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The pilot was rescued immediately and confined to the sick bay suffering from 1st and 2nd degree burns. Seven to ten days may be required for recovery and and return to flight status. Event 10 consisted of 17 F4U's and 7 AD's on offensive sorties and 8 F4U's on defensive sorties. All the planes except the above mentioned two were recovered at 1800I. No enemy aircraft encountered this date.

CARRIER AIR GROUP TWO
c/o FLEET POST OFFICE
SAN FRANCISCO, CALIF.

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CVG-2/A16
Serial: 014

ACTION REPORT 17 SEPTEMBER 1950

The first flight, designated event one, commenced at 0300I with the launching of one AD for TARCAP, one AD for ASP-1, one AD as night intruder, and two F4U's for CAP. All the planes were recovere at 0600I.

The second flight, designated event two, commenced at 0600I with the launching to F4U's for NGF spot, four F4U's for TARCAP, one AD for ASP-2, and two AD's for ASP-3, three F4U's for CAP, and six F4U' and four AD's for deep support. The two F4U's assigned to NGF spot were diverted to the ground control coordinator for close support. Eight low strafing runs were made on troops entrenched in defensive positions along the ridges at target area 9949. Pilots reported observing thousands of pedestrian civilians moving in groups on the roads from the south and the east toward Seoul. All the people wore white clothing and were accompanied by animal drawn vehicles. Numberous sheds and shacks were observed on the main roads south of Seoul and pilots believed that they might be coverings for tanks or vehicles. An AD, flown by Ensign E.E. SANDERS, USN was shot down by small arms fire at 37-30N and 126-58E. Close protective cover was provided for a HMO helicopter and the recovery of Ensign SANDERS effected. Following his rescue, F4U's strafed the AD and left it burning. Flak which was accurate in altitude but not intens or accurate in deflection, and believed to be 20mm or 40mm was observed southeast of Seoul on the 2349 coordinate. Inacurate flak, possibly from 20mm, was also observed at BS 9764. At coordinates CS 0766 near the ferry crossing, the following were seen: a possible supply dump, dirt mounds closed by a door in one end and indicating a small ammunition dump, and a small vehicle parking lot with small oil trucks. All of the planes except the one AD noted were recovered at 0900I.

The third flight, designated event five, commenced at 0900I with the launching of two F4U's on NGF spot, four F4U's on TARCAP, two AD's on ASP-4, four F4U's on CAP, six F4U's and four AD's on deep support and two F4U's on Photo, F4U's and AD's dropped ten 500 lb. G.P. bombs, one Napalm, fired twenty HVAR's, and strafed a troop barracks, a former schoolhouse located at grid 185802. The barracks was left burning and was believed destroyed. Providing close support four AD's attacked approximately one hundred troops on a ridge located at grid 0048. Excellent results were reported by the ground controller. Fires were observed west and north of Seoul at 37-35 N and 126-50E. All the planes were recovered at 1200I.

The fourth flight, designated event eight, commenced at 1200I with the launching of two F4U's for NGF spot, four F4U's for TARCAP two AD's for ASP-4, four F4U's for CAP, and six F4U's and four AD's for deep support. Approximately 200 troops and some carts were strafed on the road from Oson to Suwon and moving towards Seoul. Napalms were dropped on a town near Sihung (CS1546) where troop concentrations were reported. Mass troop movements were observed on the roads in the vicinity of suwon. The troops were dressed in white and moved on foot. The main motorized transportation was by motocycle. All the planes were recovered at 1530I.

The fifth flight, designated event 11, commenced at 1530I with the launching of two F4U's for NGF spot, four F4U's for TARCAP, two AD's for ASP-6, four F4U's and four AD's for deep support and three F4U's for photo. AD's dropped 500 lb G.P. bombs, Napalms, and strafed a village near Kwanakson where troop concentrations had been reported. Intense flak was observed upon the ridges north of kaesong. One F4U piloted by LTJG PAINTER, USN, was lost on takeoff. The pilot was rescued and sustained no injuries. All of the other planes were recovered at 0900I.

The sixth flight, designated event 12, commenced at 1700I with the launching of one AD for TARCAP and one AD as a night intruder. The AD's attacked and probably destroyed a tank located at Hohyan. Approximately 100 carts and an undetermined number of men were strafed between Kumyahgun and Suwon and about forty men were killed. A 20mm or 40mm gun position at 1660I was strafed and silenced. The planes were both recovered at 2100I.

The seventh flight designated event 13, commenced at 1900I with the launching of two AD's for ASP-7 and two F4U's for CAP. The two planes were recovered at 2100I and reported nothing of consequence.

Pilots feel that in addition to the present practive of dropping surrender leaflets to North Korean troops, leaflets should be dropped to the residents of Seoul and Inchon areas advising them of the purpose of our air attacks and the action they should take to avoid being mistaken for the enemy. No enemy aircraft encountered this date.

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Serial: 014

ACTION REPORT 19 SEPTEMBER 1950

The first flight, designated event 2, commenced at 0600I with the launching of two F4U's for NGF spot, 5 F4U's and 4 AD's for deep support, 8 F4U's CAP, 4 F4U's TARCAP, the scheduled two AD's for ASP were aborted. The planes carried 500# G.P. bombs, HVAR, and Napalms, The F4U's assigned to deep support attacked an AA implacemnet at Munsan-ai CS0592) hitting it with 14 HVAR's and 7 bombs. The same group strafed approximately 32 buildings at Yonchon (CT0817) and though the target was hit no fires resulted. A large barn at Kuhwa-Ri (CT 0817) was also strafed but did not burn. Four AD's assigned to deep support strafed and damaged a pushcart two miles west of Yonan (CS 4998) The same group bombed, rocketed, and strafed ten freig cars all of which were left burning. The balance of the flight was uneventful. Event two consisted of 11 F4U's and 4 AD's on offensive sorties and 8 F4U's on defensive sorties. Two AD's, ASP-1, were aborted. All the planes were recovered at 0900I.

The second flight, designated event 5, commenced at 0900I with the launching of two F4U's for NGF spot, 4 F4U's TARCAP, 2 AD's ASP, 8 F4U's CAP 6 F4U's and 4 AD's for deep support, and 2 F4U's photo. Fifty troops were strafed 5 miles east of Sariwon (YC 4464). Three RR cars were left burning in the railroad. yard 10 miles NNW of Sariwon. Three strings of boxcars, 46 in all, were hit with two 500# G.P. bombs, 20 HVARS, strafed, and left burning at YC3868 YC4264 and YC4064. All were damaged and were probably destroyed. Six HVAR's and 50 calibar strafing silenced a 20mm flak position located in a pit at YC5858. A bridge at BT 5855 was hit with one 500 lb. G.P. bomb and one span was damaged. A tank, located at CT6351, was attacked with rockets and destroyed. Minor damage was inflicted on two F4U's by small arms fire. One was hit in the oil tank and had a small caliber hole in the elevator fabric, the other had a small caliber hole in the elevator fabric. Another F4U suffere minor damage to its tail while observing the bridge at CS 0196. It was believed to have been caused by 75mm AA; some tracers indicati small caliber AA were also noted. An AD returned with three holes in the tail section apparently inflicted by small caliber AA. Event 5 consisted of 14 F4U's and six AD's for offensive sorties and 8 F4U's for defensive sorties. All the planes were recovered at 1200I.

The third flight, designated event 8, was launched at 1200I and consisted of two F4U's for NGF spot, 4 F4U's TARCAP, two AD's ASP -3 8 F4U's CAP; 6 F4U's and 4 AD's for deep support, and two F4U's photo An AD bombed, dropped a Napalm, strafed, left burning and probaby destroyed a vehicle three miles north of Burah-san CS 2704.

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The pilots reported high fuel consumption due to heavy ordnance carried by deep support aircraft on reconnaisance missions. Event 8 consisted of 14 F4U's and six AD's on effensive sorties, and 8 F4U's on defensive sorties. All the planes were recovered at 1530I.

The fourth flight, designated event 11, commenced at 1520I with the launching of two F4U's for NGF spot, four F4U's TARCAP, two AD's ASP-4, 8 F4U's CAP, six F4U's and 4 AD's for deep support, and 2 F4U's for photo. AD's strafed six carts between Seoul and Chonan but none burned. Three warehouses at Chonan (CR3574) were hit with Napalms and strafed. The three were left burning fiercely. A small warehouse at Pyongtaek (CR-2994) was bombed, rocketed, strafed and left burning. A small rail yard (CR3094) was attacked with bombs and rockets and the rails damaged by two rockets hits. Of eight Napalms dropped by the AD's on this flight, at least three did not go off until strafed. Event 11 consisted of 14 F4U's and 6 AD's on offensive sorties, and 8 F4U's on defensive sorties. All the planes except one were recovered at 1845I. One F4U attached to VF-63, piloted by LTJG Frank SMITH Jr., USN, 447929, in attempting to land aboard took a late waveoff. The wing scraped along the flight deck and struck the barrier causing the plane to enter the water in an inverted position. The pilot was not recovered. No emeny aircraft encountered this date.

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CVG-2/A16
Serial: 014

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ACTION REPORT 20 SEPTEMBER 1950

The first flight, designated event 1, commenced at 0400I with the launching of one AD for TARCAP, one AD as Night Intruder, one AD as ASP-1, one F4U as CAP, and one AD as TADC-control. One AD assigned to ASP and one F4U assigned to CAP were recovered aboard at 0600I. The balance of the flight was recovered at 0900I. Nothing of consequence was reported.

The second flight, designated event 2, commenced at 0600I with the launching of two F4U's for NGF spot, four F4U's for TARCAP, two AD's for ASP-2, eight F4U's for CAP, and six F4U's and four AD's for deep support. A railway yard at Suwon (CS2528) was damaged with rockets, bombs, and by strafing. An airfield at Suwon (CS2528) was damaged with rockets, bombs, and by strafing. Troops and carts along the highway from Seoul to Chonan (CR3485) were strafed. Two AA emplacemnets located at BS 9996 and BS 9997 were hit and damaged with 31 rockets, three Napalms, two 500 lb. G.P. bombs, and 20mm ammunition. A railroad bridge located at BT 7108 was hit with two 500lb G.P. bombs, one Napalm, and several HVAR's but the extent of damage was not observed. Seven passenger cars located CS7927, were strafed with 4000 rounds of 50 caliber ammunition and left burning. Three railroad gondelas, located at CS2868 were damaged. All planes were recovered at 0900I.

The third flight designated event 5, commenced at 0900I with the launching of two F4U's for NGF spot, four F4U's for TARCAP, two AD's for ASP-3, eight F4U's for CAP, six F4U's and four AD's for deep support, and two F4U's for photo. Three F4U's attacked an AA emplacement, located at Kuchon (3556 A) with five HVARS, a 500 lb. G.P. bomb, and 50 caliber ammunition. The damage was undetermined. Two F4U's encountered automatic weapon fire along the road at 3778 at altitudes from 1000-2000 feet. They received minor damage from flak at 3110 but did not attack the postion. Three AA emplacements located at 3256Y, 3356X, and 35560, were attacked by AD's and hit with 14 HVAR's, two 500 lb G.P. bombs and four Napalms . Four F4U's hit the same targets. All the emplacemants wre heavily damaged. Two AD's hit and damaged 30 railway cars located north of Seoul at Haya and killed two men. One AD-4 was lost due to enemy ground fire. The plane was piloted by LTJG C.E. SEEMAN, USN file number 0378906. LTJG SEEMAN was not seen to leave the plane and is now missing in action. All of the planes of the flight were recovered at 1200I except the plane piloted by LT SEEMAN.

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The fourth flight, designated event 8, commenced at 1200I with the launching of two F4U's for NGF spot, four F4U's for TARCAP, two AD's for ASP-4, eight F4U's for CAP, six F4U's and four AD's for deep support. Four AD's hit and destroyed a tank located at CR 3243. Buildings located at CS1755M were hit with Napalms, strafed and left burning. A large factory type building, located at CS2728, was hit with 18 rockets and strafed with 20mm. The building did not burn and no estimate was made of the damage. Kyongsong airport was hit and damaged with one 500 lb G.P. bomb eight HVAR's and 2400 rounds of 50 caliber, Two carts, CS1197, were strafed and destroyed with 50 caliber. One cart, CS2193, was destroyed by strafing with 50 caliber. A building northeast of Seoul, CS2360, was hit and damaged with one 500 lb G.P. bomb. An oil drum dump located southwest of Seoul CS1955, was hit and damaged with one 500 lb G.P. bomb, six HVAR'S and 2200 rounds of caliber. All aircraft were recovered at 1530I.

The fifth flight designated event 11, commenced at 1530I with the launching of two F4U's for NGF spot, four F4U's for TARCAP, two AD's for ASP-5, eight F4U's for CAP, six F4U's and four AD's for deep support. One truck and four field artillery pieces on wheels at coordinate CS1765 were observed to be damaged after air attack with five HVAR's and 50 caliber strafing. The town of Yongdungpo-ri, southwest of Seoul, was attacked by the deep support group with 90 HVAR's, 7 Napalms, 13 500lb G.P. bombs and strafing. About ten factory type buildings were burning and smaller fires were started. Heavy black smoke rose to about 7,000 feet from this and previous flights. All aircraft in the flight were recovered at 1845I.

The fifth and sicth flights, designated event 12 and event 13, commenced at 1700I with the launching of one AD as night intruder and at 1830 with the launching of one AD for ASP-6 and one F4U for CAP. Nothing eventful was reported upon their return. They were all recovered at 2100I. No emeny aircraft encountered this date.

CARRIER AIR GROUP TWO
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SAN FRANCISCO, CALIF.

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CVG-2/A16
Serial: 014

ACTION REPORT 22 SEPTEMBER 1950

The first flight, designated event four, commenced at 0600I with the launching of four F4U's for TARCAP, two AD's for ASP, eight F4U's for CAP, and five F4U's and four AD's for deep support. The planes assigned to TARCAP, CAP and ASP reported their flights as being uneventful. The deep support group was assigned targets in the southeast section of Seoul. Four F4U's and five AD's strafed, dropped one 500 lb G.P. bomb, and fired 25 HVAR's at eight or more 20mm or 40mm AA emplacements along a ridge. (2257 to 2356).
One gun was probably destroyed and one damaged; damage to the other positions was not observed. A 20mm or 40mm AA position and nearby buildings at CS2155 were strafed and attacked with five 500lb. G.P. bombs and twelve HVAR's, and a pillbox at CS 2256 was attacked with 1 Napalms, one 500 lb G.P. bomb, and five HVAR's. The AA position was probably destroyed, and the pillbox was damaged by one direct rocket hit. Troops were observed moving east, at 2550, on the road south of Seoul. All of the planes in the flight were recovered at 0900I.

The second flight, designated event six, commenced at 0900I with the launching of two F4U's for NGF spot, four F4U's for TARCAP, two AD's for ASP, eight F4U's for CAP, four F4U's and four AD's for deep support, and two F4U's for a photo mission. The planes assigned to TARCAP, CAP and ASP reported their flights as uneventful. The gunfir spotting flight and the deep support group were directed to attack troop concentrations attempting to cross the Han river at several points south and east Seoul. Ten 500 lb G.P. bombs, four Napalms, seventy-one HVAR's and several thousand rounds 20mm and 50caliber ammunition were expended on groups totaling 1000-1500 troops. Casualties are estimated at 200. Then, in close support of friendly troops, the planes strafed and attacked with 24 HVAR's enemy troops on the southslope of a ridge (CS1852) south of Seoul. All of the planes were recovered at 1200I.

The third flight, designated event nine, commenced at 1200I with the launching of two F4U's for NGF spot, four F4U's TARCAP, two AD's for ASP eight F4U's for CAP, four F4U's and four AD's for deep support, and two F4U's for a photo mission. The planes assigned to TARCAP, CAP, and ASP reported their flights as uneventful. The NGF spot aircraft were directed to seek targets of opportunity. They strafed troops crossing the Han river east of Seoul and strafed eight horse drawn wagons which burned and exploded. The deep support group was sent north of Seoul to sweep lines of communication. Fifty boxcars at Tokso-ri (CS 4362), Paltang-ri (CS 4457), Hwangju(UC 4182) and Sariwon (YC 4065) were strafed and hit with 500 lb G.P. bombs, HVAR's, and Napalms. A railroad tunnel located four miles east of Yongju (39-18 N and 125-38 E) was probably plugged by a 500 lb G.P. bomb which exploded inside.

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A railroad bridge at Hwangju was destroyed by a 500 lb G.P. bomb. Troops and carts at CS 5152 were strafed, damaging two ox carts and killing or wounding an indefinite number of NK troops. No apparent attempt was made to repair railroads as far north as Sunan. Many troops and several motorcycles were observed about eight miles northwest of Pyongyang. Meager and inaccurate flak, believed to be three-inch, was observed over Pyongyang and moderate 40mm flak was observed over Kyonipo. All the planes on the flight were recovered at 1530I.

The fourth flight, designated event 12, commenced at 1530I with th launching of two F4U's for NGF spot, four F4U's for TARCAP, eight F4U's for CAP, four F4U's and four AD's for deep support, four F4U's and four AD's for sweep activity, and two F4U's for a photo mission. The sweep was assigned the airfield at Sinanju (39-35 N and 125-35 E) as a target. The field appeared to be inoperative and no airfield installations were observed. The flight strafed the railyard, twenty to thirty cars, two locomotives, and adjacent buildings, and dropped 220# fragmentation bombs causing an undetermined amount of damage. Buildings believed to be warehouses, were strafed and hit with eight HVAR's as were twenty railroad cars six miles southwest of Anju. The deep support group hit a railroad tunnel, located two miles east Yongyu (39-18 N abd 125-36 E), with a 500 lb G.P. bomb which exploded well inside and was believed to have collapsed it. This group also attacked roads and rail lines between Seoul and Yongyu (39-18N and 12 38 E). They strafed and rocketed a truck and approximately 85 troops in the vicinity of Sunan (39-13 N and 125-33 E), destroying the truck and killing or wounding twenty to twenty five troops. All of the planes on the flight were recovered at 1830I.

The fifth flight, designated event 13, commenced at 1530I with the launching of four F4U's for CAP and two AD's for ASP. The flight was uneventful and was recovered at 1845I. No emeny aircraft encountered this date

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CARRIER AIR GROUP TWO
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CVG-2/A16
Serial: 014

ACTION REPORT 23 SEPTEMBER

The first flight, designated event one, commenced at 0400I with the launching of one AD for CAP and one AD for ASP. Both planes were recovered at 0600I and reported their flights as uneventful.

The second flight, designated event two, commenced at 0400I with the launching of one AD for TARCAP and one AD as night intruder. After landing at Kimpo the AD's were joined by a marine F7F who led them to a close support targets in Seoul. A reported command post at 2059 and AA positions among the government buildings at 2160 were attacked with 500 lb GP bombs, 220 lb fragmentation bombs and strafed. The AA positions were silenced after the third run. Both planes were recovered at 0730I.

The third flight, designated event four, commenced at 0600I with the launching of two F4U's for NGF spot, four F4U's for TARCAP, two AD's for ASP, eight F4U's for CAP, and four F4U's and four AD's for deep support. The planes assigned to TARCAP reported their flight as uneventful. The two AD's on ASP were directed by a destroyer to search the area in the vicinity of the task force for a possible submarine. The results were negative. The two F4U's on NGF spot searched the area from Seoul southward to Osan. Friendly troops were observed at Suwan airfield but no enemy activity was observed on the road from Suwon to a point ten miles south of Osan (CS 2807). The deep support group orbited under the direction of several controllers until 0735I, at which time they were directed to attack three reported gun positions on a point of land forty miles southwest of Inchon, (BR 5989). As insufficiant time remained to obtain another target allordnance consisting of twelve 500 lb GP bombs and eighty HVAR's was dropped on these positions. The positions appeared to be unoccupied and general damage was noted though no guns were observed. All of the planes were recovered at 0900I.

The fourth flight, designated event six, commenced at 0900I with the launching of two F4U's for NGF spot, four F4U's for TARCAP, four AD's for ASP, eight F4U's for CAP, four F4U's and four AD's for deep support, and four F4U's on a photo mission. The TARCAP, CAP, and ASP flights were uneventful. The NGF spot provided protective cover for an AD pilot who had parachuted from his aircraft in the hills southeast of Pyongyang. The pilot was recovered by a land based helicopter. The deep support group was assigned a close support mission consisting of several tunnels in the western part of Seoul. Eight 500 lb G. P. bombs were dropped and thirty two HVAR's were fired on a double tunnel entrance located at grid 1858. Two 500 lb GP bombs and three Napalms were dropped at another double tunnel entrance at grid 1758. The results were undetermined. One AD made a forced landing at Kimpo airfield as a result of a flak damaged oil tank. Photo planes, with escorts, made photographs of selected areas of Seoul and strip maps of lines of communication between Uibongju (CS 2678) and Chunchon (CS 8893) and from Suwon to Pyongtack (CR 2994), west to the coast and back to Suwon. All

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of the planes in the flight were recovered at 1200I except the one AD noted.

The fourth flight, designated event nine, commenced at 1200I with the launching of two F4U's for NGF spot, four F4U's for TARCAP, four AD's for ASP, eight F4U's for CAP, and four F4U's and four AD's for deep support. The CAP, TARCAP, and ASP flights were uneventful. Two F4U's scheduled for the NGF spot mission, joined the deep support group in attacks on targets of opportunity on the highway north of Hwangju. The following targets were hit: One motor vehicle strafed (YD 4209), one truck attacked with rockets and strafed (YD 4212). Approximately 200 troops were strafed (YD 4303) but the number of casualties was not observed, a hut and ten troops were destroyed by a napalm (YD 4311). A tunnel was hit and believed to have been blocked by a 500 lb GP bomb which exploded in the entrance; a railroad (YC 4293) was damaged by three 500 lb GP bombs. The group observed a 20 mm AA position on a hill to the east of the north entrance of the tunnel listed above. All of the planes on the flight were recovered at 1530I.

The fifth flight, designated event 12, commenced at 1530I with the launching of four F4U's for TARCAP, four F4U's for Sweep, four F4U's for CAP, and four F4U8s and AD's for deep support. The TARCAP and CAP flights were uneventful. After a long of orbiting, sweep and deep support aircraft were diverted to a highway southeast of Pyongyong where approximately 32 tanks and 20 vehicles had been reported. About 20 camouflaged vehicles were sighted on the road between Pyongyong and Sangwon-gang. The vehicles were strafed and attacked by our sweep aircraft and two 500 lb GP bombs and twenty four 220 lb fragmentation bombs were dropped. Hits were observed on the vehicles, but the damage could not be determined. The deep support group received instructions to proceed to the above noted target at such a late hour that it was necessary, for reasons of time and fuel, to unload armament enroute to the target area on targets of opportunity, namely, a tunnel north of Haeju (YC 4124), a bridge (YC 4026), and a railroad station (YC 4334) causing an undetermined amount of damage. All of the planes were recovered at 1845I.

The sixth flight, designated event 13, was launched at 1530I and consisted of four F4U's for CAP and four AD's for ASP. Nothing of consequence was reported of their recovery at 1845I.

The seventh flight, designated event 15, was launched at 1700I and consisted of one AD for TARCAP and one AD as a night intruder. Neither of the planes reported anything eventful upon their recovery at 2100I.

The eighth flight, designated event 16, was launched at 1830I and consisted of one AD for ASP and one AD for Night CAP. Neither of the planes reported anything eventful upon their recovery at 2100I.

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Targets in the area north of Sariwon are more plentiful than in areas previously attacked but distance from the force leaves little time to search for and to attack the targets, making it imperative that prompt assignment of targets in this area be made if they are to be effectively attacked. As an example, the thirty tanks and twenty vehicles, reported near Pyongyang today, were reported to the controller at about 1300I. Orbiting aircraft of event nine who intercepted this report were not despatched until it was too late to comply. Event 12 sweep, which was despatched quite promptly after arrival at Pt. Nancy, found the vehicles but had insufficient time and fuel to search for the tanks. The deep support group was not despatched in time to reach the target. Many undamaged bridges and AA protected factories in this area are felt to be suitable targets for sweep missions for assignment by the ship. No enemy aircraft encountered this date.