U.S.S. ORISKANY (CVA-34)
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From: Commanding Officer
To: Chief of Naval Operations
Via: (1) Commander Task Force SEVENTY-SEVEN
(2) Commander SEVENTH Fleet
(3) Commander Naval Forces, Far East
(4) Commander in Chief, U.S. Pacific Fleet

Subj: Action Report for the period of 8 April 1953 through 22 April 1953

Ref: (a) OPNAV Instruction 3480.4

Encl: (1) CVG 12 Action Report for the period of 8 April 1953 through 22 April 1953
(2) U.S.S. ORISKANY summary report of operations during deployment in WESTPAC
(3) CVG 12 statistical summary report of operations during deployment in WESTPAC

1. In accordance with reference (a) the Action Report for the period of 8 April 1953 through 22 April 1953 is hereby submitted.

PART I

COMPOSITION OF OWN FORCES AND MISSION

The U.S.S. ORISKANY (CVA-34) with Commander Carrier Division FIVE, RADM R. F. HICKEY, USN, and Commander Air Group TWELVE embarked, sortied from Hong Kong Harbor, British Crown Colony at 0608I, 8 April 1953 and at 0757I, 11 April 1953 joined Task Force 77 in Area Sugar, Japan Sea. Commander Task Force 77 and Commander Carrier Division THREE, RADM A. SOUCEK, USN, was embarked in the U.S.S. VALLEY FORGE (CVA-45).

Commander Carrier Division FIVE, RADM R. F. HICKEY, USN, embarked in the U.S.S. ORISKANY (CVA-34), assumed duties as Commander Task Force 77 on 11 April 1953. On 11 April 1953 the U.S.S. VALLEY FORGE (CVA-45) was detached and on 22 April 1953 returned to the force with Commander Carrier Division THREE, RADM A. SOUCEK, USN, embarked. Commander Carrier Division THREE assumed duties as Commander Task Force 77, 22 April 1953.

During the operating period other major ships in company were the U.S.S. PHILIPPINE SEA (CVA-47), the U.S.S. VALLEY FORGE (CVA-45), the U.S.S. PRINCETON (CVA-37), the U.S.S. MANCHESTER (CL-83), the U.S.S. NEW JERSEY (BB-62)

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with Commander SEVENTH Fleet, VADM J. J. CLARK, USN, embarked, and screening destroyers.

The U.S.S. ORISKANY (CVA-34) was detached on 22 April 1953 from Task Force 77 and proceeded to Yokosuka, Japan for upkeep and maintenance.

PART II

CHRONOLOGICAL ORDER OF EVENTS

8 April 1953

Sortied from Hong Kong Harbor, B.C.C. at 0608I enroute to the Korean operating area, RADM R. F. HICKEY, USN, COMCARDIV 5, embarked. Rendezvoused with the U.S.S. TWINING (DD-540) and the U.S.S. ERBEN (DD-631).

9 April 1953

Enroute to the Korean operating area.

10 April 1953

Enroute to the Korean operating area. Replenished NSFO and aviation gasoline from the U.S.S. MANATEE (AO-58).

11 April 1953

Enroute to the Korean operating area. Replenished provisions and stores from the U.S.S. ALUDRA (AF-55). Joined Task Force 77 in the Korean operating area. RADM A. SOUCEK, USN, COMCARDIV 3, and Commander Task Force 77, embarked in the U.S.S. VALLEY FORGE (CVA-45). Conducted combat flight operations. RADM R. F. HICKEY, USN, COMCARDIV 5, embarked in the U.S.S. ORISKANY (CVA-34), relieved RADM A. SOUCEK, USN, COMCARDIV 3, as Commander Task Force 77. The U.S.S. VALLEY FORGE (CVA-45) with COMCARDIV 3 embarked, was detached and departed Task Force 77.

12 April 1953

Conducted combat flight operations.

13 April 1953

Conducted combat flight operations. LTJG R. TAYLOR, USNR, VF-122, ditched near the Task Force when his F9F-5 flamed out. LTJG TAYLOR was not recovered.

14 April 1953

Rendezvoused with Task Unit 92.1.1 for replenishment. Replenished ammunition from the U.S.S. VIRGO (AKA-20). Replenished NSFO and aviation gasoline from the U.S.S. CACAPON (AO-52). Conducted AA firing exercises utilizing F6F type drones.

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15 April 1953

Conducted combat flight operations.

16 April 1953

Conducted combat flight operations.

17 April 1953

Conducted combat flight operations. The U.S.S. PRINCETON (CVA-37) joined Task Force 77. The U.S.S. PHILIPPINE SEA (CVA-47) was detached and departed Task Force 77.

18 April 1953

Rendezvoused with Task Unit 92.1.1 for replenishment. Replenished ammunition from the U.S.S. MOUNT BAKER (AE-4). Replenished NSFO and aviation gasoline from the U.S.S. GUADALUPE (AO-32). Conducted AA firing exercises.

19 April 1953

Conducted combat flight operations. The Honorable J. J. FLOBERG, Assistant Secretary of the Navy for Air, arrived on board. Mr. FLOBERG departed in the afternoon for the U.S.S. NEW JERSEY (BB-62).

20 April 1953

Conducted combat flight operations. ENS R. T. SCOGGAN, USNR, VF-121 F9F-5 pilot, bailed out ten miles east of Hodo Pando Peninsula as he was returning from a strike in the Cherokee area. ENS SCOGGAN radioed that he was bailing out due to loss of control of his aircraft. The actual bail out was not observed nor was the parachute ever actually seen. ENS SCOGGAN has not been recovered and is listed as missing.

21 April 1953

Conducted combat flight operations.

22 April 1953

Rendezvoused with Task Unit 92.1.1 for replenishment. Replenished NSFO and aviation gasoline from the U.S.S. GUADALUPE (AO-32). Replenished ammunition from the U.S.S. MOUNT BAKER (AE-4). Received provisions from the U.S.S. ALSTEDE (AF-48). RADM A. SOUCEK, USN, embarked in the U.S.S. VALLEY FORGE (CVA-45), relieved RADM R. F. HICKEY, USN, COMCARDIV 5 as Commander Task Force 77. The U.S.S. ORISKANY (CVA-34) was detached from Task Force 77 to proceed on a special mission enroute to Yokosuka, Japan for transfer of material prior departure to CONUS. End of reporting period.

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PART III

ORDNANCE MATERIAL AND EQUIPMENT

1. Ammunition expenditures for the period 8 April 1953 to 22 April 1953.

   a. Service Types (Included in enclosure (1)).

   b. Training Types

5"/38 FCL (VT) NF projectile	44
5"/38 Non flashless cartridge	44
3"/50 FCL (VT) NF non flashless	104

PART IV

BATTLE DAMAGE

1. Ship. No battle damage was sustained by the U.S.S. ORISKANY during the current period.

2. Damage inflicted on the enemy (see enclosure (1)).

3. Damage inflicted on ORISKANY aircraft (see enclosure (1)).

PART V

PERSONNEL PERFORMANCE AND CASUALTIES

1. Performance

   a. Personnel

During the period of this report the average on board count was 2717: 1947 ship's company; 62 Marines; 17 Special Weapons Team; 612 CVG-12 and 79 COMCARDIV 5; 9 men received and 68 transferred.

   b. Training

Training for the period as covered by this report consisted of the following:

New classes organized	None
Active classes at the end of period	6
Number of class hours held during period	24
Number of Navy Training Courses (texts) checked out	17
Number of Navy Training Courses (correspondence) ordered by men	11
Number of USAFI texts checked out	4
Number of Navy Training Courses (correspondence) completed by men	6

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Number of USAFI Correspondence Courses ordered	8
Number of batteries of USAFI GED tests administered	10
Number of USAFI End-of-Month Tests administered	6
Number of USAFI GED batteries ordered	5
Number of enrollments in College Extension Courses	None
Number of USAFI End-of-Month Tests ordered by men	3
Number of letters sent civilian schools on behalf of men for counseling and placement purposes	None
Number of requests for service schools forwarded	12

c. Legal

Except for work connected with the completion of the record of proceedings of a board of investigation, legal activity consisted chiefly of a few Summary and Special courts-martial. It appears this decline is due to the relatively short time spent in port and, further, to the comparatively short period covered by this report.

The assistant legal officer departed on temporary additional duty at the Naval School of Justice in Newport, Rhode Island.

d. Welfare and Recreation

Regularly scheduled bingo games have been conducted at 1900 on Wednesdays and Saturdays of each week in the crew's messing compartments for all hands. Happy Hours have been conducted on replenishing days, using talent from ship's company and Air Group. The ship's band plays on Tuesday and Friday evenings in the officers' wardroom.

The Hobby Shop is open daily for use by all hands. It carries a wide variety of crafts, i.e., leathercraft, model planes, ships, sail boats, wagons, automobiles, etc..

The ship's library is open daily from 0830 to 2130 for use by all hands.

The Charity Committee is currently conducting special raffles and bingo parties for funds for the Navy Relief Society. Bingo parties and raffles are providing "on-the-line" recreation for all hands and are serving both morale and charity.

e. Religious Services

Catholic services are held daily. Three (3) Masses are said on Sundays followed by Benediction of the Blessed Sacrament. Special daily prayers are said for the safety of our pilots. The rosary, novena, and Benediction of the Blessed Sacrament are held daily.

Protestant services are conducted at 0900 on Sunday mornings and Vesper services at 1900. The Bible Class meets at 1930 on Wednesdays.

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Jewish services are conducted on Friday evenings and on special days of religious significance on the Jewish calendar.

Mormon services are conducted at 1000 on Sundays.

Christian Science study periods are observed on Sundays at 1100.

f. Public Information

Public Information activities covered during the period of this report consisted of the following:

Navy news dispatches (by radio)	6
News feature stories and layouts (by mail)	1
News photo releases	3
Radio newscasts	2
Hometown news stories (to FHTNC)	1476

2. Casualties

a. Ship's Company

No ship's company casualties occurred other than minor injuries during the reporting period.

b. Air Group 12. (See enclosure (1)).

PART VI

COMMENTS

1. Engineering Department

a. Casualties

No major nor minor damage was sustained from any cause.

b. Recommendations

None.

c. Steaming Data

Engine miles steamed - 6,545.2	8 April-22 April 1953 (2400)
Fuel oil received - 1,851,624	8 April-22 April 1953 (2400)
Fuel oil delivered DD's - 93,430	8 April-22 April 1953 (2400)
Fuel oil consumed (underway) - 1,182,284	8 April-22 April 1953 (2400)
Fuel oil consumed (anchor) - none	8 April-22 April 1953 (2400)
Average speed - 18.8	8 April-22 April 1953 (2400)
Hours underway - 354.0	8 April-22 April 1953 (2400)

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d. Fueling

During the period 8 April through 22 April 1953, the U.S.S. ORISKANY fueled destroyers on one (1) occasion, at an average rate of 254,577.6 gallons per hour. The U.S.S. ORISKANY refueled from tankers four (4) times during this period at an average fueling rate of 181,888.4 gallons per hour.

2. Navigation Department

The voyage from Hong Kong to the Battle Line gave the Navigation Department an opportunity to navigate in new waters. The navigational aids in the South China Sea and the Formosan Straits were very limited and navigation many times consisted of "dead reckoning". The skies were continually overcast allowing no celestial navigation whatsoever. Loran coverage was good north of Formosa, but in the Formosan Straits and the South China Sea, it was impossible to pick up Loran. If held, the readings were considered unreliable since the waves traveled over land masses. Radar also offered difficulties because the charts depict little or no topography, and the identification of landmarks on the radar was difficult. However, the currents encountered gave very little set and the "DR" track proved successful.

This tour marked the completion of the intensified OOD training program with three additional qualifications. This brings the total of OOD qualifications granted this WESTPAC tour to twenty-one.

3. Combat Information Center

During the period of this report the CIC of the U.S.S. ORISKANY functioned as Flag CIC for COMCARDIV 5.

CIC watch officers have continued the program of training for qualification as OOD underway, and OOD's have been indoctrinated in CIC procedures, capabilities and limitations. To date five CIC watch officers have been qualified as OOD underway and a like number of OOD's have received CIC indoctrination. Besides furthering the professional qualifications of the officers concerned, immediate benefits have been realized, in that each officer now has a much better appreciation of the problem of the other, and a smoother CIC-Bridge relationship has resulted.

Air Controllers from destroyers and cruisers have been ordered aboard for refresher training and observation. Day intercept practice can be afforded these controllers, but the nature of the Task Force operations affords little opportunity for all-weather control practice intercepts. ORISKANY has also been assigned the stand-by guard for CAP when this control is passed to DD's. This guard requires continuous monitoring of the CAP frequency by a qualified Air Controller. Control of CAP had to be assumed from DD's on numerous occasions since many of the destroyers had inadequate equipment for control of jet CAP. In most cases positive control of jets at medium or long ranges can be maintained only through the use of MK-10 IFF.

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Surface and air search radar performance has been uniformly excellent throughout this operating period. However, the SX height radar performance has been consistently poor. Even when RH1 gear is operating at peak performance, no altitude information can be obtained on targets at ranges greater than 45-55 miles. This range is considerably reduced on small flights of jet aircraft. On several occasions the ship has been unable to assume an altitude guard assignment due to equipment breakdown. It is believed that the altitude determining capability of the entire Task Force poses the greatest limitation to adequate air defense. Accurate altitude information is of primary importance in the consumation of a jet air intercept at maximum range.

VHF radio communications have been excellent during this period, however, it has been necessary to utilize the TDQ transmitter and AN/ARC's receiver for voice communication at extreme ranges. Cross-talk on AN/ARC's has been greatly reduced, but continues to handicap controllers using TDQ-RCK's as well as AN/ARC's on circuits E1z and E1aa with only a 0.18 MC separation.

4. Communications

During the period covered by this report, a vast improvement was noted in the overall efficiency of communication personnel, and the manner in which traffic was processed.

The comments noted below pertain to circuit C2B (replenishment net) (2340 kcs). This circuit was used on a trial basis commencing 13 April 1953. Interference was noted as follows:

Unknown voice circuit, making radio checks, interrupted the circuit intermittently. (Believed to be an Army voice circuit).

Maneuvering signals were evident, believed to be originated by CTU 92.1.1 (CW).

Own ship's TTY RATT signals were evident in the background. (These signals were not of sufficient strength to cause serious interference).

This frequency (2340 kcs) is considered superior to the former replenishment frequency (2830 kcs) due to the improved reception. Circuit C2B does not interfere with other circuits being used, whereas 2830 kcs was blocked at times by circuit C16 when on frequency 4620 kcs.

Excellent results were noted on ship-shore RATT on circuit A4.7A (4485 kcs) for a period of five days. The "TBA" transmitter keyed continuously on 4485 kcs with an approximate outage of three hours for the entire period.

The signal bridge is responsible, in the event of a deck crash during night flight operations, to illuminate the flight deck. Should such an emergency arise, a red filter is fitted to the port 12" searchlight, thereby providing illumination and complying as far as practicable with darkened ship regulations.

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It has been determined that amber filters are most appropriate for flashing light signalling. The use of red or green filters give rise to the situation where the signal lights may be mistaken for a ship's running lights.

Flags required to be flown at the fore, such as the guide flag or personal flags, should be fitted with tabling. Grommets have proved to be of insufficient strength to withstand wind conditions prevalent in Fast Carrier Task Force operations.

The following statistics are indicative of the communication aspects of the operation.

MAIN RADIO

Total number of messages received on "NDT" FOX	2,171
Total number of messages received on "G" FOX	1,553
Total number of messages received other circuits	1,835
Total number of messages transmitted	1,613
Total number of messages received for relay	725

MAIN COMMUNICATION OFFICE

Total number of classified messages processed	876
Total number of outgoing messages processed	704
Total number of messages processed (in and out)	2,907

SIGNAL BRIDGE

Total number of messages received	234
Total number of messages transmitted	98

Note: Approximately 15 percent of the messages handled were by NANCY method.

The following statistics of postal activities are considered to be of general interest.

Money orders: 322 issued; 66 cashed	$18,896.83
Registered mail received	236 pieces
Registered mail dispatched	160 pieces
First class received	5 pouches
First class dispatched	6 pouches
Parcel post received	180 sacks
Parcel post dispatched	60 sacks (75 boxes of chinaware)
Insured mail received	85 pieces
Insured mail dispatched	36 pieces
Air mail received	10 sacks, 30 pouches
Air mail dispatched	5 sacks, 24 pouches

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5. Photography

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The number of photographic personnel assigned this period was 16. This figure includes one AFC and 9 rated men. One rated man remained assigned to the photographic interpretation unit. A six man night crew was maintained to complete all photography. A total of 964 useable 9x9 inch and 11,549 useable 9x18 inch sonne prints were made. From 304 8x10 inch negatives of plot charts, overlays and target pinpoint photographs, 3,587 8x10 inch prints were made. Also 89 16x20 inch prints were made and used for briefings. 6,300 feet of gun camera film was processed.

One B6 type aerial film developing unit was used and worked very satisfactorily. It proved to be a time saver in processing and handling of film in rolls of 400 foot lengths. It is recommended that B6 type aerial film developing units be made available to all units using the K-38 cameras with the A8B magazines.

A8B magazine malfunctions ceased after the camera repairman removed heavy oil from the clutch. Mechanical difficulties with the K-38 camera continued due to the shearing of taper pins in the case drive. The reason for this still remains unknown.

6. Air Intelligence

The attached Air Group has had no known opportunity to use the present barter kit, and it may be assumed the articles contained therein are satisfactory. The pouch itself presents somewhat of a problem. It has a dual purpose of protecting the articles contained and acting as a possible water bag, but investigation has shown a very small percentage of these pouches are capable of either. Pencils, needles, and other sharp object easily penetrate the plastic and many have split at the lower seam. The only solution advanced by the pilots is using scotch tape which is at best only a temporary cure.

It is recommended that the kits be constructed of heavier material of one piece construction.

During the past two tours the AD squadron and Hecklers have used the new Texoprint Korean Strip Chart, (Songjin to T'U-Men, number 15642-1). As only one of the three charts covering the Navy area is presently available a complete report cannot be made. A few of the pilots comments follow:

Advantages:

Excellent for Recco Routes and flak plotting.

Good for coastal navigation.

Long strip format (only three required for Navy area) eliminates hours of map arrangement.

Easy to mark with a grease pencil.

Terrain shading is good.

Could be of value for Escape and Evasion purposes.

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Disadvantages:

Maps are subject to considerable wear along the folds.

Map is a little unhandy due to its length and width. The large area covered compensates for this disadvantage.

Leaves a smudge when erasing grease pencil marks.

A more detailed report on these charts will be forwarded to ANO, COMFAIRJAPAN.

Photographic interpretation as directed by CTF-77 consisted of railroad and highway route surveillance, damage assessment and target search. Damage assessment is being emphasized along with target searches. Targeting itself has been limited to supply areas, troop concentrations, vehicle parks and small industrial facilities.

Stereo briefing was employed successfully during this last tour. It was used for briefing pilots on artillery positions. It is recommended only for the more difficult targets and for flak positions. The use of stereo briefing for all targets is presently beyond the capabilities of a small interpretation unit.

7. Supply Department

a. Aviation Stores

On this tour, replenishment of routine requirements of aviation stores was by-passed due to the ship's deployment to Hong Kong where no supply support was available. The ship began the tour on the line without a major replenishment since leaving Yokosuka on 1 March 1953, except for supercargo received from replenishment vessels other than the aviation stores ship.

If the operating schedule permits, it is recommended that CVA-type ships enroute to Hong Kong be replenished either from AVS prior to leaving the line, immediately upon return, or during a stop-over at Sasebo. "On the line" replenishment from an AVS is considered most desirable. Underway transfer of all aeronautical material including engines is considered practicable.

Although there was no "on the line" replenishment of aviation stores from AVS during this period, there was considerable aviation stores freight received from other replenishment vessels. About 5 percent of the total received was from COD aircraft and helicopter.

Section "B" Shortages - The following items of section "B" material continue in short supply and procurement has been on an emergency basis only:

R85PW-171394	Liner Weldment F9F
R85PW-198061	Liner Weldment F9F
R85HO-A7002G	Fuel Control F9F
R94BUA-50A70R103	Launcher, Rocket, Aero 14A

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In summary, upon the completion of the fifth tour on the line, it is desired to point out that the items that are in short supply now are the very same items that were difficult to obtain during initial outfitting for this cruise Aug-Sep 1952. It is assumed that these shortages are Navy-wide and not of a local nature.

b. General Stores

Procurement problems as indicated in previous reports remain unchanged. Solutions appear to lie in a re-loading program based on experience gained in the Far East during this deployment. Items in short supply remain unchanged.

c. Ship's Store and C&SS

One replenishment at sea was successfully accomplished during adverse weather conditions when 140,000 packages of cigarettes, on consignment, were transferred from the U.S.S. MANATEE (AO-58). Only minor damage was noted. On 14 April 1953, 2400 packages of stationery which had been ordered from CONUS on 20 October 1952 were transferred at sea.

Sales in ship's store and C&SS have been very slow, after the crew's "spending festival" in Hong Kong, with no single item showing unusual sales.

d. Commissary

On 11 April the U.S.S. ORISKANY went alongside the U.S.S. ALUDRA (AF-55) at 0540 for replenishment of fresh, frozen and dry provisions. The first load landed on deck at 0545 and the last load arrived at 0635. The amount of provisions received was 74 tons, at a transfer rate of 88.8 tons per hour. The percentage of requisitions filled was 66%. The following items were not available at this replenishment:

Spinach, td
Catsup, td
Syrup, td
Spaghetti, dry
Crackers
Jam, asst
Juice, orange
Cereal, dry
Cabbage, fresh
Lettuce, fresh
Celery, fresh
Grapefruit, fresh
Broccoli, f.f.
Brussel sprouts, f.f.
Cauliflower, f.f.

On 22 April the U.S.S. ORISKANY went alongside the U.S.S. ALSTEDE (AF-48) for replenishment of fresh, frozen and dry provisions, Seventy-seven tons were delivered in one hour.

e. Disbursing

Because of the large number of rebate checks received by the personnel of this ship from the Bureau of Internal Revenue and the small demand for Postal Money Orders, it was impossible for the ship's post office to cash all dollar instruments presented to it during subject period.

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This problem was solved by the Commanding Officer authorizing the Disbursing Officer, in writing, to cash dollar instruments in accordance with BUSANDA Manual para. 53265 for a two day period. They were then forwarded to the Federal Reserve Bank of San Francisco with a Treasury Form 6599 as a deposit to the Disbursing Officer's official checking account.

8. Medical Department

The Medical Department supplies and equipment continue to be adequate. No supply shortage or equipment breakdown occurred during the reporting period.

Medical Evaluation of the Air Group and Ship's Company: The health of ship's company and the Air Group has continued to be excellent. This last tour of duty has, however, been in the nature of an anticlimax coming as it has between a visit to Hong Kong and the return to the continental limits of the United States. There has been no decrease in overall efficiency, but for the first time there has been noted a general feeling that personnel would like to finish the show and go home.

In conclusion it is felt that the personnel of this vessel are in excellent physical condition after eight months overseas.

Medical Department Statistical Summary Air Group and Ship's Company

Periods	1st	2nd	3rd	4th	5th
Admitted to sick list	190	226	369	156	46
Admitted to binnacle list	15	14	14	2	1
Percent sick days out of possible 67,232 work days	.73				
Percent sick days out of possible 67,232 work days		.77			
Percent sick days out of possible 104,475 work days			.78		
Percent sick days out of possible 67,091 work days				.69	
Percent sick days out of possible 44,980 work days					.65
Officers admitted to sick list	10	9	10	4	1
Total visits to sick call	1,161	1,258	3,879	1,901	1,012
Patients received from other ships	1	1	1	0	2
Patients transferred to hospital	0	0	1	3	0
Minor injuries treated	200	216	103	173	135
Major injuries treated	1	1	1	7	2
Number shipboard injuries resulting death	1	0	0	2	0
Number of personnel died of disease	1	0	0	0	0
Minor surgical procedures	25	12	33	42	58
Major surgical procedures	3	3	7	16	3
Venereal diseases and non-gonococcic urethritis	58	117	179	96	48
Gonorrhea	7	11	23	10	6
Chancroid	14	18	20	6	10
Non-gonococcic urethritis following sexual exposure	37	88	136	80	32

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Medical Statistical Summary of Air Group Pilots and Crewmen

Periods	1st	2nd	3rd	4th	5th
Planes lost, enemy action pilot killed, not recovered	1	1	1	0	0
Planes lost, pilot not recovered	1	0	0	1	2
Planes lost, operational, pilot recovered minor injuries	1	0	0	0	0
Planes lost, operational, pilot recovered uninjured	2	0	3	1	0
Planes lost, operational, crewman recovered uninjured	0	0	0	0	0
Planes damaged, enemy action, crewman injured	0	0	0	0	0
Planes damaged, enemy action, pilot injured	0	0	0	0	0
Pilots temporarily grounded for medical reasons	15	24	25	16	6
Pilots permanently grounded pending medical evaluation	0	0	0	1	0
Average number days pilots grounded	2.4	4.2	7.2	4.4	3.2
Crewmen grounded for medical reasons	0	0	1	0	0

The health of the Air Group personnel was considered excellent during the period covered by this report and the majority of treatments administered were for minor upper respiratory ailments. On 20 April 1953 a twenty millimeter shell was accidently discharged while a gun was being removed from an F9F-5 fighter plane on the hangar deck. It struck the overhead and exploded, inflicting minor injuries on several air group plane captains and ordnance personnel.

Two pilots were lost during this period. On 14 April 1953, LTJG R. (N) TAYLOR, USNR, of VF-122 was returning at 11,000 feet from a strike when he experienced a flame-out. He could not restart his engine and ditched his F9F-5 fighter plane, which broke apart on impact with the water. He was not observed to have left the plane.

On 20 April 1953, ENS R. T. SCOGGAN, USNR, of VF-121 reported that his plane had been damaged by enemy antiaircraft fire, while on strike at Hamhung, Korea and that he was bailing out at 20,000 feet. Although his plane was observed to crash into the sea east of Hodo Pando, neither he nor his parachute was observed. He has been declared missing in action.

9. Air Department

a. General

During this final tour on the line Air Department functions were carried out in a normal manner. The period has been marked by: longer hours for the flight deck crews, greater ordnance loads on aircraft for the ordnance gang, and greater catapult maintenance problems. The morale of the Air Department remains high with men looking forward to our return to the CONUS.

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b. Aircraft Handling

The aircraft handling situation has been of a routine nature. Although the hours of the working day have increased due to earlier sunrises and later sunsets, the crews handled aircraft in a smooth and expeditious manner.

c. Arresting Gear

There was a total of 916 landings made during this period of which 404 were conventional type aircraft. There was an average run out of cross deck pendants for the jet aircraft of 137.3 feet and 129.2 feet for the conventional type.

There were no barrier and/or barricade crashes.

d. Catapults

F9F aircraft were launched carrying two thousand seven hundred and sixty (2760) pounds of bombs, believed to be the heaviest load attempted in the Korean area. As a result of this load, higher pressures were required and numerous "O ring" packings started leaking on both catapults.

On 17 April number six oilgear launching pump, type CG-15035, on the starboard catapult was shut down and found to have four broken pistons. The remainder of the tour was completed utilizing only six launching pumps.

Total shots this period

Port Catapult		Starboard Catapult	
F2H-2P	19	F2H	22
F9F-5	232	F9F-5	242
AD	22	AD	9
F4U	3	F4U	14
TBM	1	TBM	3
TOTAL	277	TOTAL	290

e. Aircraft Maintenance

In order to reduce the expenditures of manila line a number of tie-downs, consisting of nylon webbing and hardware salvaged from worn out arresting gear barriers, have been manufactured. These tie-downs adequately serve the purpose of securing many items of material and equipment against movement on the hangar deck.

Announcing ship turns over the hangar deck 3 MC system has proven helpful to maintenance personnel involved in use of heavy equipment as well as movement of aircraft, particularly in bay number 3. Movement of aircraft

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engines, fork trucks, and installation of wings, engines or propellers, becomes extremely hazardous during turns, especially those of high speed which create vibration as well as canting of the deck. These few moments of warning permit personnel to secure equipment or materials against movement.

An improved arrangement was fabricated by the Aviation Electronics Shop for the LSO Platform radio. This consisted of equipping the LSO with a headset and lip microphone, thus permitting the LSO to talk directly with the pilots and give split second directions instead of relaying instructions through a talker. A switch, salvaged from a lip microphone cable, was cut out of its rubber mounting and fitted into the handle of one of the LSO paddles. The cable was clipped to the LSO's clothing and so arranged for quick discard in emergency.

Several AN/ARC-1 radio sets received by the Aviation Electronics Shop for repairs from escort destroyers were found to have had parts removed and wires unsoldered or connected to incorrect terminals. It is believed that repairs were attempted by inexperienced or unqualified personnel.

The ship has eight WAUKESHA Mod. E, APU's which have received almost constant and continuous use for starting and testing aircraft. The frequent movements of these APU's over flight deck arresting gear cables and barriers places undue strain on the frame and axle of the APU. Frequent repairs were required, welding the frames and straightening and strengthening the axle. It is recommended that a stronger frame and axle be provided for these units.

The Aviation Metal Shop performed a difficult and intricate task of rebuilding a damaged TBM-3 horizontal elevator. The job was completed in an elapsed time of 31 hours and was accomplished without the use of jigs or special metal forming tools.

f. Ordnance

The bomb skid aero 12B with adapter aero 9B was used to carry four full aircraft ammunition cans from ready service lockers to aircraft. This saved extra trips and saved man-hours normally required.

The V.T. fuzes received have been modified with a heavy antenna ring. The jump-out pin that receives the arming wire has not been modified for the extra thickness of this antenna ring, making it necessary for all pins to be drilled to receive the arming wire.

g. Gasoline

The lack of spare parts continues to effect the operation of the gasoline system. An attempt was made to obtain some items on open purchase in Hong Kong, B.C.C., however, lack of commercial sources prevented success in this venture. Allowance lists have been found to be unrealistic and suitable

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representation has been made to correct the present allowance list. Emphasis should be placed on the necessity of instituting adequate allowance lists immediately for components that are peculiar to this particular type of gasoline system.

Overall operation of the gasoline and aviation lube oil systems has been very good.

PART VII

SUMMARY OF RECOMMENDATIONS

1. Page 10 paragraph 5 (2)

That B6 type aerial film developing units be made available to units using the K-38 camera with A8B magazines.

2. Page 10 paragraph 6 (2)

That barter kits be constructed of heavier material of one piece construction.

3. Page 11 paragraph 7 (2)

That CVA-type ships proceeding to Hong Kong be replenished from AVS prior to leaving the line or immediately upon return, or during a stop-over at Sasebo if operational commitments permit.

4. Page 16 paragraph 9e (6)

That the frames and axles on the WAUKESHA Mod E, APU be constructed stronger.

5. Page 17 paragraph 9g (1)

That allowance lists pertaining to gasoline system components be revised to reflect normal usage items.

COURTNEY SHANDS

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Distribution List

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CNO (2) advance
CINCPACFLT (5) advance
CINCPACFLT EVALUATION GROUP
COMNAVFE (1) advance
COMNAVFE EVALUATION GROUP
COMSEVENTHFLT (1) advance
CTF-77 (1) advance
COMCARDIV 1
COMCARDIV 3
COMCARDIV 5
COMAIRPAC (10)
COMSERVPAC
COMFAIRJAPAN
COMFAIRALAMEDA
COMFAIRQUONSET
NAVAL WAR COLIEGE
NLO JOC KOREA
USS BOXER (CVA-21)
USS BON HOMME RICHARD (CVA-31)
USS VALLEY FORGE (CVA-45)
USS PHILIPPINE SEA (CVA-47)
USS PRINCETON (CVA-37)
USS KEARSARGE (CVA-33)
USS WASP (CVA-18)
USS YORKTOWN (CVA-10)
USS ESSEX (CVA-9)
USS LAKE CHAMPLAIN (CVA-39)
CVG 2
CVG 5
CVG 7
CVG 9
CVG 11
CVG 15
CVG 19
CVG 101
CVG 12
ATG 2 (5)

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