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

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c/o Fleet Post Office
San Francisco, California

22 March 1952

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

Subj: Action Report of Carrier Air Group FIFTEEN for period of 18 February 1952 through 22 March 1952

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

Encl: (1) Subject Action Report

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

2. Information, comments and recommendations are presented under the headings indicated below:

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

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ACTION REPORT OF CARRIER AIR GROUP FIFTEEN
for period 18 February - 22 March 1952

PART I MISSION AND COMPOSITION

a. Departing Yokosuka 18 February 1952, Carrier Air Group FIFTEEN, embarked aboard the USS ANTIETAM (CV-36), proceeded to the area off the east coast of Korea and reported to CTF 77. Operating under CTF 77 Op Order 22-52 (second revision), and in accordance with the daily Air Plan promulgated by ComCarDiv's ONE and FIVE, the mission of the Group was to perform interdiction flights consisting of strikes, armed reconnaissance flights and heckler flights directed primarily against North Korean Supply routes including railroad track and equipment, bridges, highways, and supply areas. Defensive missions including CAP and ASP were scheduled.

b. Composition of the Air Group

(See table on next page)

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PART I

b. Unit Commander	Type A/C	Operating A/C 2/17/52-3/22/52		Pilots Available 2/17/52-3/22/52		Total Flight Hrs.	Avg. Flight Hrs. Per Pilot	Avg. Flights Per Pilot
CAG-15				*Note 1				
CDR R. F. FARRINGTON				2	2			
VF 713								
LCDR R. L. DOERING	F4U4	16	18	27	26	833.00	31.5	10.6
VA 728	AD2							
LCDR S. T. BITTING	AD4	17	17	24	24	959.9	36.9	9.7
VF 831								
CDR A. J. DENMAN	F9F-2	16	16	20	20	603.0	30.0	18.0
VF 837								
LCDR R. H. KENTON	F9F-2	14	14	19	19	600.6	31.6	19.3
VC-3 Det "D"	F4U4							
LT H. FLEMING	F4U5NL	4	3	5	5	121.7	24.4	8.0
VC-11 Det "D" *Note 2								
LCDR W. H. ROGERS	AL4W	3	3	4	4	156.5	39.0	15.3
VC-35 Det "D"	AL4NL							
LT R. C. BARTLETT, JR.	AL4Q	4	4	6	6	248.0	41.3	15.0
VC-61 Det "D"								
LT G. C. YOUNG	F9F-2P	2	2	4	4	66.3	16.5	11.0

*Note 1 - Two (2) pilots assigned to CAG-15 flew regularly with squadrons. "Total Flight Hrs", "Avg. Flight Hrs Per Pilot" and "Avg. Flights Per Pilot" are included with VA 728.

*Note 2 - LCDR C. D. CONYERS TAD orders were cancelled and he was returned to his parent squadron immediately prior to the commencement of this period. LCDR W. H. ROGERS was transferred to this unit from the unit aboard the USS VALLEY FORGE (CV-45).

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c. Summary of Flying Hours

First Period	VF 713	VA 728	VF 831	VF 837	VC-3	VC-11	VC-35	VC-61
Total Flt Hrs.	943.5	983.2	486.7	443.1	174.8	170.0	246.0	106.0
Avg. Flt Hrs/Pilot	34.9	33.9	23.0	20.3	29.1	34.0	41.0	33.7
Avg. Flt's per pilot	12.1	9.8	13.0	11.9	9.0	10.0	13.0	21.4
Second Period								
Total Flt Hrs.	1094.3	1004.3	594.7	603.4	135.6	186.3	144.9	100.4
Avg. Flt Hrs./Pilot	43.8	35.9	29.7	28.7	22.6	37.2	28.9	25.1
Avg. Flt's per pilot	26.7	11.7	18.0	17.9	7.8	12.4	10.0	16.0
Third Period								
Total Flt Hrs.	591.8	611.1	394.9	393.8	733.3	86.3	121.8	68.3
Avg. Flt Hrs/Pilot	21.9	23.5	19.7	19.6	14.7	21.6	20.3	17.0
Avg. Flt's/pilot	7.9	8.0	13.0	12.2	5.0	8.0	6.8	12.0
Fourth Period								
Total Flt Hrs.	833.0	959.9	603.0	600.6	121.7	156.5	248.0	66.3
Avg. Flt Hrs./Pilot	31.5	36.9	30.0	31.6	24.4	39.0	41.3	16.5
Avg. Flt's per Pilot	10.6	9.7	18.0	19.3	8.0	15.3	15.0	11.0
Grand Total								
Total Flt. Hrs.	3442.6	3558.5	2079.3	2040.9	595.4	599.1	759.8	341.0
Avg. Flt Hrs./Pilot	132.1	130.2	102.4	100.2	90.8	131.8	131.5	92.3
Avg. Flt's per Pilot	57.3	39.2	62.0	61.3	29.8	45.7	44.8	60.4

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PART II CHRONOLOGY

18 FEB 1952 - Departed NOB Yokosuka, Japan, to report to CTF 77. No air operations due to inclement weather.

19 FEB 1952 - Inclement weather prevented a full day's air operations, but as the skies cleared in the afternoon twenty-seven (27) refresher sorties were flown plus one (1) slotime.

20 FEB 1952 - An early morning schedule of thirty-three (33) sorties were flown as refresher flights. As flying secured at 1115 the ship joined the replenishment group and spent the afternoon taking on stores, supplies, and gasoline.

21 FEB 1952 - The first day of combat flying of this period was very successful as blue skies and excellent weather aided eighty-five (85) sorties in harassing the enemy supply routes.
LT Robert DUNN of VC-3 started the toll of damage by destroying two trucks while on a pre-dawn heckler mission.
LCDR R. L. DOEHING led the first prop strike of this new tour with excellent results. Thirty (30) rails were cut plus damage to flak positions. CDR R. F. FARRINGTON's flight accounted for eighteen (18) railcuts, destroyed one (1) RR bridge and suppressed flak positions.
The Panther Jets led by LCDR . RYAN and LT WISNYI ranged far and wide over eastern Korea and bombed and strafed many targets. Rails were cut, buildings destroyed, troop personnel killed and oxcarts destroyed.

22 FEB 1952 - The celebration of Washington's birthday was not one of rest as a total of eighty-three (83) sorties were flown.
Sixty-two (62) rails were cut, four (4) troops killed, two (2) RR bridges destroyed, and railcars and trucks were destroyed.
The number one devastator was LT Howard FLEMING OinC of VC-3 Detachment, who found four (4) trucks seeking refuge in a building area which was believed to be a fueling depot. After making seven (7) strafing and five (5) bombing runs he reported that the area was in shambles. Four (4) trucks destroyed and seven buildings severely damaged was the total score.

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23 FEB 1952 - Perfect weather enabled the group to fly a total of seventy (70) sorties. Once again the air group accounted for more than their share of railcuts, boxcars destroyed, trucks destroyed or damaged and buildings destroyed. This day marked the third straight day that no CVG-15 aircraft were hit by enemy AA.

24 FEB 1952 - REPLENISHMENT DAY

24 FEB 1952 - A total of Forty-nine (49) sorties were flown. Inclement weather which arrived over North Korea around noon today hampered a full days operation.
CDR A. DENMAN, LT SANDERS, LCDR S. T. BITTING, LCDR F. T. DONAHOE and LT MOOERS led prop and jet strikes which did considerable damage to the enemy supply line. Twenty (20) boxcars were damaged, seven (7) destroyed, three (3) boats damaged, thirteen (13) railcuts were included in the damage done.

26 FEB 1952 - Inclement weather again shrouded the flight operations. The morning was spent in replenishing. Air operations consisted of two (2) AD's who flew weather recco and ASP. Negative results were given on the weather recco, so flight quarters were secured at 1530.

27 FEB 1952 - Clear skies enabled the Air Group to fly a total of Eighty-three (83) sorties.
LTJG J. HIGGINS of VA 728 was slightly wounded by flying particles of his cockpit canopy which had been hit by AA fire.
The props and jets led by CDR R. F. FARRINGTON, LT W. DRIESSEN, LT L. HUMPHREY, CDR DENMAN again ripped railroad bridges, rail tracks, and buildings.
The heckler pilots had a field day as numerous trucks were sighted on all routes. LT H. FLEMING, LT R. BARTLETT, LTJG J. WHYTE and LT E. DELMANOWSKI accounted for six (6) trucks destroyed and fifteen (15) damaged.

28 FEB 1952 - A total of eighty-two (82) sorties were flown for a normal day of operations. The highest number of rail cuts during this fourth cruise was recorded - 103, as the jets and prop-driven aircraft wrecked havoc on the enemy supply system.
LT R. DUNN of VC-3 was slightly wounded on the face as a result of accurate enemy AA fire.

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29 FEB 1952 - Seventy-seven (77) sorties were flown with the usual interdiction program carried out against the enemy supply system.
Seventy-one (71) rails were cut, ten (10) boats destroyed, seventeen (17) boxcars destroyed and two (2) damaged, plus several warehouses and buildings destroyed.

1 MAR 1952 - REPLENISHMENT DAY

2 MAR 1952 - A total of eighty (80) sorties were flown in perfect flying weather.
LT George W. JOHNSON, 369352, USNR of VA 728 became the third pilot to be killed in enemy action. He was shot down by enemy anti-aircraft fire while making a bombing run over the marshalling yards at Hamhung.

3 MAR 1952 - Air operations were cancelled after launching heckler flight. Four (4) hecklers and four (4) ASP comprised the total of eight (8) sorties.
LT Howard FLEMING of VC-3 had a field day as he cornered four (4) enemy trucks and successfully destroyed same.
LT SELLS scored a direct 500# bomb hit on a highway bridge and succeeded in dropping one (1) span plus damaging several boxcars.
LTJG's DELMONOSKI and DONAHOE went on a fishing trip as they destroyed five (5) boats and severely damaged eight (8).

4 MAR 1952 - Clear weather enabled the group to fly eighty-one (81) total sorties today.
The three heckler pilots, LT R. DUNN VC-3, LT R. BARTLETT and LTJG N. DONAHOE VC-35 found many trucks and oxcarts. Bombs, napalm and 20MM shells found their mark as seven (7) trucks were destroyed, four (4) oxcarts and animals damaged, one (1) building damaged, one (1) rail cut, and seven (7) sampans damaged.
The props led by LCDR S. T. BITTING and CDR R. F. FARRINGTON and the jets led by LCDR DENMAN, LCDR RYAN and LCDR KENTON, LT's CRAPSER, SANDERS AND WISNYI accounted totally for forty-five (45) railcuts, two (2) boxcars destroyed, nine (9) trucks damaged, six (6) boats destroyed, five (5) boats damaged, twenty (20) enemy troops killed and twelve (12) buildings either destroyed or severely damaged.

5 MAR 1952 - REPLENISHMENT DAY

6 MAR 1952 - Clear skies and a high availability of aircraft enabled the group to fly a total of eighty-six (86) sorties.

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CDR A. DENMAN, VF 831, received injuries about the facial area as small arms fire shattered the canopy and scattered pieces of plexiglass throughout the entire cockpit.

7 MAR 1952 - A record of ninety-one (91) sorties were flown for this operating period.
Strikes led by LCDR DOERING, LT W. DRIESSEN, LT SANDERS, LCDR W. RYAN, LCDR R. KENTON accounted for ninety-two (92) railcuts, eleven boats destroyed, twenty-two (22) damaged; fourteen (14) trucks destroyed, eleven (11) damaged; nine (9) buildings destroyed and ten (10) damaged.

8 MAR 1952 - A total of ten (10) sorties were flown. Strikes were cancelled as the target area was covered with low clouds. CAP and ASP were the only flights made from the ship.

9 MAR 1952 - LTJG WILSON VF 837, today made the 24,000th landing. LTJG John SHERMULIS, VA 728 was the pilot to make the 5000th combat mission from the USS ANTIETAM (CV-36). The night hecklers, LT Howard FLEMING, LT MURPHY, LT Warren SELLS had a field night as seventeen (17) trucks were destroyed and thirteen (13) damaged.

10 MAR 1952 - REPLENISHMENT DAY

11 MAR 1952 - A total of ninety-two (92) sorties were flown in perfect weather. Five (5) aircraft were hit by enemy AA fire. Two (2) jets had to effect emergency landings at K-18.

12 MAR 1952 - Blue skies and good availability enabled the group to fly eighty-eight (88) total sorties. The usual interdiction program was carried out with fifty-three (53) rail cuts, thirteen (13) railcars destroyed, fifteen (15) damaged, eleven (11) trucks destroyed, three (3) damaged, and eight (8) oxcarts destroyed.

13 MAR 1952 - The props led by CDR R. F. FARRINGTON spotted activity in a marshalling yard and went in to destroy eight (8) fully loaded boxcars and strafe twelve (12) buildings. ENS. R. COURTNEY scored a direct 500# bomb hit at one end of a tunnel rendering it impassable.
LT Charles NOTH and ENS John HIGGINS blasted away at a tank sighted earlier by the jet pilots. Several close bomb hits left the tank dead in its tracks.

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14 MAR 1952 - REPLENISHMENT DAY

15 MAR 1952 - Eighty-six (86) sorties plus one (1) slotime were flown today. Inclement weather closing over the target area prevented usual excellent results from the pilots; however, ninety-seven (97) railcuts were cut, twenty-two (22) sampans damaged, eight (8) enemy troop personnel killed, nineteen (19) trucks destroyed or damaged.

16 MAR 1952 - Blue skies enabled ninety-two (92) sorties to be flown from the carrier.
The Skyraiders, Corsairs, and jets again curtailed the moving of enemy supplies as ninety-four (94) rails were cut, thirty-eight (38) trucks destroyed or damaged.
LT Charles KLEM, VF 713, scored a direct hit on one (1) railroad by-pass.
A flight of jets led by LCDR VAN GORDON dropped two (2) spans of a by-pass bridge while LCDR F. T. DONAHOE's flight destroyed seven (7) enemy trucks.

17 MAR 1952 - Today the pilots of CVG-15 accounted for fifty-one (51) rail cuts this morning. LCDR B. M. RICHARDS, VF 713, and LTJG R. EGELAND, VA 728 dropped two (2) spans of a RR bridge and damaged a third span.
The jets accounted for five (5) railcuts and knocked out five (5) enemy trucks.

18 MAR 1952 - REPLENISHMENT DAY

19 MAR 1952 - Flight operations cancelled due to inclement weather. Enroute to NOB Yokosuka, Japan for a well-deserved R & R period.

20-22 MAR 1952 - Enroute NOB Yokosuka, Japan.

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SUMMARY OF SORTIES (BY DATE & TYPE)
18 February 1952 - 19 March 1952

DATE	TOTAL SORTIES	ABORTS	ARMED JET STRIKE	RECCO HECKLERS	RECCO STRIKES	NGF	PHOTO	ESCORT	CAP	AS
2/18	NO AIR OPERATIONS - BAD WEATHER									
2/19	27	REFRESHER								
2/20	33	2	REFRESHER							
2/21	85	0	19	4	32	0	4	4	16	6
2/22	83	1	19	5	27	4	3	3	16	6
2/23	70	0	10	4	30	2	1	1	16	6
2/24	REPLENISHMENT DAY									
2/25	49	0	15	0	16	0	1	1	12	4
2/26	2	0	0	0	0	0	0	0	0	2
2/27	83	4	25	4	27	4	1	1	15	6
2/28	82	0	24	0	32	2	2	2	16	4
2/29	77	0	24	0	33	0	2	2	12	4
3/1	REPLENISHMENT DAY									
3/2	80	0	17	5	34	0	1	1	16	6
3/3	8	0	0	4	0	0	0	0	0	4
3/4	81	2	24	3	30	0	1	1	16	6
3/5	REPLENISHMENT DAY									
3/6	86	1	23	3	32	0	3	3	16	6
3/7	91	1	24	6	32	0	4	4	15	6
3/8	10	0	0	0	0	0	0	0	8	2
3/9	88	0	22	6	32	0	3	3	16	6
3/10	REPLENISHMENT DAY									
3/11	91	0	24	3	34	2	3	3	16	6
3/12	88	0	24	4	32	0	3	3	16	6
3/13	90	1	23	3	34	2	3	3	16	6
3/14	REPLENISHMENT DAY									
3/15	86	0	25	0	31	2	2	4	16	6
3/16	92	0	24	5	35	0	3	3	16	6
3/17	94		27	3	33	2	3	3	17	6
3/18	REPLENISHMENT DAY									
3/19	FLIGHT OPERATIONS CANCELLED DUE TO INCLEMENT WEATHER									
TOTAL	1516	12	393	62	556	20	43	45	287	13(

The above total does not include refresher flights flown on 19 February and 20 February 1952.

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SUMMARY OF SORTIES
(By Type and Action Period)

	TOTAL SORTIES	ABORTS	ARMED JET STRIKE	RECCO HECKLERS	PROP STRIKES	NGF	PHOTO	ESC.	CAP	ASP
1st Period	1484	29	288	72	572	50	70	69	198	101
2nd Period	1651	24	419	70	624	44	64	68	258	101
3rd Period	1077	8	263	31	382	16	41	42	176	66
4th Period	1516	12	393	62	556	20	43	45	287	110
Grand Total	5728	73	1363	235	2134	130	218	224	919	378

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III ORDNANCE

ORDNANCE EXPENDITURES

TYPE A/C SQUADRON	F4U4 VF713	AD4 VA728	F9F-2 VF837	F9F-2 VF831	F4U5NL VC-3	AD4Q AD4NL VC-35	TOTAL
TYPE ORDNANCE							
2000# GP		21				2	23
1060# GP	220	783			7	41	1051
500# GP	54	19	88	72	26	17	276
260# Frags		16	32	20	85	140	293
250# GP		2258	240	300	52	178	3028
100# GP	2231	204			54	89	2578
NAPALM	2	6				36	44
ASMR-3"		12				108	120
HVAR-5"			136				136
220# Frags					34		34
20 MM		51,900	68,635	66,635	11,585	10,780	209,535
.50 Cal.	347,300				5,795		353,095
350# Depth Charge						2	2
Bombs Total Lbs.	470,100	1,423,560	112,320	116,200	67,980	144,000	2,334,160
Bombs Total Tons	235.05	711.78	56.16	58.10	33.99	72.00	1167.08

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TOTAL BOMBS IN LBS AND TONS EXPENDED

SQUADRON TYPE A/C	VF 713 F4U-4	VA 728 AD-4	VF831/VF 837 F9F-2	VC-3 F4U5NL	VC-35 AD4NL AD4Q	TOTAL
4th Period 18 FEB 52 to 19 MAR 1952						
LBS	470,100	1,423,560	228,520	67,980	144,000	2,334,160
TONS	235.05	711.78	114.26	33.99	72.00	1167.08
3rd Period 16 JAN 52 to 9 FEB 52						
LBS	377,200	958,250	183,430	33,550	79,860	1,632,110
TONS	188.61	479.12	91.72	16.77	39.84	816.06
2nd Period 26 NOV 51 to 31 DEC 51						
LBS	562,150	1,554,530	397,677	95,932	654,609	3,264,898
TONS	281.10	777.36	198.90	48.00	327.36	1,632.66
1st Period 15 OCT 51 to 14 NOV 51						
LBS	382,700	1,414,040	125,200	88,520	70,980	2,081,440
TONS	191.35	707.02	62.60	44.26	35.53	1,040.76
GRAND TOTAL						
LBS	1,792,050	5,350,380	934,827	285,982	949,269	9,312,608
TONS	896.11	2,675.28	467.48	143.02	474.64	4656.53

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B. PERFORMANCE OF ORDNANCE MATERIAL

1. F9F TYPE AIRCRAFT

a. 20MM GUNS - During this period 12,000 rounds of 20MM ammunition were fired. A total of 184 stoppages were encountered mostly due to worn parts. Over 650 rounds per stoppage was the average for the period.

b. BOMB RACKS- No trouble was encountered with the Mark 51 bomb racks. There were several duds which were mostly due to arming wires being pulled out of the Mark 55 bomb racks when the planes were catapulted. The same trouble was encountered with the Mark 9 rocket launcher due to the shearing of the screws around the bottom fairing thus causing the track to become distroted.

2. F4U AIRCRAFT

a. 50 Caliber Guns -

Two gun explosions were experienced this tour. One was caused by a runaway gun (stbd. wing center) whose sear had broken and continued to fire approximately eight (8) seconds until it exploded. Extensive damage to the wing resulted peeling the metal in a triangular strip from the leading edge to the flap on the bottom. The other explosion took place in the inboard and outboard blast tubes on the port wing. It was a new wing and the blast tubes were therefore spotless before the flight. A large number of minute shrapnel holes were found around the blast tubes and the cause may be laid to the explosion of incindiaries rather than gun trouble. Other than these two cases only routine maintenance was encountered.

b. Bombs - No trouble with the Aero 14A bomb racks was encountered and no bombs were returned on the wing stations. All planes are equipped with the San Diego version of the Aero 14A installation. Therefore wing stations were limited to 100 lb. bombs. By actual test, loading of 250 lb. bombs was unsatisfactory due to tearing of the rack mounting in the wing folded condition. The same plane brought back its 1000 lb. bomb two days in a row for the same reason. The rocket pigtail tie-in came loose and wrapped itself around the release mechinism rendering it unusable either manually

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or electrically. Duds ran around 3.5% and in almost all instances the arming wires were returned with the plane and faulty fuzes were seemingly to blame.

3. F4U-5NL AIRCRAFT

One discrepancy was noted in the MK 55 bomb rack. In several instances the bomb did not release over the target; however it did release during the arrested landing.
The trouble was always traced to the release solenoid which through fatigue was too weak to trip the release mechinism. RUDACE reports have been submitted.
No other discrepencies were witnessed that were uncommon to the equipment used.

4. AD AIRCRAFT

a. 20MM Guns-During this operating period only 34 instances occured where the gun jammed or did not fire. In the majority of cases worn parts were responsible.

b. Bombs - No appreciable trouble was encountered with the bomb racks.

5. AD4NL AIRCRAFT

During the fourth tour on the line, there has been only one discrepancy worth noting. The arming solenoids in the MK51 bomb racks have been burning out with no apparent reason except constant use. The solenoids were changed as soon as the discrepancies were reported. A RUDACE is being submitted.

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PART IV DAMAGE

A. OWN DAMAGE

1. Damage to Aircraft Due To Enemy Action.

DATE	SQD	TYPE	BU.NO.	CAUSE	POSITION OF DAMAGE
2/22	VA 728	AD-2	122329	Bomb Blast	Stbd. Flap
2/25	VA 728	AD-4	123949	Small Arms	Stbd. Stub Wing
2/27	VA 728	AD-4	123951	Bomb Blast	Windshield
2/27	VA 728	AD-2	122304	Small Arms	Port Wing Stub
2/27	VF 713	F4U-4	81572	37MM	Accessory Cowling
2/27	VA 728	AD-4	123949	Small Arms	Propeller Blade
2/28	VF 831	F9F-2	127153	25 Cal.	Torn skin Port Side
2/28	VC-3D	F4U-4	81891	50 Cal.	Entered Stbd. Side Cockpit canopy left port side.
2/29	VF 837	F9F-2	127148	UNKNOWN	Port tip tank
2/29	VA 728	AD-2	122211	Small Arms	Port wing butt
2/29	VF 837	F9F-2	127156	20MM	Belly at sta. 238.
3/2	VF 831	F9F-2	127088	25 Cal.	Left stabilizer
3/2	VF 831	F9F-2	127154	20MM	Stbd. wing stub.
3/3	VC-3D	F4U5NL	124549	Schrapnel 30 Cal.	Port wing. Belly tank
3/4	VA 728	AD-4	123949	UNKNOWN	Wrap cowling gone completely
3/4	VA 728	AD-2	122304	20MM	Stbd. wing.
3/4	VA 728	AD-2	122324	Small Arms	Stbd. stub wing
3/4	VA 728	AD-2	122333	40 MM	Vertical Stabilizer
3/4	VF 837	F9F-2	125095	Small Arms	Port Wing

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CAL OWN DAMAGE (CON'D)

DATE	SQD	TYPE	BU. NO.	CAUSE	POSITION OF DAMAGE
3/4	VF 831	F9F-2	123668	UNKNOWN	Port wing
3/4	VF 831	F9F-2	127149	37MM	Upper fin and rudder
3/4	VF 837	F9F-2	125097	Small Arms	Port tip tank
3/6	VF 831	F9F-2	127088	25 Cal.	Stbd. side of canopy
3/6	VF 831	F9F-2	123699	25 Cal.	Fuselage
3/6	VF 837	F9F-2	125097	50 Cal.	Nose wheel door, stopped in ARC-1
3/7	VF 837	F9F-2	127152	Bomb Blast	Stbd. tail pipe and stbd. landing flap
3/9	VC-3D	F4U5NL	124519	Fragments	Stbd. wing
3/9	VF 837	F9F-2	127196	Bomb Blast	Stbd. elevator
3/9	VF 713	F4U-4	81433	30 Cal.	Stbd. aileron; portflap
3/11	VF 713	F4U-4	97256	30 Cal.	Port side fuselage
3/11	VA 728	AD-2	122333	Small Arms	Port aileron
3/11	VF 831	F9F-2	127149	25 Cal.	Stbd. droop snoot sta. 90
3/11	VF 831	F9F-2	123653	25 Cal.	Port wing
3/11	VF 837	F9F-2	127159	Small Arms	Vertical stabilizer and rudder
3/11	VF 837	F9F-2	127193	37MM	Belly sta. 144 and main fuel cell
3/12	VC-3D	F4U5NL	124549	30 Cal.	Port wheel well door.
3/12	VA 728	AD-4	123951	Bomb Blast	Stbd. wing
3/12	VA 728	AD-2	122326	20MM	Bottom dive flap
3/12	VF 831	F9F-2	127148	25 Cal.	Fuselage bottom sta. 322
3/12	VF 837	F9F-2	127147	Small Arms	Stbd. wing and port inboard flap.

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A. OWN DAMAGE (CON'D)

DATE	SQD	TYPE	BU. NO.	CAUSE	POSITION OF DAMAGE
3/12	VF 837	F9F-2	127152	50 Cal.	Stbd. wing root air intake duct.
3/13	VA 728	AD-3	122755	Small Arms	Port wing, port elevator
3/13	VA 728	AD-2	122324	Bomb Blast	Port wing.
3/15	VF 837	F9F-2	127200	Small Arms	Nose section
3/15	VA 728	AD-3	122815	Small Arms	Stbd. aileron
3/15	VA 728	AD-2	122304	Bomb Blast	Bottom dive brake
3/15	VA 728	AD-2	122326	Small Arms	Stbd. flap
3/15	VA 728	AD-2	122310	20MM	Port wing; after spar; aileron
3/15	VA 728	AD-3	122729	Small Arms	Ignotion harness and damaged cylinders 5 & 6.
3/16	VA 728	AD-2	122324	Bomb Blast	Port wing
3/16	VF 831	F9F-2	123634	Bomb Blast	Nose, Engine Inlets
3/17	VA 728	AD-2	122333	Small Arms	Stbd. Wing
3/17	VF 831	F9F-2	127142	[illegible]	Nose, vicinity 20.[illegible] gun ports

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2. Aircraft Damaged Beyond Repair Aboard Ship.

DATE	SQD	TYPE	BU. NO.	CAUSE
2/23/52	VC-61 Det. D	F9F-2P	123508	R. main gear and nose gear collapsed upon landing. Major damage to R. wing structive and center section.
3/4/52	VA 728	AD-4	123966	Center station bomb fell off upon takeoff damaging under side of fuselage.
3/11/52	VF 837	F9F-2	127193	AA hit in main fuel cell. Pilot made emergency wheels up landing at Temporary Field in South Korea. Major damage.

3. AIRCRAFT LOST

3/2/52	VA 728	AD-3	122771	Aircraft hit by AA crashed in enemy territory - Strike.

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B. DAMAGE INFLECTED ENEMY

TARGET	FOURTH OPERATING PERIOD 21 FEB - 22 MARCH 1952 DAMAGED	FOURTH OPERATING PERIOD 21 FEB - 22 MARCH 1952 DESTROYED	ALL OPERATING PERIODS GRAND TOTAL DAMAGED	ALL OPERATING PERIODS GRAND TOTAL DESTROYED
TANKS	2	1	9	7
LOCOMOTIVES	10	2	26	20
TRUCKS	80	136	203	275
OXCARTS	28	123	91	377
BOATS	276	76	320	141
TROOPS KILLED		194		802
RR TRACKS CUT	1227		3413	
RR BRIDGES	9	20	40	62
RR CARS	245	111	574	330
OXEN KILLED		29		177
HIWAY BRIDGE	4	3	21	5
GUN POSITIONS	15	11	53	54
BUILDINGS	78	81	276	165
WAREHOUSES	9	11	80	74
HIWAY BYPASS	1		10	2
ROUNDHOUSE	1			
SAMPANS	246	35	246	35
HORSES KILLED		4		4
TUNNELS		2		2
BULLDOZER	1		1	1
ROAD GRADER		1		2

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B. DAMAGE INFLECTED ENEMY (CON'D)

	FOURTH OPERATING PERIOD 21 FEB - 22 MARCH 1952		ALL OPERATING PERIODS GRAND TOTAL	
TARGET	DAMAGED	DESTROYED	DAMAGED	DESTROYED
VILLAGE	1		8	2
ARMORED CAR		1		1
RR BY-PASS	2	6	10	11
MACHINERY LIFT		1		1
CARS			3	
SUPPLY DUMPS			16	20
AMMO DUMPS			2	2
FACTORIES			5	7
LUMBER PILES			12	
BUNKERS		10	6	14
FUEL DUMPS				1
HIGHWAY	1		4	
OBSERVATION POST	1		3	1
AIRFIELDS	2		3	
HANGARS	2		3	
TELEPHONE EXCHANGE				1
BOAT HOUSE	1		1	1
REPAIR SHOPS			4	
RELAY STATIONS			1	
RADAR STATION			1	

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PART V PERSONNEL PERFORMANCE

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A. PERSONNEL PERFORMANCE

1. During this last operating period in the line, personnel performance was excellent, and morale was outstanding. The pilots exhibited the highest degree of flying proficiency, as evidinced by the fact that there was a minimum of barrier accidents and no major flight deck accidents, as well as keen competition for flights. The ordnance, maintanence, and aircraft crews continued their past outstanding performances.

2. During this operating period, one day attack pilot was lost to enemy action.

3. During this operating period, thirty-nine (39) different pilots were grounded, and three (3) were hospitalized for short periods of time, primarily for upper respiratory diseases. This was a result of a near epidemic of "flu" during the first two weeks of this period. Three (3) pilots were grounded on more than one occasion. Seven (7) combat aircrewmen were also grounded, and two (2) on more than one occasion. One jet pilot was transferred to the U. S. Naval Hospital, Yokosuka, Japan prior to departing for this operating period because of a foot difficulty and, as yet, has not returned to this command.

4. Since leaving Japan for this operating period, the Air Group has had only one (1) case of venereal disease (genococcal urethritis). The total number of venereal disease cases for the air group is twenty six (26) dating from the first liberty in Japan in October, 1951. This is a very creditable record in comparison with previous statistics and the VD rate of other units.

5. Summary of pilots lost from the air group from 15 October 1951 to 18 March 1952 which includes the entire combat period.

Deaths	- 4
Psychological	- 3
Injury	- 1
Illness	- 2
Disposition Board	- 1
Total	11

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B. CASUALTIES

1. ENS J. T. HIGGINS, 506588/1310, USN
On 27 February 1952, ENS HIGGINS sustained multiple minor facial lacerations when the cockpit canopy of his AD-2 aircraft was hit by flak while flying on a routine strike mission. ENS HIGGINS returned to flying status on 29 February 1952.

2. LT R. S. DUNN, 301185/1315, USNR
On 28 February 1952, LT DUNN sustained a minor facial laceration when the cockpit canopy of his F4U-4 aircraft was hit by flak while flying on a routine strike mission. LT DUNN returned to flying status on 1 March 1952.

3. LT G. W. JOHNSON, 363352/1315, USNR
On 2 March 1952, LT JOHNSON's AD-3 aircraft received a direct anti-aircraft fire hit in the after fuselage as he was in a pull-out from a dive bombing run. The aircraft crashed within the city area of Hamhung and other aircraft of his flight reported complete destruction of LT JOHNSON's aircraft and no visible signs of life or chance of survival.

4. CDR W. J. DENMAN, 36003/1315 USNR
On 6 March 1952, CDR DENMAN's F9F-2 aircraft canopy was hit by small arms fire and he sustained multiple small lacerations of the face. CDR DENMAN returned to flying status on 8 March 1952.

5. ENS L. L. QUIEL, 540032/1325, USNR
On 11 March 1952, ENS QUIEL's F9F-2 aircraft received a direct anti-aircraft fire hit in the main fuel cell, and crash landed at the 99th Field Artillery Landing Strip. ENS QUIEL was uninjured and he returned to the ship on 12 March 1952 from K-18 in another F9F aircraft.

6. Casualty Summary for the air group from 15 October 1951 to 18 March 52:

a. Combat Casualties:

	Dead	Wounded	Hospitalized	Injuried (not hospitalized)	Bailouts	Ditched
Pilots	3	7	3	4	2	6

b. Operational Casualties:

Pilots	1	0	3	7	0	4
Crewmen	0	0	0	1	0	4
Flight Deck Personnel	4	0	3	11	0	0

c. Total Casualties:

8	7	9	23	2	14

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VI COMMENTS AND RECOMMENDATIONS

A. OPERATIONS

1. Operations during this period reached a peak of efficiency. Operational losses were kept to a minimum and maximum effort was directed against the enemy. 1509 sorties were scheduled during this period. 1516 sorties were flown indicating the outstanding maintenance effort that was produced. AA damage remains high but operational damage was reduced to a minimum.

2. Enemy AA defense was the major operations problem during this period. Major buildups of AA defense were noted at strategic bridges and at sectors of rail tracks which had been heavily worked over. The number of areas requiring coordinated flak suppression for strikes increased considerably.

3. This group had been able to inflict maximum damage by making an individual run for each bomb dropped. This technique works exceedingly well in lightly defended areas. Vulnerability considerations make it necessary to reduce runs to a minimum in heavily defended areas with a reduction in accuracy. During this period single runs were required at many bridge targets.

4. Since the commissioning of this air group in April 1951 safety has been continuously emphasized. During the combat employment of the group a total of four pilots fatalities occurred. Since commissioning, a total of six pilots fatalities occurred. This low casualty rate may be attributed in a large part to the high percentage of mature, experienced reserve pilot personnel. Even tho safety has been stressed, agressiveness over the target did not suffer and the damage inflicted upon the enemy has been most gratifying.

5. Night heckler movements over the target area require better coordination. Hecklers from this ship frequently encountered other friendly hecklers with no prior information that they would be in the area. One friendly aircraft was almost strafed because of this.

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B. INTELLIGENCE

1. Flak information and presentation of same to the pilots has greatly improved.
A 1:50,000 chart of each rail area was used in briefing for explaining the AA positions. Two overlays were used on each chart; one showing pilots' reported positions, theother showing actual gun positions according to the photo interpreter's report of the study of phot. This enabled the flight leader to plan his coordinated attack with the rest of the flight before leaving the ready-room.

2. A new type interdiction program became effective during this period. The enemy attempted to invade a friendly-held island off the east coast of Korea by moving its personnel in sampans amd small boats. Therefore, to prevent a reccurance of this, a program was established to completely destroy all such boats.
Planes flying to and from actual assigned missions kept a close surveillance of boat activity and, under the control of Task Force 95 elements, destroyed as many as possible.

3. Difficulty has been encountered in determining the status of small boats, locomotives and boxcars. Ordnance is frequently wasted on previously damaged or destroyed targets of the above nature. Maintaining a chart of previously destroyed locomotives and boxcars might help this problem. P. I. surveillance of boat movements appears to be the best method of determining small boat status.

4. The major sources of Intelligence are photos and pilot reports. But the two sources must be closely correlated. Photographs must check and exploit pilot reports and pilots must amplify photo studies by close aerial inspection. To this end Squadron Commanders and flight leaders were encouraged to study all photo intelligence material in order to be prepared to further amply possible target objects. Photo Interpretation personnel were encouraged to ask pilots to investigate questionable views.

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C. MAINTENANCE

1. This period on the line has been by far the best from the maintenance availability point of view. This is brought out by the fact that for the complete period seven more sorties than the scheduled number were flown. 1509 sorties were scheduled, 1516 sorties were flown plus 63 other miscellaneous flights, such as test hops, training etc.

2. The jet squadrons encountered the same type of discrepancies, which they had encountered previously but since they were now known and expected, it was considerably easier to diagnose them and effect repair. These included; (a) low pressure fuel filter warning lights indicating clogged and by-passing filters. This was countered by rigidly adhering to a schedule of filter change at 15 hour intervals instead of the usual 30 hour period. (b) leaking high pressure pump end seals which resulted in five fuel pump changes (c) frozen aneroid compensator shafts, remedied by polishing the shafts or changing the fuel control (d) frozen high pressure cock actuating parts, remedied by changing the unit. (e) corroded brake pistons which necessitated changing the unit.

3. The prop squadron maintenance was of a routine variety. Four engines were changed including one on a Valley Forge Corsair, which landed aboard because of damage. There was no recurrence of the breather tube icing difficulties on the corsairs as mentioned in the last action report.

D. ELECTRONICS

1. Performance of electronics equipments, during this period, has been very good. In the main, discrepancies have been routine and of a simple nature. Test equipment maintenance became a problem during this period for practically the first time. This was, no doubt, caused by the long period of usage. - from the time the ship left the states. There is a dire shortage of test equipment spare parts in the supply system.

2. AN/APS-31 performed at an especially high level and maintenance was little more than routine. It was necessary to change magnetrons after approximately every 50 operating hours. It was found that if crewmen were notified when new magnetrons were installed a higher degree of efficient operation was attained during the magnetron "seasoning" period. The resultant life of the magnetron was also prolonged and this is a highly recommended procedure.

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D. ELECTRONICS (CON'D)

3. During this period AN/ARR-27 created the greatest maintenance problem of any single equipment. Time for maintenance was at a minimum as the planes were in the air so much. In any event, this equipment is not used often and maintenance personnel lack proficiency because of lack of time to work with the gear.

4. Communication equipments performed very well with a minimum of discrepancies. Routine maintenance, such as tube changes and alignments were, in general, the only difficulties experienced and each case was taken care of expeditiously.

5. Shop space is at a premium and there is a need for a shop on hangar deck level, especially in the case of AN/APS-31. It is again recommended that AN/APN-1 test bench be installed in the A. E. W. shop. Test equipment for Mark 3 Mod 3 is useless aboard a carrier under present circumstances as it is impossible to calibrate equipment. Mark X I. F.F. performed very well, and the check system as recommended by ComAirPac has proven very satisfactory.

E. SURVIVAL

1. Mark III Anti-Exposure Suit.

a. The forty (40) pilots who were not fitted and indoctrinated with the Exposure Suit received the suits with adequate instructions during this period.

b. Pilots whose suits were damaged beyond repair were fitted with new ones. The damaged suits were turned into Aviation Supply.

c. The new Mark III Exposure Suits which were not issued will be off loaded as directed by ComFairJapan.

d. The USS ANTIETAM (CV-36) received a British immersion suit from the British Liasion Officer, JOC Korea for evaluation purposes. Several pilots have worn the suit and were impressed by the wearing comfort and freedom of movement in the cockpit. A report of evaluation will be submitted.

2. Survival and E & E Gear.

a. E&E Barter Kits, Survival, C-1 Vest, Thermo Boots, Shoe Pacs, and miscelleaneous items such as signaling mirror, compasses, jack knives and match container were turned into USS ANTIETAM (CV-36) Aviation Supply for further disposition at the completion of the action period.

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