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UNITED STATES PACIFIC FLEET
AIR FORCE
COMMANDER CARRIER AIR GROUP TWELVE (CVG-12)

CVG-12/REW:an
A16-13
Ser: 06
30 Mar 1953

[redacted]

From: Commander Carrier Air Group TWELVE
To: Commanding Officer, U.S.S. ORISKANY (CVA-34)

Subj: Action Report of Carrier Air Group TWELVE for the period 1 March through 29 March 1953; submission of

Ref: (a) OPNAV INSTRUCTION 3480.4
(b) CINCPACFLT INSTRUCTION 3480.1A

Encl: (1) Subject Action Report

1. This report is forwarded as enclosure (1) for inclusion in the action report of the U.S.S. ORISKANY (CVA-34) in accordance with references (a) and (b).

G. P. Chase
G. P. CHASE

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ACTION REPORT
OF
CARRIER AIR GROUP TWELVE
FOR THE PERIOD
1 MARCH THROUGH 29 MARCH 1953

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PART I

MISSION AND COMPOSITION

MISSION:

1. The mission, upon returning to Task Force SEVENTY-SEVEN in the area off the east coast of Korea as a unit of the United Nations Naval Forces, was blockading the North Korean coast and pursuing a systematic program of interdiction against enemy supply routes and destroying air facilities, power complexes, and manufacturing centers in North Korea to prevent further offensive action by the enemy. Close air support to frontline ground forces to be furnished upon request.

COMPOSITION:

UNIT	TYPE A/C	OPERATIONAL A/C 1 MAR	OPERATIONAL A/C 29 MAR	PILOTS 1 MAR	PILOTS 29 MAR
CVG-12 CDR G. P. CHASE Commanding	NONE	NONE	NONE	7	7
VF-121 LCDR S. R. HOLM Commanding	F9F-5	15	15*	25	25

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ENCLOSURE (1)

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UNIT	TYPE A/C	OPERATIONAL 1 MAR	OPERATIONAL 29 MAR	PILOTS 1 MAR	PILOTS 29 MAR
VF-122 LCDR J. W. WYRICK Commanding	F9F-5	15	12**	25	24
VF-124 LCDR M. D. CARMODY Commanding	F4U-4	14	12	24	24
VA-125 LCDR A. H. GUNDERSON Commanding	AD-3/AD-4	16	15	21	21
VC-3 (Det "G") LCDR G. W. STAEHELI Officer-in-Charge	F4U-5N	4	4	5	5
VC-11 (Det "G") LT H. F. GERNERT Officer-in-Charge	AD-4W	3	3	5	5
VC-35 (Det "G") LT W. P. KISER Officer-in-Charge	AD-4N	4	4#	5	5
VC-61 (Det "G") LT J. F. GROSSER Officer-in-Charge	F2H-2P	3	4##	5	5
TOTALS		74	69	122	121

*VF-121 received one F9F-5 replacement aircraft on board during this period.
**VF-122 received one F9F-5 replacement aircraft on board during this period.
#VC-35 received one AD-4N replacement aircraft on board during this period.
##VC-61 received one F2H-2P as an addition to normal complement of aircraft on board.

The Air Group Commander flies with VF-121 and VA-125. The Air Group Staff Operations Officer flies with VF-122. A doctor designated as a Naval Aviator, the Electronics Officer and three L.S.O.'s comprise the remaining five pilots on the Staff and they do not fly from the ship.

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PART II

CHRONOLOGY

1 March - Departed Yokosuka for operating area. Two planes were launched in an unsuccessful attempt to locate a reported life raft with survivors.

2 March - Forty-nine refresher sorties were flown.

3 March - Forty-eight refresher sorties were flown.

4 March - Air Group TWELVE planes, from the U.S.S. ORISKANY, resumed combat flying. Six Skyraiders destroyed four buildings and damaged eight in an attack on a supply area south of WONSAN. Six sorties were flown and twelve tons of bombs were dropped.

5 March - Although poor visibility hampered attacks on the primary targets, fifty tons of bombs were dropped during one hundred sorties. The AD's and F4U's bombed industrial buildings at HUNGNAM, destroying six and heavily damaging ten. Later in the day they flew close air support and attacked supply shelters near HWANGP'O-DONG. Four bunkers and twenty-five yards of trenches were destroyed and six bunkers damaged as the effort was evaluated at one hundred percent coverage of the targets and fifty percent effective use of ordnance. Five shelters were destroyed and eight damaged. The jets attacked a vehicle parking area in the vicinity of HARI-DONG. Seventy percent of the bombs hit in the target area. One warehouse was destroyed and four damaged in another attack by the F9F's near YONGAM-NI. The hecklers, harrassing vehicular traffic along the coast from MACHAE-RI to CHONGJIN, destroyed five trucks and damaged eight. They scored a direct hit on a railroad repair party near PYONG-DONG-NI.

6 March - The props attacked personnel and supply shelter concentrations east of HAMSONG with jets providing flak suppression. The area was fifty percent covered, but damage was unassessable. Coastal guns south of WONSAN were attacked by the Corsairs while the Skyraiders were providing close air support for the ground troops. One large gun, seven bunkers and one hundred fifty yards of trenches were damaged. One large fire and four secondary explosions were seen. The F9F-5's, flying close air support for the first time, were credited with ten bunkers destroyed. Other jet missions heavily damaged a power relay station near TANCHON and four barracks buildings south of WONSAN. Ninety-one sorties were flown and seventy-three tons of bombs were dropped before a flight deck accident forced cancellation of air operations. A hung bomb on a returning aircraft was dislodged on recovery and it exploded on the flight deck.

7 March - No flight operations - replenishment.

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8 March - One hundred five sorties were flown and sixty-six tons of bombs were dropped as both jets and props concentrated their efforts on supply build-up areas and personnel shelters. The Skyraiders and Corsairs, with excellent flak suppression from the jets, destroyed four buildings and damaged two others while attacking a supply area along the main supply route south of WONSAN. A large secondary explosion was seen and large fires were left burning in the area. In addition, the props bombed personnel shelters near the bomb line at CHANG-YONG-NI and jets again suppressed flak. Five secondary explosions were noted as an estimated seven buildings were destroyed and thirteen damaged. Panther jets attacked vehicle and supply shelters northwest of HYON-NI, dropping ninety-five percent of their ordnance in the assigned area.

9 March - In addition to destroying two trucks and damaging five others, the hecklers stopped a train near TAE-DON by cutting rails ahead of and behind it. Additional runs resulted in heavy damage to the locomotive and six cars. Three railroad cars were destroyed. Corsairs were diverted from a strike to attack this train. They derailed and overturned the locomotive and tender. Five additional boxcars were destroyed. The same division of F4U's was then sent to attack another train near SYONGP-YONGNI. This train had been stopped by FIFTH AF planes which cut the rails but did not damage the train. This locomotive was also destroyed and twelve cars were damaged. Jets damaged seven camouflaged buildings in a strike on a supply concentration area near IP-O-RI. Skyraiders and Corsairs, diverted from close air support because of weather, destroyed eight and damaged eight buildings in an attack on a supply and billeting area near CHANGJOI-DONG. Other props attacked supply storage buildings south of WONSAN. Four buildings were destroyed and eleven damaged. One hundred eleven sorties were flown and fifty-two tons of bombs were dropped.

10 March - The early morning hecklers reported light traffic as they destroye four trucks and damaged five others along the coastal reconnaissance routes from WONSAN to SONGJIN. The Corsairs and Skyraiders, prevented by poor weather from attacking their primary or alternate targets, successfully attacked recently used railroad tracks. Fourteen rail cuts and two rail covering landslides were scored from CH-O-RI to CH'ADO. Thirty-four tons of bombs were dropped by forty-five sorties before weather forced cancellation of the day's remaining events.

11 March - No flight operations - replenishment.

12 March - No flight operations - weather and rough seas.

13 March - Air Group TWELVE planes, flying from the U.S.S. ORISKANY, concentrated on enemy railroad tracks and bridges throughout the day. Flying together, the Skyraiders and Corsairs destroyed fifty yards of tracks, scored two other rail cuts and destroyed a railroad bypass near SOHORI. The jets

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scored several rail cuts and heavily damaged a railroad bridge south of HONGWON. Another jet flight destroyed a railroad bridge west of KUWON. F9F's attacked a bridge north of HAMHUNG, inflicting heavy damage. The AD's and F4U's continued the attacks on rails, railroad bridges and facilities. Six rail cuts were scored between HONGWON and SOHORI. The approach to a railroad bridge was heavily damaged as was a water tower west of KUWON. Three other rail cuts were scored and a billeting area for railroad repair crews southwest of CH'ADO was attacked. An estimated fifteen barracks buildings were destroyed and fifteen damaged as large fires swept the entire area. Searching along the coastal recco routes from WONSAN to SONGJIN, the evening hecklers destroyed two trucks and damaged three others. One hundred sorties were flown and eighty-five tons of bombs were dropped. ENS David B. PLACE, USNR, VA-125, was rescued uninjured by a helicopter from the LST 735. His aircraft was hit by anti-aircraft fire over KOWON and he was forced to ditch west of HODO-PANDO near the northern end of WONSAN harbor.

14 March - One hundred four sorties were flown and seventy-two tons of bombs were dropped. The morning's main effort was a combined prop and jet attack on a large mining complex northwest of SONGJIN. The Corsairs and Skyraiders covered eighty percent of the assigned target area with an estimated seventy-five percent effectiveness. At least five buildings were destroyed by direct hits. The Panther jets provided flak suppression for the props and, in addition, destroyed three buildings while damaging five in the target area. Another jet flight scored a direct hit, heavily damaging a railroad turntable in the SONGJIN marshalling yard. Two afternoon Panther jet missions reported one hundred percent and sixty percent coverage respectively in attacks on a troop billeting area south of WONSAN and a supply storage area southeast of the same city. Diverted because of weather from their close air support mission, the afternoon prop flights attacked a troop billeting area at T'ONGOH-ON. Eight military barracks buildings were destroyed and twenty-one damaged. Ten trucks were destroyed and nineteen damaged as the evening hecklers reported heavy traffic converging on WONSAN.

15 March - No flight operations - replenishment.

16 March - The hecklers destroyed six trucks and damaged fourteen between HAMHUNG and SONGJIN. One rail cut was scored and the entrance to a tunnel was caved in north of HUNGNAM. A locomotive and three cars, though damaged, managed to gain its protection. Panther jets attacked a large truck convoy heading west out of WONSAN, destroying eight and damaging thirty others. Jet reccos damaged a highway bridge near YONGSIN-NI and a radar installation in WONSAN. Other F9F's covered seventy-five percent of their assigned personnel and supply area targets near the bomb line. The props,

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in two close air support missions, observed several large secondary explosions as they damaged thirty-one personnel shelters, five mortar positions, and demolished one hundred fifty yards of trenches. With jets flying flak suppression, the major prop efforts were directed against supply build-up areas just behind the enemy's main line of resistance. Damage assessment was hampered by poor visibility. Sixty-three tons of bombs were dropped and one hundred seven sorties were flown.

17 March - Seventy-six sorties were flown and fifty-seven tons of bombs were dropped before weather forced cancellation of the remaining events. The jets conducted an early strike against an enemy supply stockpile area near the bomb line at TANGNYON-NI. Despite poor visibility, sixty percent of the assigned target was covered. Other Panther jets destroyed twenty-one supply shelters and damaged fourteen others near CHUNGSAN-NI. A jet recco mission damaged five storage buildings at PALP-YONG and another damaged three warehouses west of UIHO-RI. The Corsairs and Skyraiders, diverted because of poor weather from close air support, bombed camouflaged supply buildings south of TONGCH-ON. Eighteen fires and two large secondary explosions were seen in the area.

18 March - Skyraiders and Corsairs flew close air support. The AD's were credited with five personnel shelters, two mortar positions, seventy-five yards of trenches destroyed and two caves damaged. The F4U's scored five artillery positions and four bunkers destroyed, three bunkers and one hundred yards of trenches damaged. Two secondary explosions were observed. A jet strike covered one hundred percent of an assigned personnel and supply shelter area near the eastern terminus of the bomb line. Meanwhile, other F9F's, searching the recco routes west of WONSAN, stopped a supply truck convoy near MAJON-NI. Five vehicles were destroyed and at least eight others were damaged. A late morning Panther jet flight destroyed two and damaged two camouflaged vehicles west of MAJON-NI. Other F9F's bombed a supply build-up area near the bomb line and an estimated eighty percent of the target area was covered. When the props attacked supplies and military equipment behind the enemy's main line of resistance, extremely intense and accurate enemy anti-aircraft firing was encountered, despite the efforts of flak suppressing jets. The Skyraiders, hitting a target near the east coast, observed a large secondary explosion as they destroyed six buildings and damaged seven others. All the Corsairs' ordnance was dropped into the target area, but the damage assessment was hampered because of the intense flak. The total sorties were one hundred seven and a total of seventy-eight tons of bombs were dropped.

19 March - No flight operations - replenishment.

20 March - No flight operations - weather.

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21 March - The entire task force conducted attacks throughout the day on CHONGJIN, the important east coast industrial complex, land transportation hub and sea port. Air Group TWELVE planes, flying from the U.S.S. ORISKANY, dropped sixty-nine tons of bombs in one hundred eight sorties. After flying TARCAP for the early prop strikes, the jets covered ninety-five percent of a troop billeting compound south of the main target area. The AD's and F4U's destroyed six buildings in an explosive storage area. A large secondary explosion was observed. With Panther jet TARCAP, the props attacked CHONGJIN again in the afternoon. The Corsairs covered seventy-five percent of a supply storage area, causing two secondary explosions and many fires. The Skyraiders, by photographic damage assessment, destroyed fourteen buildings, damaged nine others, including a transformer at an ore processing plant, and destroyed a bridge. The night hecklers, reporting much activity, destroyed fourteen trucks and damaged twenty-two others between KYONGSONG and CHONGJIN. They also stopped a train south of POHWABO, damaging the locomotive and two boxcars.

22 March - Both jets and props attacked enemy supply and equipment build-up areas along the eastern section of the bomb line. The F9F's covered sixty percent of their assigned areas. The Skyraiders and Corsairs, with jet flak suppression, covered ninety-five percent of the target areas, destroying at least three buildings and damaging many more. Several fires were left burning at the target. The controller credited the prop close air support missions with ten mortar positions, two automatic weapon positions and four bunkers destroyed. The afternoon jet reccos destroyed a large truck and six horse carts near UHUNG-NI. The F9F's also destroyed a camouflaged military barracks south of YONDONG-NI, damaging two others. One hundred percent coverage and "excellent hop" was the evaluation by the afternoon close air support controller to the F4U's and AD's. The props continued their attacks on supply storage facilities near the bomb line, reporting fifty percent coverage of assigned target areas. Total sorties, one hundred two. Total tonnage of bombs dropped seventy-six. F9F-5, BuNo. 126219, hit the water and burst into flames just after being catapulted. Cause of the accident is unknown. There was no chance of survival for the pilot, LTJG Ralph N. MEW, 394627, USNR, VF-122.

23 March - Harassing vehicular traffic south and west of WONSAN, the early morning hecklers destroyed eight trucks and damaged eighteen more. A coastal radar station south of WONSAN was also damaged and two supply stockpiles were destroyed. The F4U's and AD's, with jet flak suppression, attacked their weather alternate targets. The AD's attacked a mining area northwest of SINPO, destroying nine buildings and damaging four, with two secondary explosions being observed. The F4U's bombed and strafed supply shelters near P'ACH-CHON-NI destroying three buildings and leaving many long-delay fuzed bombs in the area. A jet strike attacked a water power site below the FUSEN Reservoir which

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resulted in four cuts in the penstocks and damage to two buildings housing generators. The F9F's, on reconnaissance, destroyed five storage buildings, started several fires and caused a secondary explosion in an attack south of PANGCH'ON. They scored six rail cuts southwest of YONGHUNG. In the afternoon, the F4U's attacked a billeting area south of MAJON-NI. An estimated fifteen barracks buildings were destroyed or damaged. The AD's bombed the coastal railroad south of TANCH'ON. Several direct hits above the tunnel entrances caused landslides which blocked them. In addition, the rails were cut twice. They attacked coastal gun positions south of SONGJIN, but no damage was observed. The afternoon jet recco mission heavily damaged the northern approaches to the railroad bridge above P'ACH'UNJANG. After destroying seven supply shelters in a target area northwest of YONGHUNG, the late jet strike observed many large groups of marching personnel on the road from CH'ONGON to HAMHUNG. Several strafing runs were made. The day's total sorties were one hundred ten and eighty-one tons of bombs were dropped.

24 March - No flight operations - replenishment.

25 March - Ten defensive sorties were flown. All other flight operations were cancelled because of weather.

26 March - No flight operations - rough seas.

27 March - The propeller aircraft conducted strikes against troop shelters near HAERANG-NI. Panther jets flew flak suppression for them. An estimated eighty-five percent of the ordnance hit in the target area. Poor visibility, because of smoke and debris over the target area, hampered further damage assessment. The Corsairs and Skyraiders combined to strike twice at supply shelters and troop bunkers near SOHSADONG-NI. Sixteen structures were destroyed and seventeen damaged as numerous secondary explosions were seen in the target areas. Three pilots of VC-3, on a volunteer mission, successfully bombed the strategic, intensely flak-protected highway bridge south of HAMHUNG. Photo assessment revealed that they demolished about sixty yards of the bridge at its center. VC-35 hecklers attacked a total of four locomotives. The first locomotive, pulling one boxcar, was sighted heading south out of HAMHUNG. It was stopped and heavily damaged. Three stationary locomotives and thirty boxcars were sighted near KOCH'AM-DONG. One locomotive was destroyed and two were probably destroyed. The rails were cut, four of the boxcars were destroyed and the rest sustained strafing damage. One hundred six sorties dropped ninety-five tons of bombs.

28 March - The props were provided flak suppression by the jets as they returned to attack the supply shelters and troop bunker targets bombed 27 March. All of the ordnance hit in the designated areas. At least six buildings were

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destroyed and five damaged. A jet strike, prevented by weather from attacking its primary target, heavily damaged three boxcars and two water pumping plants near KOWON. Cloud cover prevented accurate damage assessment of a jet strike on a truck parking and troop bunker area near HAERANG-NI. The AD's and F4U's, diverted because of weather from their primary target, attacked barracks buildings and loading facilities at HUNGNAM. Fifteen buildings were heavily damaged. The night hecklers again successfully attacked lucrative transportation targets. They bombed and strafed a locomotive and seventeen boxcars heading south toward CHONGJIN. The locomotive was heavily damaged. Three cars were destroyed by secondary explosions and ten cars were damaged. The rails were cut twice in front of the train and once behind it. Another locomotive was stopped by rail cuts and strafing damage near YONGCH'ON-DONG. It was then heavily damaged by bombing. In addition, the hecklers destroyed three trucks and damaged eleven others. Ninety-five tons of bombs were dropped during one hundred eleven sorties.

29 March - No flight operations - replenishment. Departed for HONG KONG, China and end of the reporting period.

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ORDNANCE

1. The .50 caliber gun performance during this period was excellent. Only nine stoppages occurred while expending 104,300 rounds. A commendable accomplishment by the ordnance personnel of VF-124.

2. Performance of the 20MM guns was considerably below average with a recording of but 920 rounds per stoppage. A thorough investigation disclosed the following:

a. More than a third of the total stoppages recorded could be directly attributed to a calibration slippage that occurred in the belting machine. This slippage has since been corrected.

b. Several of the 20MM incendiary rounds, Lot No. KOP 37-71, manufactured by Federal Cartridge Corp. in 1944, were found to have defective primers or propellant charges. Six additional stoppages were attributed to these dud rounds.

c. Of twenty-six re-worked Oldsmobile feed mechanisms installed, sixteen were found to be defective. The most common defects noted were increased loss of tension on the clutch spring, bent link ejectors and star wheel housings, and sheared rivets. RUDAOE's covering (b) and (c) are being initiated.

3. All bomb racks employed by this Air Group have performed well with the exception of the Aero 14A Combination Bomb Rack and Rocket Launcher. Many cases of slow and improper releases were reported while flying at high speeds. This was particularly evident when the rack was loaded with 500# bombs. One bomb dropped off on launching. Three bombs failed to release, of which one dropped off upon recovery from the run. In most cases, investigation of these racks uncovered no apparent malfunction. Adoption of a stronger release solenoid is suggested as a possible aid in alleviating this trouble. It is recommended, however, that an access port be installed on this rack in order to facilitate maintenance checks and inspections. A RUDM on the discrepancies noted in the Aero 14A launcher is being initiated.

4. On the 6th of March, a Corsair returned to the ship with a 250# GP bomb hung on an Aero 14A rack. During the arrested landing, the bomb fell from the rack, landed on its nose, flipped over several times onto its tail and nose alternately, then bounded high into the air before landing on its nose and exploding. The arming vanes and discs on the nose fuze shattered and the arming stem on the tail fuze broke off at the firing pin plunger. Facts indicate that a possible cause of detonation was due to the tail fuze. The cause of the bomb rack malfunction was undetermined. A Board of Inquiry has completed an investigation and forwarded its findings through proper channels.

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TOTAL ORDNANCE EXPENDITURE BY SQUADRONS:

TYPE ORDNANCE	F9F-5 (VF-121)	F9F-5 (VF-122)	F4U-4 (VF-124)	AD-3,-4 (VA-125)	F4U-5N (VC-3)	AD-4N (VC-35)	TOTAL
2000# GP				91			91
1000# GP			125	361	6	2	494
1000# SAP				26		2	28
500# GP	150	171	121	264	36	23	765
500# SAP			15				15
350# ADB				16	1	22	39
260# FRAG	503	434	68	128	194	37	1364
250# GP	641	784	679	1070	40	111	3325
100# GP	49	20					69
NAPALM			4				4
5" ATAR	32	36	30				98
3.5" AR				43		4	47
20 MM	43170	40879		29320	17050	15050	145470
.50 CAL.			104300				104300

HUNG ORDNANCE:

TYPE ORDNANCE	AERO 14A
500# GP	10
250# GP	9
260# FRAG	5
5" ATAR	13

DISPOSITION HUNG ORDNANCE:

TYPE ORDNANCE	REMAINING ON AERO 14A RACK	DROPPED OFF ON LANDING AERO 14A	DROPPED OFF ON LANDING MK 9 LAUNCHER	LATER RELEASED FROM AERO 14A
500# GP	1			9
250# GP	1	1		7
260# FRAG				5
5" ATAR	13			
3.5" AR			7*	

* Not considered hung ordnance because launchers had not been energized.

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PART IV

DAMAGE

DAMAGE INFLICTED ON ENEMY:

TARGET	DESTROYED	DAMAGED
Boats		9
Barracks Buildings	18	30
Factory Buildings	21	22
Warehouses	26	35
Unidentified Buildings	40	45
Bunkers	24	11
Highway Bridges	1	1
Railroad Bridges	2	3
Railroad Bypasses	1	1
Vehicle Cars	3	3
Railroad Cars	26	56
Highway Cuts	3	
Rail Cuts	64	
Ox Carts		6
Gun Emplacements	21	10
Power Installations		2
Radio Installations		1
Locomotives	3	6
Storage Buildings	19	18
Personnel Shelters	42	36
Supply Shelters	40	41
Trenches (Yards)	270	225
Troops (Estimated)	100 KIA	100 WIA
Trucks	55	118
Railroad Tunnels		4
Snow Shed		1
Caves		4
Penstocks		4
Water Tower		1
Supply Stockpiles		1

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COMBAT LOSS OF AIRCRAFT:

DATE	UNIT	TYPE A/C	BUNO	CAUSE	CODE
3/13/53	VA-125	AD-4	129014	Enemy anti-aircraft fire	L

DAMAGE INFLICTED BY ENEMY TO OWN A/C:

DATE	UNIT	TYPE A/C	BUNO	CAUSE	CODE
3/6/53	VF-124	F4U-4	82099	Small arms fire	D-3
3/6/53	VF-124	F4U-4	97059	Small arms fire	D-3
3/6/53	VF-124	F4U-4	96836	Small arms fire	D-3
3/9/53	VF-124	F4U-4	96796	Small arms fire	D-3
3/9/53	VF-124	F4U-4	97113	Small arms fire	D-3
3/10/53	VF-124	F4U-4	82099	Automatic weapons fire	D-3
3/14/53	VF-122	F9F-5	126087-	Automatic weapons fire	D-3
3/14/53	VA-125	AD-3	122811	Small arms fire	D-3
3/16/53	VF-124	F4U-4	82099	Heavy weapons fire	D-3
3/18/53	VF-124	F4U-4	97113	Automatic weapons fire	D-3
3/18/53	VF-124	F4U-4	97387	Automatic weapons fire	D-3
3/23/53	VF-122	F9F-5	125955	Automatic weapons fire	D-3
3/23/53	VF-122	F9F-5	125963	Automatic weapons fire	D-3
3/27/53	VF-124	F4U-4	81006	Automatic weapons fire	D-3
3/28/53	VF-124	F4U-4	82099	Small arms fire	D-3

OPERATIONAL LOSS OF AIRCRAFT:

DATE	UNIT	TYPE A/C	BUNO	CAUSE	CODE
3/20/53	VF-122	F9F-5	125312	Lost overboard in rough seas during re-spot of A/C	L
3/22/53	VF-122	F9F-5	126219	Crashed into ocean and exploded immediately after catapult launch	L

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PART V

PERSONNEL PERFORMANCE AND CASUALTIES

PERFORMANCE:

1. Performance of Air Group personnel during this period is considered excellent. Morale continues to remain at a very high level. Tangible evidence of this is the number of enlisted personnel eligible to be returned to CONUS for discharge who have elected to remain with the Air Group until the current tour is finished.

CASUALTIES:

1. LT E. L. KUMMER, USNR, 403121, Corsair pilot of VF-124, suffered wounds in both legs, left arm and shoulder, and first and second degree burns of the face, when a hung bomb exploded immediately after his landing aboard on 6 March 1953. The following casualties also resulted from the explosion:

a. BROCKMEYER, R. C., AN, 318 84 87, USN, of VF-122, a missile lacerated his left forearm.

b. RODGERS, L. A., AD1, 386 04 17, USN, of VC-3 Det. GEORGE, a missile penetrated his chest.

c. DUNION, H. J., AN, 417 79 49, USN, of VC-3 Det. GEORGE, suffered a blow on his chest.

2. On 22 March 1953, while taking off from the ship in an F9F-5, BuNo 126219, LTJG Ralph E. MEW, 394627, USNR, of VF-122, was observed to make a normal right turn immediately after being catapulted. Following this, the aircraft went into a steep, nose high, left turn and crashed into the water in an almost inverted attitude near the port bow of the ship. The aircraft exploded on impact and sank immediately leaving burning gasoline over a large area of water. A search by helicopter and a destroyer failed to find any indication that the pilot survived.

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PART VI

OPERATIONS

1. During this fourth period with Task Force SEVENTY-SEVEN, Carrier Air Group TWELVE completed a total of 1,694 flights and flew 3,601.4 hours during 16.5 scheduled operational days. Approximately 3.5 days' operations were cancelled because of weather. The Air Group averaged 102.5 flights per operating day. The average total number of flights per pilot for the propeller aircraft pilots was 13.4 and for the jet pilots was 16.1. The average total flight time per pilot for the propeller aircraft pilots was 36.8 hours and for the jet pilots was 25.2 hours.

2. During the final days of this period, a Cherokee target was selected for repeated attacks on consecutive days. Pilots who made successive attacks on the same target were enthusiastic in their advocacy of such strategy. It afforded familiarity with the target which greatly facilitated planning and executing the attack with respect to the terrain and intense enemy flak, locating and identifying the target, and accomplishing a safer withdrawal.

3. The night fighters of VC-3, Detachment "GEORGE", volunteered for and accomplished a most effective night strike on the intensely flak-protected highway bridge at HAMHUNG. During bright moonlight, the three F4U-5N's approached the bridge from the mountains at 10,000 feet altitude. They attacked singly in forty degree dives commenced at 8,000 feet and maintained an interval between planes of about ½ mile by use of intercept radar. Just before the leader started his dive, the last plane released a 3,000 feet delay flare as a deceptive measure to divert the enemy gunners' attention. Photographic damage assessment established their results as one direct hit and two damaging near misses. A section of the bridge's center (about sixty yards in length) was completely destroyed. Enemy anti-aircraft guns did not fire until after the attack and then they were inaccurate.

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SUMMARY OF FLIGHTS:

MISSION	VF-121 F9F-5	VF-122 F9F-5	VF-124 F4U-4	VA-125 AD-3,4	VC-3 F4U-5N	VC-11 AD-4W	VC-35 AD-4N	VC-61 F2H-2P	AIR GROUP
OFFENSIVE:									
Strike	117	122	206	196					641
Recco	37	38							75
Flak Suppression	65	57							122
NGF			7	2	5		2		16
ECM					1		3		4
Photo							56		56
Photo Escort	29	28							57
CAS		4	30	50					84
TAR CAP	12	11							23
RESCAP			7	2					9
Heckler					41		30		71
TOTAL OFFENSIVE	260	260	250	250	47		35	56	1158
DEFENSIVE:									
CAP	127	124			5				256
ASP						43			43
ASP Escort				24		4	16		44
TOTAL DEFENSIVE	127	124		24	5	47	16		343
MISCELLANEOUS:									
Survivor Search						2			2
Refresher	21	17	20	21	6	4	3	6	98
Slow time or test			4	9					13
Ferry			11	15	6	1	15		48
TOTAL MISC.	21	17	35	45	12	7	18	6	161
ABORTS:	2	14	4	7		2	1	2	32
TOTALS	410	415	289	326	64	56	70	64	1694
Average Flights Per Pilot	16.4	16.6	12	14.8	12.8	11.2	14	12.8	14.6
Average Flight hours per pilot	25.5	26.1	32.6	41.9	34.6	31.8	35.6	20.2	31.1

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PART VII

AIR INTELLIGENCE

1. Anti-aircraft fire encountered on bomb line Cherokee missions has steadily increased and has become more difficult to suppress effectively. When a Cherokee target was scheduled for attacks on consecutive days, an attempt was made to provide the jet pilots furnishing flak suppression with photo blow-ups of all enemy gun positions in the target area which could be brought to bear on attacking aircraft. These photos, although not all inclusive, were exceedingly helpful to the jet pilots in locating an exact position by physical appearance, rather than just a general position marked on a map. The flak was more effectively suppressed because the pilots were briefed from these photographs and were actually able to see some of their assigned gun positions on their attacks, a relatively rare occurrence previously. These pilots believe that continuation and improvement of this intelligence, in the form of more coverage by large scale, photo-interpreted photographs of enemy gun positions, would enhance the effectiveness of their flak-suppression efforts.

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PART VIII

SURVIVAL

1. Fourteen Mk-4 Anti-Exposure suits were tested by VF-124 after four months of use and all were leaking around the crotch. These leaks were apparently caused by chafing of the high spots of wrinkles against the innerliner. The majority of these holes were minor, but several were of such magnitude that, in case of complete immersion, it is estimated the suits would have filled with water within forty-five minutes. The remaining suits in the Air Group were checked and all showed wear and chafing in the same area.

2. Only one pilot was forced to make use of survival gear during this tour on the line. The pilot, wearing a Mk-4 Anti-Exposure Suit, ditched near WONSAN. His aircraft sank in eight seconds. The pilot left the cockpit with his parachute strapped on and experienced no difficulty in leaving the plane or in moving around in the water. He utilized his Mae West and para-raft and was picked up in approximately fifteen minutes. Due to a worn and stretched neck seal, which the pilot had not had repaired, water seeped into the suit. Aside from being wet, he felt comfortable at all times. All pilots that have had to use the Mk-4 Anti-Exposure Suit gloves have been impressed by the warmth they provided. A letter report on leaks in the Mk-4 Anti-Exposure Suit after 125 hours of combat use is being submitted.

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PART IX

AIRCRAFT MAINTENANCE AND MATERIAL

1. Fuel system components of the F9F-5 aircraft continue to be the major maintenance problem. During this period sixteen Holley Fuel Controls, R85-HO-A7008C, nine high pressure fuel pumps, R85-BPD-185018-1, and nine pressurizing valves, PN/185018-1, were replaced. All components appeared to be extremely corroded, and it is strongly believed that the alcohol additive furthers this corrosion. The foregoing is based upon the following conditions, experiments, and tests:

a. On ground turn-up during a recent case, idle speeds greater than 60% and maximum attainable primary RPM of less than 80% required the change of the Holley Fuel Control, high pressure pump, and the pressurizing valve. The removed components were found to be extremely corroded.

b. Corrosion problems followed the use of alcohol as an additive.

c. Fifteen aircraft discontinued the alcohol additive but continued the use of 3% 1100 oil additive. Of the total fuel system components used, only eleven were by this group of aircraft, while twenty-three were required by the other group of fifteen aircraft in which alcohol continued to be used.

d. In view of (a) and (b) above, all F9F aircraft discontinued the use of alcohol and a reduction of maintenance problems due to fuel system components was experienced.

e. In regard to corrosion, simple tests were performed by the Pratt and Whitney Aircraft Engines Representative, Mr. McMAKEN, to determine the effect of various gasoline-alcohol mixtures. These tests indicated that alcohol does not mix completely with gasoline. Although most of the alcohol settled to the bottom, some alcohol dispersed throughout the gasoline. When gasoline and alcohol were agitated together, a sort of emulsion was formed which had a tendency to finally settle out, but adhered to any surface. Further tests revealed the following:

(1) Gasoline and alcohol (95%) was not corrosive.
(2) Gasoline and alcohol with a very small quantity of water present, particularly salt water, was very corrosive.

2. Fourteen cases of F9F-5 auto-acceleration occurred during the period covered by this report, all under similar conditions as previously reported.

3. Additional J48-P-6A engine malfunctioning experienced during this period follows:

a. The high pressure cock, P/N 185018-1, was replaced when the pressurizing valve plunger was found rusted and stuck at a partially open position.

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It appears feasible to test one or two aircraft by applying heat to the control body just below the altitude valve. This could be done by using warm air from the engine compressor. The Pratt and Whitney Representative was impressed with the knowledge that the information supplied by the pilot was positive indication that auto-acceleration is not caused by restriction of the servo line at the filter or at the isolation valve.

4. One deck flame-out was experienced during this period. Letter report in accordance with COMAIRPAC J48 Engine Technical Bulletin No. 10 is pending.

5. Material support during this period was considered satisfactory. A total of four cases of ACOG were experienced. Two of these ACOG's were down less than two days. Items causing aircraft to be down for more than two days were F9F-5 landing gear emergency air bottle elbows, R45E266-60. This item was manufactured aboard and also exchanged with dud aircraft.

6. During the last in-port period, a method of coordinating aircraft maintenance schedules with the Air Department was implemented. An outline of all squadrons' maintenance schedules covering a three day period was submitted in advance to the Air Department. Each evening of the third day, a similar outline was submitted covering the next such period, thus providing the Air Department with a means of anticipating the daily requirements for the moving of aircraft. These outlines also showed the relative order in which various jobs were to be accomplished. This procedure was most effective.

AIRCRAFT AVAILABILITY:

UNIT	TYPE A/C	AVERAGE AIRCRAFT ON BOARD EXCLUSIVE OF "DUD" AIRCRAFT	AVERAGE AIRCRAFT AVAILABLE	PERCENTAGE AVAILABLE
VF-121	F9F-5	14.3	12.7	89%
VF-122	F9F-5	13.7	11.2	82%
VF-124	F4U-4	12.4	11.9	96%
VA-125	AD-3,4	14.9	13.5	91%
VC-3"G"	F4U-5N	4.0	3.7	90%
VC-11"G"	AD-4W	3.0	2.5	83%
VC-35"G"	AD-4N	3.3	3.0	91%
VC-61"G"	F2H-2P	3.1	2.9	93%
AIR GROUP		68.7	61.4	89%