from the wing" and parachuted at about 1500' AGL. Army Rangers picked him up. The only way to handle T-34 tanks was dive bombing them with 500 pound bombs. He would dive from



Photo of a P-51 dropping napalm over North Korea. Perhaps it was Joe's?

about 15,000 feet to 2500 feet and his body sustained about 3-3.5 Gs. At 10,000 feet he would be flying about 410-420 mph. In closing, Joe Miles said that Korea was a "bloody, dirty war."

EAA 172 WEBSITE, NEWSLETTER UPDATE

For the past 16 years one section of our EAA 172 Website has been the reporting of the **Meeting Minutes**. Note that all those 16 years of the **Minutes**, as well as the calendar events and other features, are available on that [Website](#). Ours is the only EAA Website to do this.

Starting in May, 2009, a link showing the front page of the newsletter was inserted after the month's Minutes. Then, links to some of the pages of the printed newsletter were offered, expanding to links to the entire newsletter by the end of 2009 (in **living color** and with additional material). The first e-mailed **Pea Patch Post** was the [February, 2010](#), issue. In 2010, to save on postage and printing costs, the reduction of the quantity of printed newsletters began, with members choosing whether to receive only the Internet based e-mailed version instead of the printed version. This was finalized by the [EAA 172 Board in April, 2010](#). Now, only 50 rather than the former 160 newsletters are printed, copied, and USPS mailed, mainly to those without reliable Internet access. All active members with e-mail addresses receive the e-mailed **Pea Patch Post** version. The result is a savings of well over \$1500 a year for our club as shown in the 2011 Financial Report you received this month.



Since the Minutes Webpage, formerly called **EAA 172 Meeting Minutes**, has morphed to including the entire newsletter – *only added the day before the next meeting since paid members received the newsletter several days earlier* -- it is now called **EAA 172 Newsletter & Meeting Minutes**. You can access it directly by typing eaa172newsletter.jcmservices.net into your Web browser top window.

EAA REORGANIZES ... FIRES MANY, REHIRES SOME

On January 12th, Rod Hightower, the president of the Experimental Aircraft Association, announced a large-scale reorganization in Oshkosh. Hightower said that EAA was looking to "strengthen our organization in several key areas to



more effectively meet the needs of our members, donors and aviators." Some who reportedly lost their jobs are high-profile staffers, including award-winning EAA photographer Jim Koepnick, regarded as one of the best aerial photographers in the business, Steve Buss, who ran the remarkably successful Young Eagles



Rod Hightower and Paul Poberezny

program, talented video chief Rob McAllister, and Adam Smith, who was formerly in charge of AirVenture and membership. EAA also reportedly eliminated its electronic publications department. According to one former EAA employee, around half of the positions will be restaffed. One of those is the director of EAA's outreach programs, which will now be filled by Jeff Skiles of Miracle on the Hudson fame. EAA spokesman Dick Knapinski said that "in the ballpark" of 30 employees got their pink slips. All were offered severance packages and other assistance, he said. He also stressed that the changes were made to move the organization forward to better serve EAA's members and that they were not made as a cost-cutting measure. (Information adapted from multiple sources January 13-14, 2012, including AOPA *ePilot* and *Flying* e-magazine)

The complete January 16th letter from EAA to the membership is included in this newsletter.

There is also a video about the reorganization: [EAA reorganization](#).

MODIFICATION OF THE EAA 172 CALENDAR

At the January 14, 2011, Board meeting, the date for the O.B. Brown Memorial Fly-in was changed from May to June. This was done to avoid scheduling difficulties with Mother's Day, as well as school districts' changes in graduation dates.

For May the entry now reads:

May 12 – Saturday: Club Meeting. Food at 12:30 PM at the Pea Patch Aerodrome.

For June, the entry now reads:

June 9 - Saturday: EAA 172 O.B. Brown Memorial Fly-in, Wrens airport.

The complete updated calendar can be downloaded from the EAA 172 Website or by typing: jcmservices.net/EAA172calendar2012.PDF into your Web browser top window.

EAA 172 expresses its condolences to member Bob Rhodes upon the death of his brother, Cecil. W. C. Cecil Rhodes, 84 of Delhi Rd., died Sat., Jan. 21, 2011 at VA Medical Center, Augusta. Funeral services were held on Tuesday, Jan. 24th at Beulah Baptist Church with Rev. Johnny Griffith officiating. Interment with Masonic Rites followed in the church cemetery.