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LOCKPORT, TX 75361  
04 MAY 2010 PM 2:11



Dear Bill,

I know you will be surprised to hear from me. Knowing that you and other did so much to played honor to Walter S. King.....I feel that you would enjoy reading these papers I'm sending. On March 20, 2010, my son, Walter, daughters Glenda, Jena and I attended a meeting of MIA(KIA) in San Antonio, Texas. The meeting was very informational with many(at least 200 or more) attending. We have no hope finding the remains of Walter to bring back to American, nor do we want to. There are many they have found and brought back to their loved ones to give them a closure. We are happy for them. We are proud the MIA team does not forgot and keep families in touch. I have been receiving letters for years of these meeting but didn't care to attend or they were not near me. They did so some DNA testing of us and letters that Walter had written to Hub and Alvin. ~~I feel much better about attending the meeting, knowing that Hub and Alvin would have been with us if they were alive.~~

Thanks again for all the time and work you and the other service men did to bring about the Memorial Service for Walter.

Sincerely,

Fay Marie



**Walter Syler King**  
**Lieutenant Colonel**  
U.S. Air Force



**Personal Information:** Lieutenant Colonel (LtCol) Walter Syler King, service number 10086A, was a senior pilot assigned to 13<sup>th</sup> Bomb Squadron, 3<sup>rd</sup> Bomb Wing, Fifth Air Force. He was initially listed as missing in action (MIA) in a B-26 on 21 February 1951. Absent evidence of continued survival the Air Force changed his status to killed in action (KIA) and issued a statement of death on 7 February 1952. His name does not appear on the "Johnnie Johnson List" or in the "MIA, Captivity" report compiled from returning Prisoners of War<sup>1</sup> (POW). Field Search Case 0130A

**Circumstances of Loss:** LtCol King departed Itazuke Air Base (AB) (Japan) at 0818-I (Korea time) on 26 January 1951 aboard a B-26<sup>2</sup> "Invader," tail number 44-34297A, using the call-sign "Duncan Able 01." LtCol King was flying as senior pilot in the lead aircraft and commander of the flight of four B-26s. The briefed mission was a daylight "skip" bombing operation on a target in the area of map reference (mr) BV 9897, west of a small village named Unsong-nodongjagu.

**Analyst Note:** Skip bombing is a technique normally used against fortified bunkers or tunnels. The bomb is dropped from a low altitude in front of the doors of a bunker in hopes of skipping it across the ground much like skipping rocks across a lake. The intent is to skip the weapon into the entrance of the target allowing it to explode inside or at least sealing up the entrance with the enemy trapped inside.

The original target area was reached without incident, but because of adverse weather the flight proceeded to a secondary target near the city of Wonsan on the east coast of Korea. The flight reached its secondary target area at approximately 1100. Proceeding south, the flight broke up into groups of two. LtCol King and his wing man each dropped one bomb on the town of Kosong. About 3 miles south of town, LtCol King began an attack on a small bridge at mr DT 3085. The bomb failed to detonate, skipping off the bridge and into a field without exploding; his wingman had the same results. On the second pass, while flying about 50 feet above the ground, a 1000-pound bomb exploded as it exited the bomb bay. The aircraft exploded in midair and immediately broke up as it impacted the ground. The three remaining B-26s made several low-level passes over the area observing no signs of life.

<sup>1</sup> The "Johnnie Johnson List" was compiled by Army SGT Wayne A. "Johnnie" Johnson, who was captured in July 1950 and repatriated in August 1953. His list had nearly 500 names, of the so-called "Tiger Group" (mostly from 24<sup>th</sup> Infantry Division) who were captured early in the war. The men on this list died at or en route to North Korean POW camps. The "MIA, Captivity" report was created from the debriefings of almost every POW who returned to military control during Operation Little Switch (some gaps) and Operation Big Switch (pretty complete). They were asked to review MIA rosters and to point out everyone whom they remembered as POWs, or whose loss they recalled just prior to capture.

<sup>2</sup> The B-26 Invader was a twin-engine light/medium bomber. The normal crew of three consisted of the Pilot, Navigator-Bombardier, and Gunner/Flight Engineer. The Pilot and Navigator rode in the front of the aircraft on the flight deck while the Radio/Shoran Operator or Gunner sat in a rear compartment separated by the bomb bay. To abandon a stricken aircraft, the Pilot and the Navigator had to open the hinged overhead Plexiglas and throw themselves into the air stream between the two turning props, hoping to avoid vertical tail surfaces while being swept back. The Gunner or Radio Operator exited the aircraft through an emergency hatch. After clearing the aircraft, they manually opened their parachutes by pulling the "D" ring on the harness.



**Walter Syler King**  
**Lieutenant Colonel**  
U.S. Air Force



After examining the facts and circumstances of this loss, the Air Force concluded that no reasonable possibility existed for LtCol King and crew to have survived the loss of their aircraft, and their status was changed from MIA to KIA. Additionally, DPMO has no information to indicate they were seen at any hospital or POW handling point, nor was he mentioned by returning POWs as having been heard of in the POW system.

**Continuing Efforts:** In an effort to achieve the fullest possible accounting of missing U.S. servicemen, DPMO and the Joint POW/MIA Accounting Command (JPAC), formerly the Army's Central Identification Laboratory, Hawaii (CILHI), have negotiated with the government of North Korea for access to crash sites, battlefields, and prison camp cemeteries.

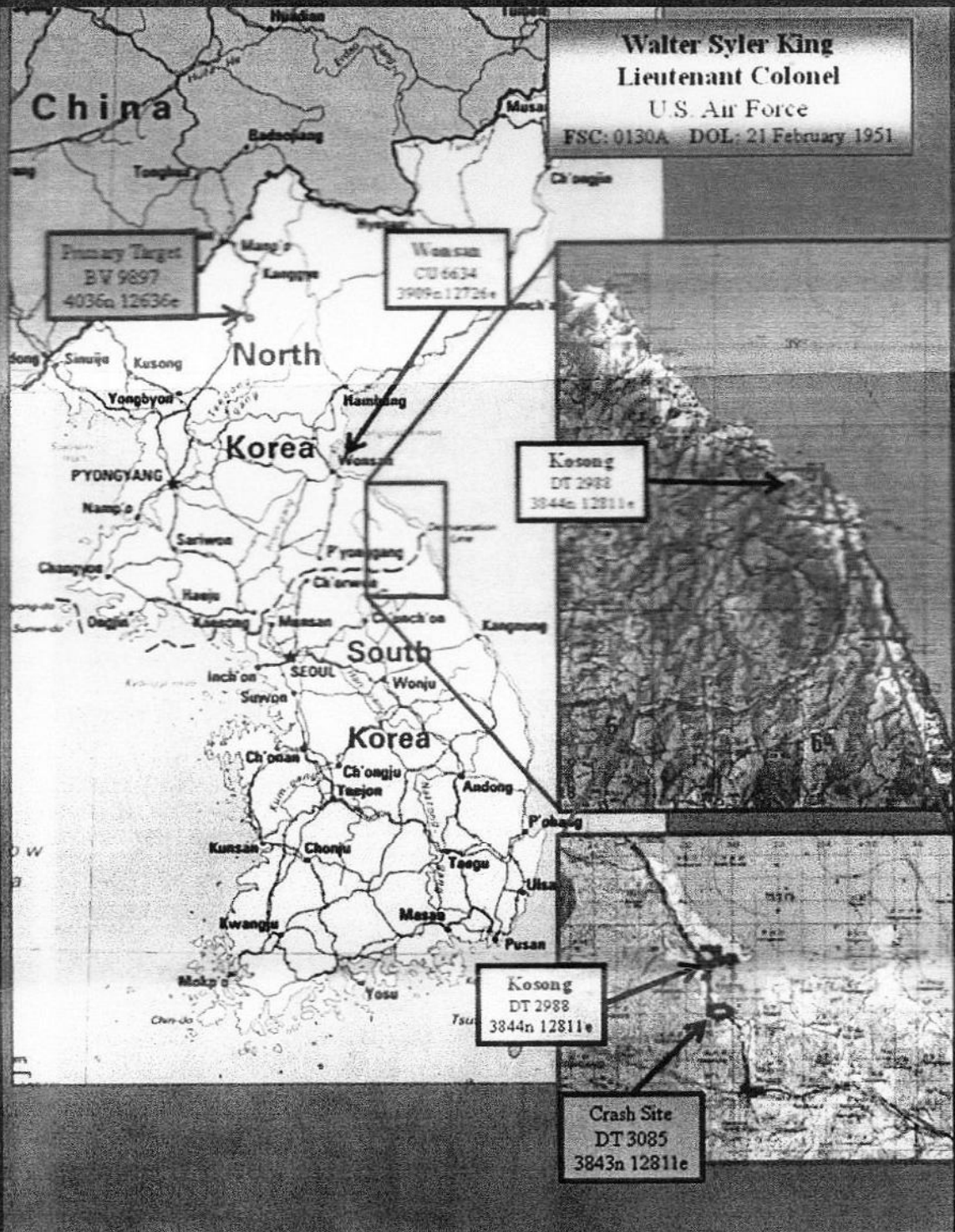
The North Koreans have authorized limited access to their main military museum and national library in Pyongyang for POW/MIA-related research. The North Koreans provided our researchers with a selection of documents and artifacts from these archives for review during visits in 1997-1999. DPMO also reviewed information from Chinese sources, including recent searches of their main Korean War museum in Dandong, their Army Publishing House, and other Chinese museums. Unfortunately they found no information on LtCol King.

Excavations by CILHI/JPAC in North Korea, between 1996 and 2005, resulted in the recovery and repatriation of remains of over 220 U.S. servicemen. While North Korea operations have been on hold since June of 2005, we are hopeful that recovery operations will recommence in coming years. The North Koreans have also conducted unilateral recovery operations in various areas around North Korea, including the area just above the Demilitarized Zone (DMZ) and some air loss sites, between 1990 and 1994. They returned over 200 sets of remains at that time, but we have no indication they exhumed his loss site.

In September 2006 and May 2007 meetings, the Chinese offered to conduct searches for information on U.S. losses in their archives. They have assembled a team to look for such records throughout China. In February and April 2008, DPMO and their Ministry of National Defense signed arrangements that, for the Chinese, authorized researchers to release this documentation. A follow-on meeting in September 2009 addressed working procedures. We hope the anticipated, multi-year effort will shed more light on our missing men. Thus far, the Chinese have provided information on air losses but, unfortunately, nothing related to this case.

In 2004 and 2005, our North Korean recovery operations took place in Unsan County and the Chosin Reservoir area. Recent work in South Korea began around Seoul and the Pusan Perimeter. This was followed by searches at air loss sites and along POW march routes, and teams have returned again to South Korea for operations in 2010.

We continue to actively seek information about LtCol King's loss, including regular dialogue with Korean War veterans groups, in the hopes of developing new leads. We will forward any discoveries to family members through the U.S. Air Force Casualty Office.



Walter Syler King  
Lieutenant Colonel

U.S. Air Force  
FSC: 0130A DOL: 21 February 1951

Primary Target  
BV 9897  
4036n 12636e

Wonsan  
CU 6634  
3909n 12726e

Kosong  
DT 2988  
3844n 12811e

Kosong  
DT 2988  
3844n 12811e

Crash Site  
DT 3085  
3843n 12811e