U.S.S. BAIROKO (CVE-115)
FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

RDH:ACL:amg
CVE-115/10/A12
Ser: 0011

6 April 1952

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From: Commanding Officer and Commander Task Element 95.11
To: Chief of Naval Operations
Via: (1) Commander Task Group 95.1
(2) Commander Task Force NINETY-FIVE
(3) Commander SEVENTH Fleet
(4) Commander Naval Forces, Far East
(5) Commander in Chief, Pacific Fleet

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Subj: Action Report 22 March through 1 April 1952

Ref: (a) Article 0705 Navy Regulations
(b) OPNAV INSTRUCTION 3480.1
(c) CINCPACFLT INSTRUCTION 3480.1
(d) CTG 95.1 OpOrder 2-51 (revised)
(e) CTE 95.1 OpOrder 2-51

Encl: (1) Sample Air Schedule

000306

1. In accordance with reference (a), (b), (c) and (d), the action report of Task Element 95.11 for the period twenty two (22) March through one (1) April 1952 is submitted herewith. The Commanding Officer, U.S.S. BAIROKO (CVE-115) was CTE 95.11 during this period.

2. The report is divided into six (6) parts, as listed below:

Part I	General Narrative.
Part II	Chronological order of events.
Part III	Remarks on performance of ordnance material and equipment, including ammunition expenditure.
Part IV	Summary of own and enemy battle damage.
Part V	Personnel performance and casualties.
Part VI	Comments and recommendations.

PART I - GENERAL NARRATIVE

1. During the period twenty two (22) March through one (1) April 1952 the U.S.S. BAIROKO (CVE-115), under the Command of Captain R. D. HOGLE 62672/1310, USN, and the Marine Aircraft Squadron, VMA-312 embarked, Lieutenant Colonel J. H. MC CLOTHLIN Jr., 07445/7302, USMC, Commanding Officer operated as part of the U.S. SEVENTH Fleet in Task Force 95, under the operational control of Commander Task Group 95.1.

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2. The Commanding Officer, U.S.S. BAIROKO (CVE-115), was Commander Task Element 95.11 from 2100I twenty two (22) March to 2100I thirty one (31) March 1952 at which time the Command of the Task Element was shifted to the Commanding Officer, HMS GLORY. During the reporting period, TE 95.11 consisted of one (1) escort carrier and maximum of three (3) Destroyers acting as screening vessels. The screen was reduced to less than three (3) ships when required by operational demands. The mission of this Task Element was to conduct operations in support of the United Nations Blockade, West Coast of Korea, the United States Eighth Army in Korea (EUSAK) and to render search and rescue assistance as required.

3. The enemy forces were the North Korean People's Army and "Volunteer Chinese Communist Forces" in enemy-held North Korea. No enemy surface or Air Forces were encountered by this Task Element and, therefore, no surface or air action is related. However, enemy small craft operating in the rivers, estuaries, and along the West Coast of Korea were attacked and destroyed by aircraft of this Element when directed or as targets of opportunity.

4. During this operating period VMA-312 aircraft flew armed reconnaissance, Target Combat Air Patrol, Combat Air Patrol, pre-briefed strikes, Air Spot for Naval gunfire, and Photo Reconnaissance missions as illustrated by schedule, enclosure (1). Flight Operations were carried out for the entire nine (9) days scheduled. During these nine (9) days, VMA-312 aircraft flew 379 combat sorties plus two (2) aborts and thirteen (13) administrative flights. There was a total of 840.6 combat hours flown for an overall average of 93.4 hours and forty two (42) sorties per day. The squadron aircraft allowance was twenty four (24), the total average aircraft flyable on board twenty (20), and the total average aircraft availability fifteen (15).

5. During this operating period ships of Task Element 95.11 operated in the Korean Coastal Area Nan in the vicinity of Latitude 37° 30' N. and 124° 30' E. Several of the destroyers in the screen were replaced on a routine rotational basis. Those that participated in this periods patrol were HMCS CAYUGA (D-218), U.S.S. ISBELL (DD-869) and the HMAS BATAAN (D-191).

PART II - CHRONOLOGICAL ORDER OF EVENTS

22 March

2206381 U.S.S. BAIROKO (CVE-115) underway from Sasebo Harbor for area Nan off the West Coast of Korea.

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220930I Exercised crew at General Quarters.

220930I Destroyer Element HMCS CAYUGA (D-218) and HMS BATAAN (D-191) joined and commenced manuvering to take stations in column for gunnery exercises.

221024I Canceled anti-aircraft firing exercises due to low visibility.

221028I Secured from General Quarters.

221100I Recovered six (6) of VMF-312's F4U's from ITAZUKI Air Force Base.

222100I Assumed Task Element designation CTE 95.11.

23 March

230937I Delayed launching of aircraft at this time because of the faulty operation of the air search radar, the YE equipment, and the low visibility caused by a dust storm.

231140I U.S.S. ISBELL (DD-869) and HMS CHARITY (D-29) with Admiral A. K. Scott-Moncrieff on board, joined formation.

231240I CTF 95.1, Admiral A. K. Scott-Moncrieff, came aboard the U.S.S. BAIROKO (CVE-115) to observe operations.

231659I Released HMS BATAAN (D-191) to carry out night patrol assignments in the Pyongnyong Do and Kirin-Do area.

VMF-312 aircraft flew a total of thirty nine (39) sorties, ten (10) of the flights were defensive. The weather was good with the exception of the morning dust storm. The ceiling was unlimited and visibility improving to ten (10) miles by 1000I. Wind velocity twenty eight (28) knots.

VMF-312 aircraft accomplished the following:

ORDNANCE EXPENDITURE	MISSIONS
30 - 500# GP	10 - CAP
171 - 5" HVARS	10 - TARCAP
56 - 3.5" rockets WP	19 - Armed Recco.
29,910 - .50 calliber ammunition	

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24 March

241131I Commenced launching aircraft. The first three (3) flights of the days scheduled operations were cancelled due to rough seas and strong winds.

241625I Released HMCS CAYUGA (D-218) to carry out night patrol assignments in the Paengnyong-Do and Kirin-Do area.

VMA-312 aircraft flew a total of thirty three (33) sorties. Eight (8) of these were defensive and one (1) aborted. The weather was clear to few scattered clouds. Ceiling unlimited and visibility unrestricted with surface winds thirty five (35) to forty (40) knots. Sea conditions were very rough, northwest ten (10) to twelve (12) feet diminishing to six (6) in the afternoon.

VMA-312 aircraft accomplished the following:

ORDNANCE EXPENDITURE	MISSIONS
4 - 1000 lb. GP	5 - CAP
21 - 500 lb. GP	8 - TARCAP
198 - 5" HV R's	16 - Armed Recco.
23,320 - .50 caliber ammunition	1 - Aborted

25 March

250630I U.S.S. ISBELL (DD-869) came along side to transfer mail and passengers.

250937I One (1) VMA-312 aircraft BUNR 81790 made an excessively hard landing causing the wing root section and wing main spar to buckle. The aircraft is considered a strike.

251439I Released the U.S.S. ISBELL (DD-869) to carry out night patrol assignments in the Paengnyong-Do and Kirin-Do area.

251630I Enemy anti-aircraft flack from Wolsa Ri caused damage to one (1) of VMA-312 aircraft, BUNR 81658, pilot Captain J. E. MC DANIEL, necessitating the plane being flown to K-13. Upon landing at K-13, Captain J. M. DECAMP was thrown into a violent ground loop causing major damage to the plane. It was discovered later that Captain DECAMPS plane BUNR 97136 had received enemy anti-aircraft flack.

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in his brake system which caused the accident. Captain MC-DANIEL experienced no difficulty in making a safe landing with his damaged aircraft.

VMA-312 aircraft flew forty eight (48) sorties plus two (2) administrative hops and two (2) test hops. Fourteen (14) of these sorties were defensive. The weather was clear with unlimited ceiling and visibility. Seas smooth. Wind, variable, calm to eight (8) knots. Air temperature thirty five (35) to thirty seven (37) degrees.

VMA-312 aircraft accomplished the following:

ORDNANCE EXPENDITURES	MISSIONS
32 - 500 lb. GP	14 - CAP
223 - 5" HVAR's	16 - TARCAP
32 - 3.5" rockets WP	14 - Recco.
27,295 - .50 caliber ammunition	2 - Strikes
	2 - Spot

26 March

2616151 Released HMCS ATHAN (DD-191) to carry out night patrol assignments in the Paengnyong-Do and Kirin-Do area.

VMA-312 aircraft flew forty three (43) sorties plus three (3) administrative hops for a total of forty six (46) flights. Twelve (12) of these were defensive. The weather in the morning was good, 9,000 foot ceiling, and visibility ten (10) miles, but deteriorating to five hundred (500) to four hundred (400) feet ceiling and five (5) miles visibility. Wind was South to Southwest four (4) to twelve (12) knots. Sea slight.

VMA-312 aircraft accomplished the following:

ORDNANCE EXPENDITURE	MISSIONS
6 - 1000 lb. GP	12 - CAP
30 - 500 lb. GP	14 - TARCAP
264 - 5" HVAR's	17 - Armed Recco.
16 - 3.5" rockets WP	
25,775 - .50 caliber ammunition	

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27 March

271458I Captain W. D. SMART 027751, USMC, while on a combat mission, flying an F4U-4, BUNR 96768, encountered enemy anti-aircraft gunfire at Suyo Ri, resulting in damage to his plane and forcing Captain SMART to bail out at YC 3005. Pilot suffered no injuries. The pilot, Captain SMART, was rescued by the Air Force SAR helicopter, Pedro Fox, and taken to K-16 to be transferred, at a later date, to the ship.

271635I Released HMCS CAYUGA (D-218) to carry out night patrol assignments in the Paengnyong-Do and Kirin-Do area.

VMA-312 aircraft flew a total of forty six (46) sorties, twelve (12) of these sorties were defensive. The weather was good. High overcast with scattered to broken at 1000 to 2000 feet, visibility ten (10) miles. Wind Northwest eight (8) to twelve (12) knots.

VMA-312 aircraft accomplished the following:

ORDNANCE EXPENDITURE	MISSIONS
4 - 1000 lb. GP	14 - CAP
32 - 500 lb. GP	16 - TARCAP
2 - Napalm	16 - Armed Recco.
299 - 5" HVAR's	
40 - 3.5" rocket WP	
24,000 - .50 caliber ammunition	

28 March

281426I Captain W. D. SMART arrived, via COD, from K-16 and happy to be back aboard the U.S.S. BAIRONG.

281649I Released the U.S.S. ISSELL (DD-869) to carry out night patrol assignments in the Paengnyong-Do and Kirin-Do area.
VMA-312 aircraft flew a total of forty six (46) sorties this date. Fourteen (14) of these sorties were defensive. The weather was mostly clear becoming broken to overcast in the afternoon with a 2500 foot ceiling, visibility unrestricted becoming five (5) to seven (7) miles in the afternoon. Surface wind

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variable Northwest to Southwest four (4) to twelve (12) knots. During the morning, the target area was obscured by low stratus forming from surface to five hundred (500) feet, clearing by mid-day.

VMF-312 aircraft accomplished the following:

ORDNANCE EXPENDITURE	MISSIONS
7 - 1000 lb. Gp	14 - C.P
30 - 500 lb. GP	13 - T.R.C.P
312 - 5" HV.R's	17 - Armed Recco.
16 - 3.5" rockets WP	2 - Strikes
27,030 - .50 caliber ammunition	

29 March

290927I Major A. S. WALKER Jr. 010150, while on a combat mission in a F4U-4, BUNR 96890 was reported to have received enemy anti-aircraft gunfire at YD 0843 and ditched his plane at YC 7080 (1½ miles West of the Island of Sok-to).

290936I Major WALKER was picked up by a boat from the GARDICAN BAY (PF). It was learned at this time that Major WALKER had been struck by enemy anti-aircraft gunfire in the right thigh and elbow necessitating ditching the aircraft before losing consciousness.

291202I Captain L. U. BAUER, 036516, while flying a combat mission in an F4U-4, BUNR, 81955 reported his plane had been hit by enemy anti-aircraft fire at Wolsa Ri, that the entire top surface of the wing was on fire, and that he was steering for Paengnyong-Do.

291298I Pilot BAUER reported fire was out, no hydraulic pressure, desire to come aboard.

291238I Vectored Captain BAUER to K-16 because of required high landing speed due to damaged wing and low wind velocity across the deck.

291249I Captain ... C. SCHONEBERGER, 020306, while flying a combat mission in an F4U-4, BUNR 80869, off the island of Sok-to (XC 764706), encountered enemy anti-aircraft fire causing Captain SCHONEBERGER to sustain painful shoulder and neck wounds, necessitating an emergency landing (13101) on the island of Paengnyong-Do. Pilot

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was returned to the U.S.S. BAIRDO (CVE-115) via helicopter a few hours after landing at Paengnyong-Do.

291330I Pilot BAUER landed safely at K-16, uninjured.

VMA-312 aircraft flew a total of thirty nine (39) sorties. Eleven (11) of these sorties were defensive. Weather was generally good. Target area was obscured by ground fog during morning. Ceiling broken 10,000 feet, unrestricted visibility by mid-day, but steadly deteriorated in the afternoon to become overcast with four hundred (400) to eight hundred (800) feet ceiling and five (5) to seven (7) miles visibility by 1500I.

VMA-312 aircraft accomplished the following:

ORDNANCE EXPENDITURE	MISSIONS
3 - 1000 lb. GP	11 - CAP
24 - 500 lb. GP	12 - TARCAP
8 - 100 lb. GP	15 - Armed Recco.
243 - 5" HVAR's	1 - Photo
41 - 3.5" rockets WP	
28,555 - .50 caliber ammunition	

30 March

301705I Detached the HMCS CAYUGA (D-218) to carry out night patrol assignments in the Paengnyong-Do and Kirin-Do area.

301810I Captain H. C. ROBINSON Jr. 041704, while flying combat mission in an F4U-4 BUNR 81692 sustained superficial cuts about the face from an enemy anti-aircraft explosive shell bursting inside his plane canopy. The area from which Captain ROBINSON received anti-aircraft gunfire was YC 245135. Captain ROBINSON returned safely to the ship.

VMA-312 aircraft flew a total of forty two (42) sorties, plus one (1) ferry hop this date. Four (4) of these flights were defensive. The weather was good, scattered to broken 10,000 feet visibility unrestricted. Surface winds north five (5) to ten (10) knots. Sea smooth.

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VMA-312 aircraft accomplished the following:

ORDNANCE EXPENDITURE	MISSIONS
9 - 1000 lb. GP	4 - CAP
9 - 500 lb. GP	12 - TARCAP
38 - Napalm	5 - Armed Recco.
213 - 5" HVAR's	20 - Strike
79 - 3.5" rockets WP	1 - Photo
45,315 - .50 caliber ammunition	

31 March

311549I Detached U.S.S. ISBELL (DD-869) to carry out night patrol assignments in the Paengnyong-Do and Kirin-Do area.

312100I In accordance with CTG 95.1 dispatch 290416Z, the Commanding Officer U.S.S. BAIROKO (CVE-115) was relieved of his duties as CTC West Coast Korea by Commanding Officer, HMS GLORY.

VMA-312 aircraft flew a total of forty four (44) sorties plus one (1) aborted, this date. Twelve (12) of these sorties were defensive. Weather was good over ship, ceiling and visibility unlimited. Major portion of target area clear with broken to overcast low clouds in small portion of area.

VMA-312 aircraft accomplished the following:

ORDNANCE EXPENDITURE	MISSIONS
7 - 1000 lb. GP	12 - CAP
23 - 500 lb. GP	16 - TARCAP
8 - 500 lb. Frag. Cluster (Butter Fly)	
26 - 100 lb. GP	16 - Armed Recco.
190 - 5" HVAR's	
104 - 3.5" rockets WP	
21,565 - .50 caliber ammunition	

1 April HMCS CAYUGA (D-218), HMAS BATAAN (D-191) in company with the U.S.S. BAIROKO (CVE-115) in transit from operating area West Coast Korea to Sasebo, Japan.

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011027I Exercised crew at General Quarters and conducted anti-aircraft gunnery exercises.

011312I Launched five (5) VMA-312 aircraft for ITAZUKE.

011714I Moored in Sasebo Harbor, Sasebo, Japan.

PART III - PERFORMANCE OF ORDNANCE MATERIAL AND EQUIPMENT INCLUDING AMMUNITION EXPENDITURES

(A) Performance of Ordnance Material and Equipment.

1. No undue difficulties were experienced in the handling of ordnance.

2. One (1) 5" HVAR fuzed with MK-149 nose fuze, came out of rear launcher post as the aircraft left the ship from catapult launch. Subject rocket fell from the plane a short distance forward of forecastle and exploded within approximately three (3) seconds of impact.

3. Nine (9) 500 lb. GP bomb duds were reported. One (1) dud was due to failure of the electrical circuit to arming solenoids. Two (2) planes with duds returned without arming wires; the arming solenoids checked out satisfactorily. Six (6) planes returned with arming wires.

4. Three (3) M-28 clusters failed to function satisfactorily. These clusters were fuzed with AN-M146 fuze set for six (6) seconds delay and released at thirty five hundred (3500) feet altitude. Clusters apparently failed to open.

5. Two (2) early air bursts were reported with T-91 fuze. Bombs were released between thirty five hundred (3500) and four thousand (4000) feet and functioned at approximately fifteen hundred (1500) feet.

6. All remaining bombs used during period functioned satisfactorily.

7. Two hundred fifty two thousand, seven hundred and sixty five (252,765) rounds of .50 caliber ammunition were expended.

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(b) Ammunition Expenditure

1. During the operating period covered by this report, the following ordnance was expended:

BY VF-312 AIRCRAFT

5" HVAR	2,102
3."25 WP	381
100 lb. GP	34
500 lb. GP	230
1000 lb. GP	40
Frag. Clusters (Butterfly)	8
Napalm Tanks	45
.50 caliber ammunition	252,765

FUZE EXPENDITURES

AN-M 219	10
T*91	67
AN-M 100A2	34
AN-M 101A2	177
AN-M 102A1	40
AN-M 103A1	6
M-116A1	11
M-124A1	25 - 2 hr. delay 12 - 6 hr. delay 6 - 12 hr. delay
AN-M-146	8

BY U.S.S. BIROKO (CVE-115)

20 MM	3560
40MM	1021

PART IV - SUMMARY OF OWN AND ENEMY BATTLE DAMAGE

(A) Own Battle Damage.

1. None of the ships of the Task Element sustained battle damage.

2. For damage sustained by aircraft see Naval Air Warfare Report (OPNAV 338.5 revised 4-52) submitted for this operating period.

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(3) Battle Damage Inflicted on the Enemy.

1. Ships of this Task Element inflicted no damage on the enemy while operating as part of screen during the period covered by this element.

2. For battle damage inflicted on the enemy by aircraft of this Task Element, see Naval Air Warfare Report (OPNAV 338.5 revised 3-51) submitted for this operating period.

PART V - PERSONNEL PERFORMANCE AND CASUALTIES

(A) Personnel performance was considered to be excellent.

(B) Casualties.

1. On twenty seven (27) March at 1458I, Captain W. D. SMART, USMC, 027751, while on a combat mission, flying an F4U-4 BUNR 96768, encountered enemy anti-aircraft gunfire at Saya Ri, resulting in such damage as to force Captain SMART to bail out in enemy territory at YC 3005. The pilot suffered a bruise and cuts on his left leg while making a parachute landing. Captain SMART was rescued by the Air Force S&R helicopter, Pedro Fox, and returned to the ship via K-16.

2. On twenty nine (29) March at 0927I Major A. S. WALKER Jr., USMC, 010150, while on a combat mission in an F4U-4 BUNR 96890, received enemy anti-aircraft gunfire at YD 0843 and ditched at YC 7080, one and one half (1½) miles West from the island of Sock-to. Major WALKER sustained shrapnel wounds in the thigh of his right leg and right elbow. Major WALKER was quickly rescued by HMS CARDIGAN BAY (PF) and returned to the U.S.S. BAIROKO (CVE-115) via U.S.S. CHEVALIER (DD-805) and HMS BATAAN (D-191).

3. On twenty nine (29) March at 1249I Captain A. C. SCHONEBERGER USMC, 020306, while flying a combat mission in an F4U-4 BUNR 80869, off the island of Sok-to (XC 764606) encountered enemy anti-aircraft fire causing Captain SCHONEBERGER to sustain a painful shoulder wound in the shoulder neck, necessitating an emergency landing (1310I) on the island of Paengnyong-Do. Pilot was returned to the U.S.S. BAIROKO (CVE-115) via ships helicopter in fairly good condition.

4. On thirty (30) March at 1755I Captain R. G. ROBINSON, USMC, 041704, while flying a combat mission in an F4U-4, BUNR 81692, sustained superficial cuts about the face from an enemy anti-aircraft explosive shell

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bursting inside planes canopy. The area from which Captain ROBINSON received enemy anti-aircraft gunfire was YC 245135. Captain ROBINSON returned safely to the ship.

(C) Personnel Requirements.

1. Previous comments made in Action Report dated 3 March serial 001 and Action Report dated 17 March serial 003 are considered to be still valid.

PART VI - COMMENTS AND RECOMMENDATIONS

1. Experience during the last three (3) tours on the line has indicated that the optimum launch is made up as follows:

a. 2 CAP
b. 2 TARCAP
c. 4 Armed Reconnaissance

The CAP is considered as mandatory for the protection of the force, to provide investigation of surface contacts, to act as utility escorts and to act as a RESCAP and communication relay as required. A minimum of two (2) aircraft may be used with more as required. Under existing instructions, a two (2) plane TARCAP must be kept on station under the control of CTU 95.12.1 during the operating day with the TARCAP relieving on station.

Complete reconnaissance of the entire North West Korean Coast line under North Korean control as far North as Latitude 39° 15' must be carried out each day. In addition, interior main supply routes; road, rail and water; is considered a necessity in order to provide mutual protection against air attack, diversity and mutual protection in attacks against ground targets, complete coverage of assigned area, a worthwhile ordnance load against any targets discovered, and sufficient numbers to afford a downed pilot protection while radio communications are established and S.R brought to the scene.

Miscellaneous administrative hops are also required, special strikes are requested, and naval gunfire spotting missions are often called for. The operations order requires that two (2) aircraft be kept in condition eleven (11) throughout the day, except when the deck is re-spotted for recovery.

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with an overlap of eight (8) aircraft returning to the ship, and eight (8) aircraft launched, it follows that the minimum availability of combat ready aircraft must be sixteen (16) in order to carry out the flights as proposed in the first paragraph. Two (2) aircraft to be maintained in condition eleven (11), plus the before mentioned administrative flights, NGF spot and occassional special strikes indicate that an even greater availability is required.

Figures available from three (3) tours on the line by the U.S.S. BAIROKO (CVE-115) show that the average number of aircraft on board was twenty one (21) out of the assigned twenty four (24). Aircraft losses, both combat and operational, accounted for this. Of the twenty one (21) aircraft board, the average availability was about seventy five (75) per cent, or just short of sixteen (16) planes ready for combat flight at any one given time.

A review of the above availability figures against the optimum requirements indicated that a squadron equipped with twenty four (24) aircraft is just barely able to carry out its assigned missions with no margin of reserve, or aircraft available for emergency use. It is impossible to keep aircraft in condition eleven (11), particularly for the last two (2) or three (3) days of a period on the line, and in some cases those flights considered as basic were cancelled or delayed in order to carry out special missions. It was noted numerous times that a launch would strip the ship of all flyable aircraft.

It is therefore recommended that serious consideration be given to the possibility of providing the Marine Squadrons operating under CTE 95.11 with a minimum of twenty eight (28) aircraft as a normal complement. It is felt that the additional four (4) aircraft would eliminate the undesirable conditions listed above, and permit the squadron and the ship to more effectively and efficiently carry out the mission assigned.

2. Due to the small number of aircraft on a CVE 105 type of carrier, a concerted effort should be made to utilize every aircraft on board to the fullest extent. It is recommended that this type of Aircraft Carrier operate as close to the target area as possible to allow the deployment of an Armed Combat Air Patrol to strike the pre-briefed targets that are in close proximity to the ship. With targets close aboard, positive control can be maintained of Combat Air Patrol to and from the target. The distance to targets should be no greater than the usual radius assigned a Combat Air Patrol. This has been tried and proven successful by the U.S.S. BAIROKO (CVE-115)

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3. The element of surprise is a much desired factor while making attacks or reconnoitering with aircraft. By establishing a "milk run" type schedule, this desired element of surprise is lost, allowing enemy troops to man their guns and camouflage their supplies. It is recommended that definite effort be made to vary the flight schedule as much as possible.

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CO, MAG-12
CO, VMF-312

R. D. HOGLE
Captain, U.S.N.
Commanding Officer

AUTHENTICATED:

A. C. LUBBERTS
ASST AIR OPERATIONS OFFICER
LCDR, U.S.N.

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U.S.S. BATAAN (CVS-115)
C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

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FLIGHT SCHEDULE FOR
25 MARCH 1952

SUNRISE 0639 SUNSET 1858

EVENT	COMP	MISSION	LAUNCH	LAND	ARMC	FUEL
A1	2	CAP	0630	0815	Note 1	380 Gals
A2	2	TARCAP	0630	0815	Note 2	380 Gals
B3	2	CAP	0800	0945	Note 1	380 Gals
B4	4	TARCAP	0800	0945	Note 3	380 Gals
B5	4	Coast Recce (IN)	0800	0945	Note 2	380 Gals
B6	2	Spot	0800	0945	Note 1	380 Gals
C7	2	CAP (MSG DROP)	0930	1145	Note 1	380 Gals
C8	2	TARCAP	0930	1145	Note 2	380 Gals
D9	2	CAP	1130	1315	Note 1	380 Gals
D10	2	TARCAP	1130	1315	Note 2	380 Gals
D11	4	Coast Recce (SC)	1130	1315	Note 5	380 Gals
D12	4	Coast Recce (SC)	1130	1315	Note 4	380 Gals
E13	2	CAP	1300	1515	Note 1	380 Gals
E14	2	TARCAP	1300	1515	Note 3	380 Gals
F15	2	CAP	1500	1645	Note 1	380 Gals
F16	2	TARCAP	1500	1645	Note 7	380 Gals
F17	4	Coast Recce (SC)	1500	1645	Note 4	380 Gals
F18	4	River Recce	1500	1645	Note 4	380 Gals
G19	2	CAP	1630	1830	Note 1	380 Gals
G20	2	TARCAP	1630	1830	Note 7	380 Gals

NOTE 1 - All A/C full load .50 cal & mc.
2 - 500# GP Inst. nose - 1/100 tail - 8 HVAR
3 - 500# GP - VT nose - Inst tail - 8 HVAR
4 - 500# GP 1/100 nose .025 tail - 8 HVAR
5 - 500# GP D/C - 8 HVAR
6 - 1000# GP 1/100 nose .025 tail - 8 HVAR
7 - 500# GP 2 hr. delay - 8 HVAR
8 - 500# GP 6 hr. delay - 8 HVAR
9 - Maintain 2 A/C condition 11 after each launch from one half hour before sunrise until sunset. One A/C each CAP flight with ASWL mounted.
10 - CAP Be prepared to carry out broker control exercises if so directed
11 - TARCAP launched first for running rendezvous and relieve on station

APPROVED:

R. H. ALLISON
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(enclosure 1)

SUBMITTED:

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AIR OPERATIONS OFFICER

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