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UNITED STATES PACIFIC FLEET
AIR FORCE PACIFIC FLEET
CARRIER AIR GROUP FIFTEEN

17 November 1951

[redacted]

From: Commander Carrier Air Group FIFTEEN
To: Commanding Officer, USS ANTIETAM (CV-36)

Subj: Action Report of Carrier Air Group FIFTEEN for period of 14 October 1951, through 16 November 1951

Ref: (a) OpNav Inst. 3480.4 of 1 July 1951

Encl: (1) Subject Action Report p.31

1. This report is forwarded as Encl. (1) for inclusion in the action report of the USS ANTIETAM (CV-36) as required by ref.(a).

2. Information, comment and recommendations are presented under the headings indicated below. Since this has been the first action period since the recommissioning of this Air Group, an attempt has been made to indicate, where appropriate, an assessment of the training provided the Group prior to reaching the action area.

I Mission and Composition
II Chronology
III Ordnance
IV Damage
V Personnel Performance and Casualties
VI Comments and Recommendations

A. Operations
B. Intelligence
C. Maintenance
D. Electronics
E. Survival

R. F. Farrington
R. F. FARRINGTON

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ACTION REPORT OF CARRIER AIR GROUP FIFTEEN
for period 14 October - 16 November 1951

PART I MISSION AND COMPOSITION

a. Departing Yokosuka 11 October 1951, Carrier Air Group FIFTEEN, embarked aboard the USS ANTIETAM (CV-36), proceeded to the area off the east coast of Korea and reported to CTF77. Refresher air operations were conducted enroute. Operating under CTF 77 Op Order 22-51, and in accordance with the daily Air Plan promulgated by ComCarDivs ONE and THREE, the mission of the Group was to perform interdiction flights consisting of strikes, armed reconnissance flights and heckler flights directed primarily against North Korean Supply routes including railroad track and equipment, bridges, highways, and lower case supply areas. A limited number of close air support missions were carried out. Defensive missions including CAP and ASP were scheduled.

b. Composition of the Air Group

(See table on next page)

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ENCLOSURE (1)

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PART I B. Unite Commander	Type A/C	Operating A/C 10/11/51	 11/14/51	Pilots Available 10/11/51	 11/14/51	Total Flight Hours	Average Flight Hours per Pilot	Average Fli per Pilot
CAG-15 CDR R.F. FARRINGTON				*Note 1 3	2	*Note 1	*Note 1	*Note 1
VF 713 LCDR R. L. DOERING	F4U4	17	14	26	22	943.5	34.9	12.1
VA 728 LCDR S. T. BITTING	AD4,AD4L AD4Q	18	10	28	27	983.2	33.9	9.8
VF 831 LCDR A. J. DENMAN	F9F2	16	13	22	20	486.7	23.0 *Note 3	13.0 *Note 3
VF 837 LCDR R. H. KENTON	F9F2	16	14	22	20	443.1	20.13	11.9
VC-3 Det D LCDR J. L. CALLIS	F4U5NL	4	2	6	6	174.8	29.1	9
VC-11 Det D LCDR C. D. CONYERS	AD4W	3	3	5	5	170.0	34.0	10
VC-35 Det D CDR D. A. MARKS	AD4NL	4	3	6	6	246.0	41.0	13
VC-61 Det D LT G. C. YOUNG	F9F2P	3	2	4	3	106 *Note 2	33.66 *Note 2	21.4 *Note 2

*Note 1 – Three (3) pilots assigned to CAG-15 flew regularly with squadrons so Total Flight Hours, Average Flight hours per Pilot and Average Flights per Pilot are included with VA 728 (2 CAG-15 pilots) and VF 713 (1 CAG pilot)

*Note 2 – One pilot was wounded in action and is not counted in Average Hours per Pilot or Average Flights per Pilot on subsequent mission.

*Note 3 – This includes one (1) pilot who only flew three flights before leaving for emergency leave and one (1) pilot who only flew seven (7) flight due to being in sick bay from 4 November 1951 to last operating date.

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PART II - CHRONOLOGY

[illegible] Oct 1951 Ship was underway at 1030I in order to conduct refresher Air Operations and then proceed to Korean Operations Area. 7 F9F's, 10 F4U's and 10 AD's were launched and carried out missions of CAP, ASP and simulated attacks on the Ship. Preparations were made for entering Typhoon "Ruth" Area.

[illegible] Oct 1951 Air Operations were cancelled due to inclement weather.

[illegible] Oct 1951 Air Operations were conducted during the day with a total of 56 sorties flown by the Air Group; including CAP, ASP and simulated strikes on the Carrier. Flight quarters were secured at 1530I due to bad weather.

CAPT FARRINGTON, CDR MARAS and a representative from each squadron returned to the Ship after spending one week aboard the USS ESSEX and other CTF 77 ships. Each member of the party flew at least one mission during this period.

14 Oct 1951 Ship entered Korean War Zone. No air operations due to bad weather caused by Typhoon "Ruth".

15 Oct 1951 USS ANTIETAM (CV-36) joined Fast Carrier Task Force 77. Strikes, armed recco, CAP flights comprised the days operations, which included 35 day sorties. A total of 8.5 tons of bombs were dropped on the enemy. One oxcart was damaged, two troops were killed, one small truck destroyed, two RR tunnels, railroad tracks, RR bridge and RR cars were all bombed and strafed with excellent results recorded.

16 Oct 1951 CAP, ASP Armed recco, familiarization, photo and strike flights, comprised the days operations. Seventy-five (75) sorties were flown, 3000 rds. of ammunition were expended, and 27 tons of bombs were dropped.

One train composed of one (1) locomotive and fifteen (15) box-cars were sighted and severely damaged by LCDR CALLIS, VC-3 night heckler with the assistance of LT STINRUD, VC-3. One small craft was strafed, and damaged. Twenty-four (24) warehouses were bombed, napalmed and strafed, railroad tracks were cut, one ammunition storage building was destroyed. LT G. A. GEHO of VA 728 was forced to ditch in the vicinity of the force and was successfully rescued by a destroyer.

17 Oct 1951 Replenishment day - No flight operations

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18 Oct 1951 CAP, ASP armed recco, photo missions and strikes were flown. Forty (40) sorties were conducted; 15,200 rds, of ammunition were expended and 21.1 tons of bombs were dropped on the enemy. ENS R. L. THOMAS of VA 728 was credited for scoring the first direct hit on an enemy railroad track cutting the rails.

19 Oct 1951 Two events were flown and operations were then cancelled because of bad weather over the target area. CAP, armed recco, strikes and photo flights were flown. Total sorties were 23, ammunition expended 2700 rds. total bombs dropped 1.4 tons, total rockets expended 15. One rail was cut.

20 Oct 1951 CAP, armed recco, strikes, photo, naval gun fire spot, and ASP comprised the days' activity. Flight operations were once again curtailed due to inclement weather in the area. Total sorties flown 30, ammunition expended 16,350 rds., total rockets 31, total bombs dropped 8.9 tons.

Successful rail cuts were made by the pilots of VF 713 and VA 728 around the Kilchu area. Air operations were secured at 1730I.

21 Oct 1951 A full days' schedule was flown and weather was CAVU over the target area. CAP, ASP, photo, strikes, naval gunfire spot and armed recco sorties were executed. Total sorties 75, ammunition expended 48,260 rds., total rockets 72, total bombs dropped 32.5 tons.

LT A. S. KALAS, VC 61 Unit D. while on a photo mission over Hamhung was hit by accurate AA fire. He was able to fly to a friendly base at K-18 and land. LT KALAS received wounds in the leg, hand and neck. He was flown back to the USS ANTIETAM (CV-36) by an AD4NL pilot from VC-35.

22 Oct 1951 CAP, ASP, armed recco, strikes, photo, naval gunfire spot and nite heckler sorties comprised the days activity. Everything found moving in enemy territory was hit plus eight rail cuts on the strike event lead by CDR R. F. FARRINGTON.

Total Sorties flown 70, ammunition expended 46,200 rds., total rockets 54, and total bombs dropped 50 tons.

LTJG F. E. MASEK of VC-11 while taking a wave-off after an ASP flight at 2035I lost engine power and ditched his AD4W. LTJG MASEK and his two crewmen were successfully rescued by the USS HANSEN (DD 832).

23 Oct 1951 Replenishment Day

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24 Oct 1951 CAP, ASP, naval gunfire spot, armed recco, weather recco and strikes were flown on this day. Total sorties 75, total ammunition expended 30,520 rds., total rockets 156, total bombs dropped 59.45 tons.

25 Oct 1951 The day's operations were comprised of CAP, ASP, naval gunfire spot, photo, armed recco, jet sweeps and strikes. Total sorties 73, total ammunition expended 15,650 rds., total rockets 141, total bombs expended 43 tons.

LTJG L. W. DORSEY of VF 732 was forced to ditch his F4U4 in Wonsan Bay, and was safely rescued by the USS HELENA.

26 Oct 1951 Close air support, ASP, naval gunfire spot, armed recco and strikes were flown today. Total sorties 74, total ammunition expended 32,406 rds., total rockets expended 147, total bombs dropped 66.7 tons.

27 Oct 1951 Replenishment Day

28 Oct 1951 Close air support, CAP, ASP, photo and armed recco missions were flown. Total sorties 85, total ammunition expended 46,000 rds., total rockets 58, total bombs expended 41.8 tons.

29 Oct 1951 Close air support, strikes, CAP, ASP, photo and armed recco flights comprised the days operations. Total sorties 80, total ammunition expended 37,205 rds, total rockets 88, total bombs 40.6 tons, 15 napalm drops.

A special strike, composed of elements from this Air Group and from Air Group FIVE aboard the USS ESSEX (CV-9), was directed by CTF 77 on an enemy industrial area. This flight was led by LCDR S. T. BITTINGS of VA 728, LCDR R. DOERING of VF 723 and LT J. J. BARTELUCE of VF 831. This Air Group received a well done from C[illegible] 7 and was credited with a total of sixteen (16) buildings destroyed.

30 Oct 1951 Close air support, strikes, CAP, ASP, photo and armed recco flights were flown. Total sorties 84, total ammo expended 34,700 rds., total rockets 108, total bombs 46.7 tons.

LT KRAMER of VC-3 made a water crash landing after taking a wave off and hitting the carrier on the port side. After ditching his plane, shooting flares and tracers into the air he was located and successfully rescued by the USS EBERSOLE.

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31 Oct 1951 Replenishment Day

1 Nov 1951 Today's operations were comprised of armed recco, strikes, CAP, ASP, photo missions. The last two events were cancelled due to inclement weather. Total sorties flown 52, total ammo expended 12,500 rds., total rockets 30, total bombs 36.13 tons.

2 Nov 1951 Inclement weather once again curtailed flight operations. Armed recco on railroads, photo, CAP and ASP flights were flown. Total sorties 28, total ammunition expended 11,500, total rockets expended 38, total bombs 16.8 tons.

3 Nov 1951 CAP, ASP, Photo, armed recco, strikes and naval gunfire flights comprised the air operations. Total sorties 70, total ammo expended 33,500 rds, total rockets 37, total bombs dropped 58.9 tons.

LT R. Callahan of VF 713 found an enemy locomotive getting up steam. He was credited with giving the engine several direct hits by bombs and strafing. The locomotive was then attacked by ENS HEMPHILL of VA 728 and was knocked off the tracks.

4 Nov 1951 CAP, ASP, Photo, Armed recco, strikes and naval gunfire spot again comprised the days operations. Total sorties 47, total ammo expended 8850 rds., total rockets 21, total bombs expended 28.6 tons.

LTJG N. K. DONAHOE of VC-35 made a forced landing after a cold catapult shot at 0500 I. LTJG DONAHOE and his two crewmen were rescued by the destroyer, the USS UHLMAN.

LT G. S. Brainard, 320881/1315, USNR, while landing his F9F Panther failed to catch an arresting gear wire, went through the barriers unarrested and proceeded into aircraft parked on the flight deck forward. LT BRAINARD and three other Air Group personnel were killed in this accident. Six other squadron personnel were injured.

All flight operations were cancelled after the above mentioned accident.

5 Nov 1951 Replenishment Day

6 Nov 1951 Air Operations cancelled due to inclement weather.

7 Nov 1951 Air Operations cancelled due to inclement weather.

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8 Nov 1951 A normal flight schedule was flown as weather did not hamper CAP, ASP, armed recco, Jet sweeps, Strikes, photo, and naval gunfire spot flights. Total sorties 77, total ammunition expended 28,300 rds., total rockets 52, total bombs 46.6 tons.

LTJG J. G. GOODELL, 481085/1315, USNR, was shot down by enemy AA while attacking an oxcart near the city of Wonsan. He was able to ditch his F4U4 approximately 100 yards off the coastline. A helicopter from the USS TOLEDO succeeded in rescuing LTJG GOODELL amidst enemy shore bombardment after the pilot had spend approximately twenty (20) minutes in the water. Rescap was flown by the remainder of his flight.

Missions flown today were very successful. Twenty railroad cuts were recorded, barracks and buildings, oxcarts, trucks, one locomotive, and boxcars were bombed and strafed effectively. LTJG WARFIELD of VC-3 on a nite-heckler event destroyed two enemy trucks while LTJG N. DONAHOE and ENS SYBELDON of VC 35 each destroyed one truck.

9 Nov 1951 CAP, ASP, strikes, armed recco, naval gunfire spot, rescap comprised the flight operations. Total sorties 77, total ammunition expended 22,260 rds., total rockets expended 55, total bombs dropped 36.9 tons.

Many rails were cut by all strikes today. The first strike led by LCDR S. T. BITTING of VA 728 damaged two (2) RR bridges. Three spans of the same bridge were dropped by the next flight led by LT DWYER VA 728. The nite-heckler pilots, LT STIGRUD (VC-3) and ENS SYBELDON of VC-35 also were credited with two rail-cuts apiece.

10 Nov 1951 CAP, ASP, armed recco, jet sweeps, railroad strikes, photo and naval gunfire sorties were flown. All strikes were very successful and many cuts in enemy railroad tracks were recorded. Total sorties 76, total ammunition expended 35,200 rds., total rockets 39, total bombs dropped 68.8 tons.

11 Nov 1951 Replenishment Day

12 Nov 1951 Inclement weather curtailed the days' operations and only two events were launched. Total sorties flown 10, total ammunition expended 800 rds., total bombs expended 4.3 tons. Pre-dawn hecklers, ASP and prop-Cap were flown.

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12 Nov 1951 (Cont.) Five railcuts were made by the pre-dawn hecklers.

LTJG L. O. WARFIELD, 496399/1315, USNR, of VC-3 ditched his aircraft after being launched from the port catapult. Minutes later, he was rescued by the USS BOYD after he successfully fired flares and tracers into the air.

13 Nov 1951 The daily schedule of CAP, ASP, photo, armed recco, jet sweep and naval gunfire spot flights were carried out. Total sorties 69, total ammunition expended 25,420 rds., total rockets 64, total bombs expended 45.5 tons.

CDR R. F. FARRINGTON, CAG-15, scored direct hits on a railroad bridge and successfully knocked out two spans.

Railroad boxcars, locomotives, railroad bridges, railroad tracks and tank cars bore the brunt of today's operations. Three locomotives were sighted by the pre-dawn hecklers. After damaging two locomotives, they diverted the first strike event led by LT W. DRIESSEN of VA 728 which in turn heavily damaged one locomotive and destroyed the other one. LCDR CALLIS, LT KRAMER, LTJG DONAHOE and LTJG DELMANOWSKI of VC-3 and VC-35 were credited with damaging the initial locomotives sighted.

14 Nov 1951 The last day on the line was indeed a very successful one. Total sorties flown were sixty-seven (67) which included ASP, CAP, armed recco, jet sweep, strikes, photo and pre-dawn hecklers. Total ammunition expended 31,300 rds., total rockets fired 38, and total bombs dropped 38.1 tons.

Trucks, buildings, barracks, railroad tracks, railroad bridges and hiway bridges were severely damaged by today's strikes and armed recco. It was the last opportunity for destruction of the enemy prior to leaving the Task Force to spend a well-deserved rest period at NOB Yokosuka.

15 Nov 1951 No flight operations

16 Nov 1951 Arrived Yokosuka

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SUMMARY OF SORTIES (By date and type)

OCT DATE	TOTAL SORT	ABORTS	C 3	ARMED RECCO DAY	ARMED RECCO NITE	RR OR BRIDGE STRIKES SORTIES	PHOTO	ESCORTS	NGF	CAP	ASP
1	27 REFRESHER										
2	INCLEMENT WEATHER - NO AIR OPERATIONS										
3	56 - REFRESHER										
14	INCLEMENT WEATHER										
15	35			6		17	2	2			8
16	75	4		9	4	47	2	2		8	3
17	REPLENISHMENT DAY										
18	40	4		4		17	2	2	4	11	
19	23	1		4		10	2	1	2	2	2
20	30	4		8		18					4
21	75	3		14	4	29	5	5	4	10	4
22	78	3		11	4	31	5	5	2	10	8
23	REPLENISHMENT DAY										
24	75	0		18	4	31	4	4	4	8	2
25	73	2		15	4	23	4	4	12	9	2
26	75	2	2	16	4	33	4	4	4	4	4
27	REPLENISHMENT DAY										
28	85	0	8	9	4	36	6	6		10	6
29	80	0	8	20	4	24	6	6		10	2
30	84	0	8	17	4	27	6	6		10	6
31	REPLENISHMENT DAY										
1 NOV	52	1	0	24	4	12	2	2		6	2
2	28	0	0	4		10	2	2		6	4
3	70	0	0	12	4	30	2	2	4	10	6
4	47	1	0	10	4	17	1	1	2	8	4
5	REPLENISHMENT DAY										
6	No air operations due to inclement weather										
7	No air operations due to inclement weather										
8	77	2	0	18	4	24	4	4	2	17	4
9	77	2	0	15	4	31	2	2	4	15	4
10	76	0	0	12	4	32	3	3	2	16	4
11	REPLENISHMENT DAY										
12	10	0			4					4	2
13	69	0		11	4	28	2	2	4	12	6
14	67	0		15	4	26	2	2	0	12	6
15	No Air Operations										
16	Arrived Yokosuka										
Totals	1484	29	26	288	72	572	70	69	50	198	101

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III ORDNANCE

ORDNANCE EXPENDITURES

	AD4	AD4NL	F4U4	F4U5NL	F9F2	Total
1000# GP	105					105
1000# GP	630	4				634
500# GP	65	37	299	40		441
260# FRAG	219	133		132		484
250# GP	1840	26		114		1980
100# GP	358	102	1385	26	546	2417
NAPALM	46	2	21			69
ASAR-3"	6	88		6		100
HVAR-5"	12	2	821	18	543	1396
20MM	37000	9273		14680	38000	98953
.50 Cal.			502550			502550
350# Depth Charge		2				2
MK6 FLARES		36		20		56
ATARS					163	163
Total lbs.	1414040	70,980	382,700	88,520	125,200	2,111,440
Total Tons	720.2	35.5	191.85	44.26	62.6	1,054.41

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B. Performance of Ordnance Material

1. F9F Type Aircraft - The only difficulties encountered were those effecting the operation of the 20MM guns. These difficutlies may be summarized as follows:

a. Stoppages caused by hydraulics -43.
The hydraulic system of charging the 20MM caused two thirds of the stoppages or malfunctions experienced in F9F type aircraft during this period. The low side of the pressure switch (Aero 1-A)gets out of calibration leaving a residual pressure in the hydraulic charger (MK5, Mod 1) cylinder, thereby cushioning the travel of the breechblock to the battery position. This causes a light primer strike or no primer hit at all. In two cases the charging lug has been broken off the charger cylinder by the impact of the breechblock. The above situation is also aggravated by the accumulation of rust and sludge in the hydraulic charger thus holding it out of the battery position. In a few cases the ("O" ring) seal in the high pressure side of the switch (Aero 1 A) breaks causing a hydraulic leak. It is understood that a new pressure switch (Aero 2-A) has been developed which may help.

b. Stoppages caused by link jams - 7
These jams occured mainly on port inboard guns due to bending of the deflection bell while inspecting link chutes.

c. Stoppages caused by feed mechanisms - 7.
Insufficient tension and scribe marks on breach not aligned properly.

d. Stoppages caused by broken parts - 5.
1. Broken breechblock lock
2. Broken firing pin
3. Sheared diving spring guide lock (NavOrd OML-GV-16-51 should eliminate this type of stoppage)
4. Broken extractor spring

e. Stoppages caused by electrical equipment - 8.
1. One stoppage occurred because of a burned out trigger solenoid and two stoppages due to a loose solenoid connection.
2. One stoppage due to a loose connection in the gun selector switch.
3. Three stoppages were caused by faulty trigger switch and one because of a trigger connection vibrating loose.

2. AD type aircraft

a. 20MM guns
1. Two failures were caused by unreamed bolts and old style firing pins.
2. Poor design of outboard ammo cans caused broken belts and stretched links. This was overcome by loading one can per outboard gun.

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(3) The outboard wing gun installation has proven unsatisfactory in use due to failure of the mounts caused by firing and by arrested landings.

(4) Factory set pressure switches have proven unsatisfactory. Local adjustment has corrected this problem.

(5) The present shipboard allowance of gun charger springs has not been filled. This has been a serious ordnance problem.

b. Aero 14 Launches

(1) One failure occured due to the rack vibrating while loaded, causing the hangar bolt to back off and break electrical contact. This was remedied by tightening hangar bolts after every other hop. It is recommended that hangar bolt heads and locking bolt heads be redesigned so that a ½" Allen wrench could be used to apply more torque. At present only a thin walled 12 point wrench will fit the odd size of the locking nut. This type wrench is not available through supply channels.

(2) Shear pins on rocket launchers (Aero 14) are not stocked aboard ship. Much delay in reloading rockets could be eliminated if these were available. At present rivets (AN 470 AD3-8) are being used as a substitute.

(3) Aero 14 Lower Case Brace Wrenches

Wrenches furnished are completely unsatisfactory. After they are used a few times, they bend and edges round off. Locking wrenches made out of Allen wrenches with a pipe handle on them, were developed as a substitute. A RUDM has been submitted by VA 728.

c. AD4NL Specialized Ordnance

(1) Flare Bands - Due to reports of bands breaking on catapult launches, special bands were developed locally. These were constructed out of 30 gauge metal 1 3/8" wide and links of chain. These bands have proven satisfactory in use with no failures experienced.

(2) MK 24 Mine - Due to a failure of the MK 24 Mine support band, one mine broke loose during an arrested landing, damaging the aircraft propellor and cutting the mine in half. Heavier bands are now used and no additional failures have occured.

d. VA Squadron Ordnance Personnel allowance - Allowance of 23 is considered that this allowance be raised to a minimum of 27.

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3. F4U4 Aircraft.

No difficulty has been experienced with the 50 cal. guns. VF 713 was deployed with no wing racks for their F4U4 aircraft. Upon arrival at Yokosuka, Mark 5 Bomb Adapter were procured as a temporary measure pending the arrival of Change 432 parts. These adapters have proven highly unsatisfactory in use. The incidence of hung ordnance has been excessive and dangerous. The hung ordnance invariably breaks loose upon arrested landing due to the failure of the latch which breaks or bends. Latch breakage has approached 25%. While the major portion of change 432 components has been received, no action can be taken until the remainder of the parts are provided.

4. F4U5NL Aircraft

Some trouble has been experienced with hung bombs on the MK 55 rack. The hung bombs that cannot be shaken off in flight invariably fall off on an arrested landing. In each such case the bomb rack has checked out before and after the flight. There is no apparent explanation for this malfunctioning, but it is suspected that the bomb release solenoid may be at fault. With the use of scales an attempt will be made to set up a standard pulling force which this solenoid should exert on its plunger.

5. General Problems:

a. Rearming could be expedited by using a small ramp over the barriers. The ramp would allow the bomb carts to be taken aft with less danger of the load being dumped. It is understood that ramps will be constructed prior to the next action period.

b. Loading 250 lb bombs on the wing station requires the wing to be spread. This causes considerable difficulty on the flight deck. It is recommended that a suitable device be developed to enable such loading with the wings folded.

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PART IV DAMAGE

A. OWN DAMAGE

1. DAMAGE TO A[illegible] C[illegible]FT DUE TO ENEMY ACTION

[illegible]E	SQUADRON	TYPE	BUREAU NUMBER	CAUSE	POSITION OF DAMAGE
[illegible]6/51	VA 728	AD4	123918	A/W AA	Underside of Cowling
[illegible]6/51	VA 728	AD4L	123996	Small Arms	Pierced Rudder
[illegible]/18/51	VF 831	F9F2	127142	Small Arms	Hole in rear fuel cell
[illegible]/21/51	VC 61	F9F2P	123505	AA	Bulkheads nose section partically. Severed battery and radio carrier away.
10/22/51	VF 831	F9F2	125088	Small Arms	Bullet passed thru port wing.
10/24/51	VF 831	F9F2	125090	Unknown	Vertical fin
10/25/51	VF 713	F4U4	81576	AA	Loss
10/25/51	VF 713	F4U4	81079	AA	Hole in fuselage, wing and ignition.
10/25/51	VA 728	AD4	123812	Small Arms	Lower part leading edge of right wing.
10/28/51	VA 728	AD4Q	124063	Small Arms	Lower middle cowling and entered engine
10/28/51	VA 728	AD4	123836	A/W AA	Leading edge port wing
10/28/51	VF 713	F4U4	81660	AA	Hole in wing
10/28/51	VF 831	F9F2	125091	A/W AA	Hole in fuselage, port side opposite cockpit
10/28/51	VF 837	F9F2	127200	AA	Hole in horizontal stabilizer
11/2/51	VA 728	AD4L	123966	A/W AA	Port wing tip, wing tipe blown off, penetrated rudder
11/3/51	VA 728	AD4L	123964	Small Arms	Ricocluted off engine cowl on starboard side damaging Ship.
11/4/51	VA 728	AD4	123836	Small Arms	Vential side fuselage and left fuselage port side aft
11/4/51	VF 831	F9F2	123699	A/W AA	Damage to left stabilizer, fin and rudder. Holes in wing, wing roof. Fuselage and tail section.
11/8/51	VA 728	AD4	123812	A/W AA	Starboarding wing fold damaging wing flap, stub and aileron.
11/8/51	VF 713	F4U4	97115	AA	Loss
11/9/51	VF 837	F9F2	127160	AA	Hole in port wing.
11/10/51	VF 837	F9F2	127517	AA	Hole in nose and right side windshield destroyed
11/13/51	VF 831	F9F2	127142	AA	Small holes in wing, wing root, fuselage and tail section.
11/13/51	VA 728	AD4L	123999	Small Arms	Starboard Stub and port landing gear door.
11/13/51	VA 728	AD4Q	124063	Small Arms	Port landing gear faring
11/14/51	VA 728	AD4	123951	Small Arms	Leading edge of port wing

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ENCLOSURE (1)

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2. AIRCRAFT DAMAGED BEYOND REPAIR ABOARD SHIP

DATE	SQUADRON	TYPE	BUREAU NUMBER	CAUSE
10/15/51	VA 728	AD4L	123[illegible]2-514	Landing gear collapse hard landing
10/16/51	VA 728	AD4L	123961-510	Barrier
10/21/51	VF 837	F9F2	127162	Barrier
10/24/51	VF 713	F4U	81154	Fuslage buckled hard landing
11/4/51	VF 831	F9F2	127[illegible]	Damaged flight deck crash. Retained for disposition.
11/4/51	VA 728	AD4L	123964-503	Deck Crash
11/4/51	VA 728	AD4L	12[illegible]9-516	Deck Crash
11/4/51	VA 728	AD4	123833-507	Deck Crash

[redacted]

ENCLOSURE (1)

DECLASSIFIED

[redacted]

3. AIRCRAFT LOST

DATE	SQUADRON	TYPE	BUREAU NUMBER	CAUSE
10/16/51	VA 728	AD4L	123997-511	Ditched - Loss of power
10/22/51	VC 11	AD4W	124773	Ditched - Loss of power
10/25/51	VF 713	F4U4	81576	Ditched after engine failure due to AA damage
10/30/51	VC 3	F4U5NL	124552	Plane went over the side after colliding with cat-walk - night landing wave-off.
11/4/51	VF 831	F9F2	125090	Jettisoned following flight deck crash
11/4/51	VF 831	F9F2	127144	Jettisoned following flight deck crash
11/4/51	VC 35	AD4NL	124731	Cat Shot
11/8/51	VF 713	F4U4	97115	Ditched - AA damage
11/12/51	VC 3	F4U5NL	124538	Water landing after cat shot

[redacted]

ENCLOSURE (1)