From: Commanding Officer and Commander Task Element 95.11
To: Chief of Naval Operations
Via: (1) Commander Task Group 95.1
     (2) Commander Task Force 95
     (3) Commander SEVENTH Fleet
     (4) Commander Naval Forces, Far East
     (5) Commander in Chief, Pacific Fleet

Subj: Action Report 29 April through 11 May 1952

Ref: (a) Article 0705 Navy Regulations
     (b) OPHAV INSTUTUTION 3180.3
     (c) GNCAPAC HQSTUCTION 3180.3
     (d) CTO 95.1 OpOrder 2-51 (revised)
     (e) OTH 95.11 OpOrder 2-51

Encl: (1) Sample Air Schedule

1. In accordance with reference (a), (b), (c) and (d), the action report of Task Element 95.11 for the period 29 April through 11 May 1952 is submitted herewith. The Commanding Officer, USS BATAAN (CVL-29) was OTC West Coast Korea and CTE 95.11 during this period.

   PART I - GENERAL NARRATIVE

1. During the period 29 April through 11 May 1952, the USS BATAAN (CVL-29), under the command of Captain H. H. HORNBY, 61175/1310, USN, with the Marine Aircraft Squadron, VMA-312 embarked, operated as a part of the U.S. SEVENTH Fleet in Task Force 95, under the operational control of the Commander Task Group 95.1.

   2. The Commanding Officer, USS BATAAN (CVL-29) was OTC West Coast of Korea and Commander Task Element 95.11 from 2100 29 April to 2100 10 May 1952 at which time the command of the Task Element was shifted to the HNS OCEAN and OTC shifted to Commanding Officer, HNS ATLANTIC. During the reporting period, TE 95.11 consisted of USS BATAAN (CVL-29), and a maximum of three destroyers, HOGS CAPE HAU (DE-218), HOGS CHARLES (DD-71) and USS LONESTAR (DD-770), acting as screening vessels. The screen was reduced to less than three ships when required by operational demands. Each night one destroyer was ordered to OTH 95.12 to make a patrol of the islands south of Nachu. The odd name for this patrol is Fortingston. Ships were detached late in the afternoon to proceed on this patrol returning the following morning after fueling from a tanker located near Keonyeong Do.
a. The mission of the Task Element is as follows:

(1) Assist in enforcing the United Nations blockade and in the defense of friendly islands of the West Coast of Korea.

(2) Assist in protecting sea communication in the Yellow Sea.

(3) Provide air spotting services for control of naval gunfire in order to support the United Nations effort in Korea.

(4) Conduct air strikes against selected targets.

(5) Conduct air reconnaissance.

(6) Render close air support services to ground forces.

(7) Act in accordance with current directives of CTG 95.1.

b. The mission of the Carrier Unit is as follows:

(1) Conduct armed air reconnaissance of the West Coast of Korea from the United Nations front lines northward to Lat. 39-15N.

(2) Attack enemy shipping and destroy mines.

(3) Maintain surveillance of enemy airfields in the Haenyeon-Chinnampo region. (ONGJIN, HAEJU, and CHONGHEHI).

(4) Provide air sort services to naval units on request.

(5) Provide close air support and armed air reconnaissance services as requested by Joint Operations Center, Korea (JOC KOREA).

(6) Conduct air strikes against coastal and inland targets of opportunity at discretion.

(7) Be prepared to provide Combat Air Patrol to friendly naval forces operating off the West Coast of Korea.

(8) Render SAR assistance.
SECURITY INFORMATION

3. No enemy surface or air forces were encountered by this Task Element and, therefore, no surface or air action is related. However, enemy small craft operating in the rivers, estuaries, and along the west coast of Korea were attacked and destroyed by aircraft of this element when directed or as targets of opportunity. Action of TE 95.11 on Patrol Worthington is reported by OTE 95.12.

4. During this operating period, WMA-312 aircraft flew Armed Reconnaissance, Target Combat Air Patrol, Combat Air Patrol, Pre-briefed Strikes and Air Spot for Naval Gunfire Missions as illustrated by schedule, enclosure (1). Flight operations were carried out for the entire eleven days scheduled. However, on 3 May, 2 of flights and 10 May, 6 flights were cancelled due to weather. During these eleven days WMA-312 aircraft flew 419 combat sorties. Two flights aborted. There was a total of 890.6 combat hours flown for an overall average of 81 hours and 38.1 sorties per day. The squadron aircraft availability was 20, the average aircraft on board 19, and the total average aircraft availability 16. Message drops at Pongnyong Do and Guard Taxi pickups from 1-16 were made in conjunction with the regularly scheduled CAP mission. Thus administrative flights were included in ship's CAP flights.

5. During this operating period, ships of Task Element 95.11 operated in the Korean Coastal Area "WAN" in the vicinity of latitude 37° 30' N. and 128° 30' E.

PART II - CHRONOLOGICAL ORDER OF EVENTS

290702I The USS BATAAN with WMA-312 embarked was underway for Operating Area "WAN" off the west coast of Korea with HMCS CARUGA and HMCS CONSTANT in company. USS BATAAN was guide.

292100I Captain H. R. MONTY assumed command of TE 95.11 and duties OTC, West Coast of Korea.

30 April WMA-312 aircraft flew a total of 41 flights this date. Weather clear with haze patches, visibility 4 miles. Wind NW, 5 knots. Sea smooth.

ORDNANCE EXPENDITURE

| 2L - 500 lb GP | 1L - CAP |
| 103 - HVAR | 11 - Recce |
| 120 - 3.25" Rocket | 16 - TARGAP |
| 3 - Napalm |

19,360 - Rounds .50 Cal. Ammo.
COMMENCE LAUNCHING AIRCRAFT.

HMS CONSTANCE returned from Worthington Patrol and refueling.

HMS CONSTANCE left formation to investigate small surface contact.

HMS CONSTANCE rejoined formation; contact friendly fishing craft. Ordered craft to fishing area.

F4U-4, BUOY 81866 with pilot, Captain John P. THOMAS, 62828h, USNCR, crashed, going overboard at Frame 50. Port. Position 36° 55' N. and 124° 29.5' E. Lost: Aircraft and 2 life rafts. Damaged: Barriers No. 3 and 4, antennae No. 1 and 2, Gun Mounts No. 4 and 6 and catwalk in vicinity of Frame 50. FORNELL, Richard E., 315 h, 35, AOB, USN was injured by flying wreckage. Treated for abrasions, both legs, calves, and shins. Returned to duty.

Helicopter landed with recovered pilot. No injury to pilot.

HMS CAYUGA retrieved 2 life rafts, and was detached to proceed on Worthington Patrol.

Completed recovery of last flight.

VIA-312 aircraft flew a total of 32 flights this date. Weather cloudy, visibility 2-4 miles. Wind S, light variable. Sea slight.

ORDNANCE REMAINING

| 18 - 500 lb GP | 10 - CAP |
| 166 - HVAR | 10 - TARGAP |
| 4 - Napalm | 12 - ROBCC |
| 18,250 - Rounds .50 Cal. Ammo. | |

Commenced launching aircraft.

F4U-4, BUOY 8200, pilot, Captain William J. DURENBERG, 237785, USNCR, attempted wave off after cut and crashed into barriers, damaging No. 2, 3 and 4 barriers, aircraft sustained extensive damage. No injury to personnel.

4
SECURITY INFORMATION

020917I  HMCS GAYUGA returned from patrol.

021138I  F-14, HNMG 82009, pilot Captain John (n) KAPVICH, 035020, USNCR, crashed into barriers No. 1, 2 and 4. Damage to plane: Extensive. No injury to personnel.

021707I  USS LOWRY detached to proceed on Worthington Patrol.

021852I  Completed recovery of last flight.

3 May  VFA-312 aircraft flew a total of 20 flights this date. Weather cloudy, visibility 8 miles. Wind E, 13 knots. Sea moderate.

<table>
<thead>
<tr>
<th>ORDNANCE EX apiture</th>
<th>MISSIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>5 - 1000# GP</td>
<td>6 - GAP</td>
</tr>
<tr>
<td>6 - 500# GP</td>
<td>6 - TARGAP</td>
</tr>
<tr>
<td>72 - HVAR</td>
<td>8 - Recco</td>
</tr>
<tr>
<td>12 - 3.25&quot; Rocket</td>
<td></td>
</tr>
<tr>
<td>5 - Napalm</td>
<td></td>
</tr>
<tr>
<td>14,530 = Rounds .50 Cal. Ammo.</td>
<td></td>
</tr>
</tbody>
</table>

030536I  Air Operations delayed due to weather.

031000I  USS LOWRY returned to formation from Worthington Patrol.

031256I  Commenced launching aircraft.

031739I  HNS CONSTANCE detached to proceed on Worthington Patrol.

031828I  Completed recovery of final flight.

4 May  VFA-312 aircraft flew a total of 11 flights this date. Weather cloudy, visibility 8-10 miles. Wind N, 10 knots. Sea slight.

<table>
<thead>
<tr>
<th>ORDNANCE EXPENDITURE</th>
<th>MISSIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>2 - 1000# GP</td>
<td>1h - GAP</td>
</tr>
<tr>
<td>21 - 500# GP</td>
<td>13 - TARGAP</td>
</tr>
<tr>
<td>12 - 260# Frag.</td>
<td>1h - Recco</td>
</tr>
<tr>
<td>2h - 100# GP</td>
<td></td>
</tr>
<tr>
<td>150 - HVAR</td>
<td></td>
</tr>
<tr>
<td>8 - 3.25&quot; Rocket</td>
<td></td>
</tr>
<tr>
<td>23,585 = Rounds .50 Cal. Ammo.</td>
<td></td>
</tr>
</tbody>
</table>
040538I  Commenced launching aircraft.

040820I  HNS CONSTANCE returned from patrol.

041513I  F6U-4, BuNo 81254, pilot, Captain Frank Koester, USMC, engaged barrier. Ship on course 025° (T), speed 22 knots. Wind over the deck 26 knots at 010° relative. Aircraft was stopped at No. 2 barrier; damage to plane slight, and damage to barrier negligible. No injury to personnel.

041615I  HMC Capucha was detached to proceed on Worthington Patrol.

041851I  Completed recovery of final flight.

5 May  W6A-312 aircraft flew a total of 42 flights this date. Weather clear, visibility 10 miles. Wind E, 10-15 knots. Sea slight.

<table>
<thead>
<tr>
<th>ORDNANCE EXPENDITURE</th>
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<tbody>
<tr>
<td>7 - 1000# GP</td>
<td>14 - CAP</td>
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<tr>
<td>20 - 500# GP</td>
<td>14 - TARGAP</td>
</tr>
<tr>
<td>238 - HVAR</td>
<td>10 - Recon</td>
</tr>
<tr>
<td>2 - Napalm</td>
<td>4 - NOS</td>
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<tr>
<td>20,400 - Rounds .50 Cal. Ammo.</td>
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</tbody>
</table>

050404I  HNS CONSTANCE left screening station to investigate fishing vessel bearing 006° (T) distance about 4 miles.

050521I  HNS CONSTANCE returned to screening station.

050532I  Commenced launching aircraft.

050800I  Oriented the screen for gunnery exercises. USS Lowry stationed ahead 1500 yards, and HNS CONSTANCE 1500 yards astern.

050839I  Completed gunnery exercise. Ammunition expended: 31 rounds HET.

051000I  HMC Capucha returned from patrol.

051332I  Landed 2 OOD aircraft from Seoul.

051423I  Launched 2 OOD aircraft for Itazuke.

051600I  USS Lowry detached to proceed on Worthington Patrol.

051856I  Completed recovery of final flight.
6 May WMA-312 aircraft flew a total of 14 flights this date.
Weather high overcast, visibility 8 miles. Wind SE, 4 knots.
Sea slight.

<table>
<thead>
<tr>
<th>ORDNANCE EXPENDITURE</th>
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<tbody>
<tr>
<td>32 - 500-lb GP</td>
<td>14 - CAP</td>
</tr>
<tr>
<td>12 - 260-lb Frag.</td>
<td>12 - TARGCAP</td>
</tr>
<tr>
<td>181 - HVAR</td>
<td>12 - Recce</td>
</tr>
<tr>
<td>6 - 3.25&quot; Rocket</td>
<td>6 - Strike</td>
</tr>
<tr>
<td>5 - Napalm</td>
<td></td>
</tr>
<tr>
<td>30,725 - Rounds .50 Cal. Ammo.</td>
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</tr>
</tbody>
</table>

060530I Commenced launching aircraft.
061030I USS LOWRY returned from patrol.
061607I HSG CONSTANCE detached to proceed on Worthington Patrol.
061834I Completed recovery of final flight.

7 May WMA-312 aircraft flew a total of 13 flights this date.
Weather cloudy, visibility 10 miles. Wind N, 12 knots.
Sea slight.

<table>
<thead>
<tr>
<th>ORDNANCE EXPENDITURE</th>
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<tr>
<td>23 - 500-lb GP</td>
<td>15 - CAP</td>
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<td>16 - 100-lb GP</td>
<td>6 - TARGCAP</td>
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<tr>
<td>168 - HVAR</td>
<td>13 - Recce</td>
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<tr>
<td>28 - 3.25&quot; Rocket</td>
<td>8 - Strike</td>
</tr>
<tr>
<td>5 - Napalm</td>
<td>1 - Abort</td>
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<tr>
<td>30,020 - Rounds .50 Cal. Ammo.</td>
<td></td>
</tr>
</tbody>
</table>

070530I Commenced launching aircraft.
070855I HSG CONSTANCE returned from patrol and rejoined screen.
071540I Recovered 1 aircraft of WMA-312 with deferred emergency having a rough engine.
071619I HSG CANUSA detached to proceed on Worthington Patrol.
071854I Completed recovery of final flight.

8 May WMA-312 aircraft flew a total of 14 flights this day.
Weather partly cloudy, visibility 10 miles. Wind N, 16 knots.
Sea moderate.
### SECURITY INFORMATION

#### ORDNANCE EXPENDITURE

<table>
<thead>
<tr>
<th>Type</th>
<th>Quantity</th>
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<tbody>
<tr>
<td>1100# GP</td>
<td>4</td>
</tr>
<tr>
<td>500# GP</td>
<td>27</td>
</tr>
<tr>
<td>260# Frag.</td>
<td>8</td>
</tr>
<tr>
<td>31,600 Rounds .50 Cal. Ammo.</td>
<td>31600</td>
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#### MISSIONS

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<tr>
<th>Type</th>
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<tbody>
<tr>
<td>GAP</td>
<td>14</td>
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<tr>
<td>TARGAP</td>
<td>11</td>
</tr>
<tr>
<td>Recco</td>
<td>16</td>
</tr>
</tbody>
</table>

080531I Commenced launching aircraft.

080839I Commenced gunnery training exercises.

080911I Completed gunnery training exercises. Expended 16 rounds MCT.

080940I HNCS G.YUKA returned from patrol.

080950I HNS CONSTANCE and USS LOWRY left the formation to go alongside HNS WAVE PRINCE to refuel.

081056I HNS CONSTANCE rejoined formation.

081125I USS LOWRY rejoined formation.

081558I USS LOWRY detached to proceed on Worthington Patrol.

081848I Completed recovery of final flight.

**2 May**

WAV-312 aircraft flew a total of 41 flights this date. Weather partly cloudy, visibility 4-6 miles. Wind E, 4-6 knots. Sea slight.

#### ORDNANCE EXPENDITURE

<table>
<thead>
<tr>
<th>Type</th>
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<tr>
<td>2400# GP</td>
<td>24</td>
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<tr>
<td>50# M1R</td>
<td>12</td>
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<tr>
<td>25,200 Rounds .50 Cal. Ammo.</td>
<td>25200</td>
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</table>

#### MISSIONS

<table>
<thead>
<tr>
<th>Type</th>
<th>Quantity</th>
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</thead>
<tbody>
<tr>
<td>GAP</td>
<td>12</td>
</tr>
<tr>
<td>TARGAP</td>
<td>17</td>
</tr>
<tr>
<td>Recco</td>
<td>3</td>
</tr>
<tr>
<td>Strike</td>
<td>4</td>
</tr>
</tbody>
</table>

090530I Commenced launching aircraft.

091015I USS LOWRY returned from patrol.

091328I F3U-4, BuNo 81243, pilot, Captain John B. THOMAS, 028264, USNCR, crashed into the barriers after arresting cable broke when aircraft landed without flaps. Outboard paneling and hinge damaged by enemy AA fire. Damage to aircraft: Tail
SECURITY INFORMATION

Hook torn off and propeller bent. Damage to ship: No. 2, 3 and 4 barriers damaged. Wind across the deck 23 knots at 005° relative. No. 1 wire broke causing injury to ANDERSON, Alvin B., 989 07 02, AM, USN. He was injured on catwalk, aft starboard side. Nature of injury: Lacerated scalp. Treatment: Cleaned and dressed, 6 sutures applied. Disposition: Admitted to sick list.


091550I  Returning flight sent to K-6 because of fouled dock.

091705I  Detached two aircraft for K-6. FJU-97144, pilot Captain Carl FRANSON, 025177, USMC, crashed into barrier No. 2. Damage to plane: Cowling and propeller. No injury to personnel. Wind 12 knots across deck, 355° relative.

091840I  Recovered five aircraft from K-6 as final flight.

10 May  VMA-312 aircraft flew a total of 36 flights this date. Weather partly cloudy, visibility 6-10 miles. Wind N, 7-12 knots.

ORDERING INSTRUCTIONS

<table>
<thead>
<tr>
<th>ORDINANCE EXPENDITURE</th>
<th>MISSIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>22  - 500# GP</td>
<td>12  -  CAP</td>
</tr>
<tr>
<td>161  - HVAR</td>
<td>11  - TARGCAP</td>
</tr>
<tr>
<td>16,820  - Rounds .50 Cal. Ammo</td>
<td>8  - Recco</td>
</tr>
<tr>
<td></td>
<td>2  - NOS</td>
</tr>
</tbody>
</table>

100530I  Flight operations cancelled due to weather over target area.

100625I  USS LOVUY left formation to investigate and sink a floating barrel. Returned 100705I.

100745I  Commenced launching aircraft.

100749I  HMS CONSTANCE returned from patrol.

101145I  Detached HMS CONSTANCE to go alongside HMS CEYLON (C1-30) for transfer of personnel.
101530I Detached USS LOWRY to Fortington Patrol and H.M.S GUYLON to proceed on duty previously assigned.

101740I H.M.S GUYLON detached to proceed and report to CTE 95.12.

101850I Completed recovery of final flight.

102100I The Commanding Officer of H.M.S GUYLON assumed CTE 95.11 and CTC West Coast of Korea passed to the Commanding Officer of H.M.S GUYLON.

111116I Steaming enroute from Korea Operating Area "NAK" to Sasebo, Japan, in company with H.M.S CONSTANCE.

111125I Commenced gunnery exercise, firing at towed sleeve.

111225I Secured from gun and gun control stations, having completed gunnery exercise and expended 786 rounds of H.E.T and 48 rounds of H.E.T.

111232I Launched eleven aircraft of WMA-312 for AFB, Itami, Japan.

111233I Detached H.M.S CONSTANCE to proceed to Kurc, Japan.

111247I Moored to buoy No. 18, Sasebo, Japan.

PART - III PERFORMANCE OF ORDNANCE MATERIAL AND EQUIPMENT INCLUDING ARMAMENT EXPERIENCES

(A) Performance of Ordnance Material and Equipment.

1. No undue difficulties were experienced in the handling of ordnance.

2. It is felt that there was an excessive number of hung rockets, in that, 137 HVAR and 27 UP failed to fire. Investigation revealed many severed electrical leads, due, it is believed, to the cartridge clips being discharged from the .50 calibre guns when firing. One aircraft returned with all rockets due to electrical difficulties in the firing circuit.

3. Five 500 lb. GP, three 1000 lb. GP and two 260 lb. fragmentation bombs failed to explode. Investigation revealed that approximately 75% of the arming wires were returned. It is possible that these bombs had insufficient air travel to arm. Inspection of aircraft that did not return arming wires revealed faulty electrical circuits.
4. Four napalm duds were reported. The reason for their failure to explode is unknown.

5. Fusing on bombs listed in paragraphs 3 and 4:

<table>
<thead>
<tr>
<th>Bombs</th>
<th>Nose Fuse</th>
<th>Tail Fuse</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 - 500” GP</td>
<td>AN-M39A1</td>
<td>M116 (U-15 sec.)</td>
</tr>
<tr>
<td>4 - 500” GP</td>
<td>AN-M39A1</td>
<td>AN-7202A2</td>
</tr>
<tr>
<td>3 - 1000” GP</td>
<td>AN-M39A1</td>
<td>AN-7202A2</td>
</tr>
<tr>
<td>2 - 260” Frag. 1K-219</td>
<td></td>
<td>AN-7200A2</td>
</tr>
</tbody>
</table>

4 - Napalm  
115 - Igniter, W.F.  
H16 - Igniter, W.F.  
Two - 1157 Fuse

(B) Ammunition Expenditure

1. During the operating period covered by this report, the following ordnance was expended by WIA-312 aircraft:

| 2h - 1000” GP | 1862 - HVAR  |
| 2h7 - 500” GP | 282 - 3.25” Rocket |
| 32 - 260” Frag. | 25 - Napalm |
| 56 - 100” GP  | 265,000 - Rounds .50 Cal. Ammo. |

PART IV - SUMMARY OF OWN AND ENEMY BATTLE DAMAGE

(A) Own Battle Damage

1. None of the ships of the Task Element sustained battle damage.

2. For damage sustained by aircraft see Naval Air Warfare Aircraft Vulnerability Report.

(B) Battle Damage Inflicted on the Enemy

1. Ships of this Task Element inflicted no damage on the enemy while operating as part of the Task Element during the period covered by this report.

2. For battle damage inflicted on the enemy by aircraft of the Task Element, see Naval Air Warfare Attack Report.
(B) Ordnance

RECOMMENDATION: It is recommended that a new type cartridge case and clip deflector be developed for use by the FLI-12 or a new type electrical lead from the rocket to the rocket launcher. In view of the added weight and drag of a shield, the latter would seem more feasible.

COMMENT: Cargo nets were rolled and placed across the flight deck forward of the aircraft barriers to form a rocket barrier. Though bulky and difficult to move rapidly without exposing a large number of men in the catwalks, this barrier was effective in stopping rockets that got by the arresting gear cables. A steel rocket catching net is being devised by the ship to operate on No. 4 barrier.

(C) Communications

COMMENT: It is felt that not all possibilities for the rapid delivery of vital information by radio are being exploited. Normal ship-shore and command nets are saturated with high precedence messages at the same periods of the day.

RECOMMENDATION: More emphasis should be placed on high frequency radio teletype ship-shore circuits and circuits set up for the use of ships (other than high commands) which have equipment installed to utilize circuits in this manner. This is also the very obvious answer to the critical shortage of radio equipment which will continue to be a Navy-wide problem for some time to come.

COMMENT: The timely transmission of OPNMS continues to be somewhat of a problem. A review of ship-shore circuit logs indicates that there is a general downward trend in operating abilities, borne out by the fact that communication ratings are now critical and that far too much circuit time is being required for the average message.
RECOMMENDATION: The training of speed key operators should be encouraged and speed keys should be used whenever possible under supervision.

(D) Flight Deck

COMMENT: 1. H-4; Catapult bridles

   a. Four bridles became entangled on the tail wheels of FIU-4 aircraft during catapult shots. Two bridles dropped off in flight shortly after take off, the other two were so entangled that the planes were sent to an airfield ashore.

   b. It has been noted that as the bridle is arrested at the end of the catapult, it has a tendency to bounce up in the path of the tail wheel, thus occasionally becoming entangled on the tail wheel assembly.

RECOMMENDATION: Due to the length of this report, it is being made directly to COMAIRPAC.

COMMENT: Three aircraft were brought aboard with varying amounts of oil on their windshields restricting visibility to the point where two of the pilots had no possibility of seeing the deck and had to be talked aboard. The FIU-4, N2022, 81213, was lost over the side as a direct result of the pilot's inability to see the deck for this reason.

RECOMMENDATION: That a type of oil catcher be constructed over the nose area to reduce the amount of oil thrown back onto the windshield.

H. R. Horney

10 JUN 1952
**FLIGHT SCHEDULE**

<table>
<thead>
<tr>
<th>EVENT</th>
<th>CHP</th>
<th>MISSION</th>
<th>LAUNCH</th>
<th>LAND</th>
<th>AMQD</th>
<th>FUEL</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1</td>
<td>2</td>
<td>GAP</td>
<td>0530</td>
<td>0745</td>
<td>Note 1</td>
<td>390 Gallons</td>
</tr>
<tr>
<td>A2</td>
<td>2</td>
<td>TARGAP</td>
<td>0530</td>
<td>0745</td>
<td>Note 3</td>
<td>380 Gallons</td>
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<tr>
<td>A3</td>
<td>2</td>
<td>RECO (SW)</td>
<td>0530</td>
<td>0745</td>
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<td>380 Gallons</td>
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<tr>
<td>B4</td>
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<td>GAP *</td>
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<td>0935</td>
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<tr>
<td>B5</td>
<td>2</td>
<td>TARGAP</td>
<td>0745</td>
<td>0935</td>
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<tr>
<td>B6</td>
<td>2</td>
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* Kessage Drop Paengyong-Do

**NOTE:**
1. All A/C full load .50 Cal. Ammo - - - - - - - - - - 13,675 lbs
2. 1-1500# GP, NC Hose, .01 Tail; 8 HVAR - - - - - - - - - - - - - 15,280 lbs
3. 1-1500# GP, .01 Hose, .025 Tail - 8 HVAR - - - - - - - - - - - - - 15,280 lbs
4. 1-1500# GP VT Hose, .01 Tail - 8 HVAR - - - - - - - - - - - - - 15,280 lbs
5. 1-1500# GP fuse(s) - 8 HVAR - - - - - - - - - - - - - 15,280 lbs
6. 1-1500# GP VT Hose, Inst. Tail - 8 HVAR - - - - - - - - - - - - - 15,280 lbs
7. 1-1500# GP Inst. Hose, .025; WP - - - - - - - - - - - - - - 14,615 lbs

**Approved:**

**J. D. McALLESTER**  
Operations Officer

**Submitted:**

**J. D. LONGB**  
AirOps Officer

**Copy to:**

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