U.S.S. VALLEY FORGE (CV-45)
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By: OP-09B92C

From: Commanding Officer
To: Commander SEVENTH Fleet
Via: Commander Carrier Division THREE

Subj: Report of Operations 16 July to 31 July 1950

Encl: (1) CVG-5 conf ltr ser 059-50 dtd 2 August 1950, Report of Operations 16 July to 31 July 1950
(2) Intelligence Summary for period of 16 - 31 July, 1950
(3) Tabulated Data

NARRATIVE

1. On 16 July 1950, the VALLEY FORGE, with Air Group FIVE embarked, left Buckner Bay, Okinawa, sortied with elements of the SEVENTH Fleet, and proceeded for the Sea of Japan to support United States Forces in South Korea in accordance with Commander SEVENTH Fleet Secret OpOrder 10-50. At dawn on 18 July after arriving 60 miles off the coast of Korea, northeast of Pohang, Target Combat Air Patrol and Air Group Support Missions were launched to support the amphibious landing of the First Cavalry Division at Pohang. In as much as no targets were available, the support group returned to the ship after jettisoning their loads at sea. However, Target Combat Air Patrol was provided over the Pohang area until dusk. Two group strikes were then launched against targets in the Wonsan area. On the morning of the 19th the air group was again launched at dawn to strike North Korean targets. Only propeller aircraft were launched for the afternoon strike. A four-plane Seafire Combat Air Patrol and two-plane Firefly Anti-Submarine Patrol by the H.M.S. TRIUMPH augmented by one ADW type from the VALLEY FORGE was maintained throughout the daylight hours of the 18th and 19th. Upon completion of flight operations, Typhoon Bill Condition I was set as directed by Commander SEVENTH Fleet. After setting Condition I, the Task Force cruised in the Sea of Japan until the afternoon of the 20th at which time a southward course was taken to pass through Tsushima Strait in order to take position for strikes on the west coast of Korea. Typhoon Condition I was secured during late afternoon of the 21st and preparations were made for operations on the 22nd. At dawn on the 22nd the Air Group was launched, the ADs and F4Us as close air support for the ground forces in South Korea and the jets for targets North of Seoul. The propeller aircraft were unable to contact the close air support controllers on the prescribed channels and attacked secondary targets in the Seoul area. Morning and afternoon strikes were launched with the task force staying in an area

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approximately 100 miles west of the Korean coast. A four-plane F4U Combat Air Patrol plus an Anti-Submarine Patrol consisting of one ADW type aircraft and one AD as investigator was maintained throughout the day. After recovery of the afternoon strike group about 1700, the task force headed southward to rendezvous with the NAVASOTA for the purpose of refueling aviation gasoline and fuel oil. The rendezvous with the NAVASOTA was effected about 1100, 30 miles northeast of Danjo-Gunto, on the 23rd. Upon completion of refueling operations, the task force headed for the Port of Sasebo, Japan, to rearm from the U.S.S. GRAINGER, arriving at Sasebo at 0900 on the 24th. After partially rearming, the task force left Sasebo about 2400 on the 24th in accordance with Commander SEVENTH Fleet Secret OpOrder 11-50 and proceeded to a position about 30 miles southeast of Pohang, Korea, where close air support missions were launched the 25th and 26th. Due to expected deterioration in weather conditions on the east coast of Korea, the task force spent the 27th refueling from the NAVASOTA and enroute to the west coast where close air support missions were launched from a position approximately 40 miles off the coast on the 28th and 29th. The TRIUMPH again furnished Combat Air Patrol and Anti-Submarine Patrol for the period 25 through 29 July augmented by one ADW type aircraft from the VALLEY FORGE. The task force departed on the evening of the 29th for Buckner Bay, Okinawa, to replenish and rearm. Enroute, the task force refueled from the NAVASOTA on the 30th and conducted AA firing at sleeves towed by JD type aircraft furnished by UTRON 7 detachment based at Kadena, Okinawa, on the morning of the 31st. The task force arrived at Buckner Bay, Okinawa, about 1500 the 31st of July.

2. Comments and recommendations:

A. NAVAL OPERATIONS

1. Air

a. Shipboard Plane Handling.

(1) During the first of the period, strikes were conducted by launching a 32 propeller plane strike first, then a 12 plane jet sweep followed by another 12 plane jet sweep, 30 minutes later. When launching this type of deck load, 26 jets were spotted on the after end of the flight deck with the propeller planes in front. After the propeller planes were launched, 2 jets were spotted on the catapults, 2 jets ready to taxi on the catapults, and another 2 jets staggered off the center line directly behind. The remaining six jets of the flight were spotted at a 45° angle along the port side aft of No. 2 elevator. The spares were spotted on

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the starboard side aft of the island structure. This method of spotting enabled the jets to turn up for pre-flight check prior to spotting on the catapults. When taxiing out the six planes on the port side, the after plane was taxied out first in order to reduce blast on personnel. The second jet sweep was brought up to the catapult in the same manner.

During the latter part of the period, strikes consisted of a 12 to 16 propeller plane strike, then an 8 plane jet sweep, 1½ hours later, followed by a 12 to 16 propeller plane strike 3 hours after the first propeller launch. The first jet sweep and the first propeller strike were landed after the second propeller strike was launched. The second jet sweep was launched 1½ hours after the second propeller strike. This type of schedule was continued throughout the day.

In setting up for the first launch of the next day, 8 jet planes for the second sweep were spotted on the after end of the flight deck with all available propeller planes in front. This type spot afforded room in the hangar for aircraft maintenance during the night. After launching the first propeller strike, 10 jets were brought up from the hangar for the first jet sweep and spotted on the catapult in the same manner as mentioned above. After the jet launch, the 2 spares, if available, were spotted on the catapult and additional jets were brought up from the hangar to maintain a 4 plane Condition 10 Jet CAP. The Condition 10 Jet CAP was broken 20 minutes prior to the next propeller launch which was followed by landing the first jet sweep and the first propeller strike. As the propeller planes landed, they were spotted forward with their wings spread. This facilitated the loading of rockets, 100 lb. bombs, and 20mm ammunition while other planes were landing, and during respot. It was felt that the latter schedule was much easier to accomplish from the standpoint of ship-board handling and ordnance because of the fewer number of planes to handle at one time and the loading of ordnance with the wings in the spread position.

(2) The method of towing the F9F backwards with the modified standard tow bar, discussed in previous phase reports, has proven to be very satisfactory.

b. Tactics.

(1) Because of the high fuel consumption of jet aircraft, their inability to carry external ammunition, and lack of enemy air opposition, their employment was kept to a minimum. When launched, they were in groups of eight to search for targets of opportunity. Support missions usually consisted of approximately half of the

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available propeller aircraft, 8 F4Us and 8 ADs launched at 3 hour intervals. It was necessary to use the available night configurated F4U5s and ADs in order to provide a maximum number of aircraft in the support area. The most practical close support load for the ADs was 1-500# GP, 1-220# fragmentation bomb and 1 Napalm bomb plus a maximum number of HVARs or 100# GP. The F4Us carried a 500# bomb or Napalm and maximum HVARs or 100# GP. All aircraft carried a maximum loads of 20mm ammunition at a ratio of 1 HEI, 1 AP, and 1 incendiary. The ADs were loaded with 2000# GP and 1000# GP on occasions when specific targets called for those types of explosives.

c. Ordnance.

(1) In order to save valuable time during operations an assembly line is set up on the hanger deck and all HVAR lug bands are spaced properly as they are loaded aboard from the ammunition ship.

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B. LOGISTICS

1. Aviation Supply.

(a) Despite the detail of men to ammunition handling parties, issues were made in normal manner. Stock upkeep in this branch is a continuing problem, but every effort is being exerted to prevent AOGs. Requisitions for items in short supply have been forwarded by despatch to COMFAIR Alameda, and a small percentage is being received by Air Mail. Information available indicates the balance is being shipped by air or surface transportation to COMSERVRON 3 for further transfer to the ship. The outlook is good for replacement of critical items.

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C. PERSONNEL

(1) Ship's personnel, other than air department, were on Condition 3 watches continuously from 1200, 16 July to 1400, 31 July, except for a period of 15 hours while at Sasebo. Air Department personnel were at Flight Quarters (Condition 1) 44 percent of the time, and at Condition 3 the remainder of the time. Ordnance crews for bolting ammunition, assembling rockets, breaking out, and arming aircraft were required to operate in shifts around the clock.

In spite of the above conditions, all personnel appeared alert, though obviously quite tired by the end of the 13 day period. No deck handling accidents resulted from personnel fatigue, and almost all strikes were re-armed on time, though at the end of the period a maximum effort was required to meet the launching schedule.

L. K. RICE

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Intelligence Summary for period 16 through 31 July 1950

ACTION REPORT 18 JULY 1950

The support sorties launched at sawn were recalled when it was obvious that no enemy opposition would be encountered in the landing at Pohang. In all, 28 support and 5 defensive sorties were launched.

At 1130, the first combat sorties of the day were launched, composed of 11 ADs, 8 F4Us and 19 F9Fs. A triangular area of land formed by apexes at Wonsan (39°-10'N, 127°-25'E), Pyonggang (38°-25'N, 127°-15'E), and Kosong (38°-40'N, - on east coast) was divided into three areas by the attack planes and fighter bombers.

After the ADs and Corsairs took off, four divisions of jets were launched, two of them sent as a sweep up the coast to Wonsan and the other two sent inland to sweep Pyonggang airfield. Seven jets swept up the coast to Wonsan where they made strafing runs on a hangar and possible AA emplacements (unmanned). Pilots observed Wonsan Oil Refinery and reported it intact. A 60 foot sampan was strafed in the harbor and left burning. Near Kojo a small fishing boat was strafed; damage unknown. At Kosong, they strafed a line of cars on a siding, firing two tank cars, and probably inflicting damage to boxcars. No anti-aircraft was encountered.

At Pyonggang, the sweep found two rows of single-engine aircraft, with planes about 30 yards apart. All planes made a least two runs up and down the rows, starting no fires but observing hits on many of the planes. Of a total of 25 enemy aircraft observed on the ground probably 3-4 were destroyed, many damaged. Nearby, a locomotive underway was strafed, bringing it to a stop and resulting in a steam explosion. Two flashes from small arms fire were the only evidence of anti-aircraft.

A second sweep of Pyonggang on the heels of the first accounted for 3-5 more planes destroyed or probably destroyed, 6-8 damaged. No anti-aircraft was encountered.

These sweeps were followed by sweeps against targets of opportunity, such as railroads, trucks, and personnel lines. The 1st division stayed south of the tracks from Kosong to Pyonggang making their first attack at Kunsong rail yards. Bomb

ENCLOSURE (2)

hits tore up track, and subsequent strafing runs set fire to a group of 3 tank cars, 2 miles south of Kumsong, and to a lone car further down the track. On the afternoon strike, the group of cars were seen still burning. From there, they followed the tracks to the northeast to Hwachon-ni (38°-50'N 127°-50'E) where ENS HARRIS made a direct hit on a RR bridge with a 1000# bomb. Three other pilots verify the report that one span was completely destroyed.

The division north of the RR tracks hit the yards at Kosong with 1 1000# bomb, continued north up the coast to Kojo where they turned inland. The division leader reported 2-3 rocket hits on a small bridge at 39°-45'N 127°-36'E. Near Hoeyang (38°-45'N-127-40'E) rockets set fire to an electric power sub plant. Two explosions were observed and thought to be napalm hits until the division leader observed that no napalm had been dropped. With Corsairs, the field at Pyonggang was then strafed, and eight Yak's were left burning on the field.

The third division hit in and around Pyonggang, dropping a power line with rockets, just north of the city. In the same vicinity a napalm hit set fire to a string of 2 or 3 coal cars, which were burning on retirement. No anti-aircraft was encountered at any of the targets.

Two divisions of Corsairs accompanied ADs into the targets as fighter-bombers. The planes with the northern division of ADs strafed Kojo with rockets and 20mm setting fire to a repair shop and damaging 2 locomotives. At Pyonggang they observed 8 planes burning, so strafed the hangars with the rest of their rockets, possible fires being started.

The other division of Corsairs strafed a railroad bridge at Kumsong with rockets, but results were unknown. At Hoeyang, they strafed the power sub-station getting hits with rockets. At Yang Yang pilots strafed and damaged cars and tracks in a RR siding.

At 1700; after quickly rearming with napalm, 1000#, and 500# bombs, the ADs and Corsairs took off on a strike against the oil refinery at Wonsan. On the way up, one division of ADs made a run on the car barn at Kosong with rockets. One salvo with smoke rockets made the target appear burning, but on the return trip pilots all verified results as just damaged.

At the target, one division of Corsairs pushed over first, making a run with rockets and starting small fires in the refinery area. They were followed by the ADs who dropped everything they had, except for 1 plane who failed to drop his 1000# bomb at the target. The first division, firing rockets on the way down, made 1 direct hit with a 500# bomb in the building area on the eastern side of the refinery. The last of the two firing all their rockets into the target area. After their pullout six more Corsairs followed with rockets. These pilots verified reports of many explosions and fierce fires in the target area.

On retirement, the strike group headed south down the coast, looking for rolling stock and other target of opportunity to strafe. The AD with the hung 1000# bomb made a run on a vessel (about 100'-150') which was headed south. His bomb exploded just forward of the ship, enveloping the vessel in water. From reports of other pilots and a photograph, the ship was dead in the water and probably heavily damaged, evaluated as a probable sinking. At Kojo, a small craft was strafed and damaged. Further south, the damaged car barn was strafed again by ADs and Corsairs with bursts from 20mm shells the only observed damage. Here, they left the coast to return to the ship. The only anti-aircraft encountered was some 20mm and 40mm from a gunboat in the harbor at Wonsan. She was worked over by a few F4Us with unobserved results. No enemy aircraft were encountered at any time during the day.

ACTION REPORT 19 JULY

In a pre-dawn launch, Air Group FIVE sent 13 ADs, 19F4Us and 24 F9Fs against the enemy farther north. The primary target for attack and fighter-bombers was the Bongun Chemical Plant at Hamhung, with secondary importance given the Kogen RR bridge. The jet sweeps were launched against Yonpo, Sondok, and Kanko West airfields.

Finding no planes at Kanko West, the sweep went on to Yonpo and Soldok. At the former, pilots saw up to 12 aircraft on the field, and at the latter, they saw up to 15. The planes were typed as Yaks and IL-10s. In 20-25 concentrated runs on the two fields, flying in a figure eight from one field to the other, the two sweeps left 13 planes burning on the two fields, 7 at Sondok, 6 at Yonpo. 5-6 others were estimated as damaged, for though no fire occurred, some hits were observed. Ten runs were made on the hangars, which were damaged but not burned. Retiring to the east and north, the fliers made runs on 4 orage tanks at the tip of the breakwater in Hungnam. Four were destroyed by fire, and four more damaged as a result of strafing runs. North of the pier, a power sub station was also strafed, sustaining some damage.

With the ADs, weather seemed to be the worst enemy, for the target was obscured by a combination industrial smog and clouds. Coverage was given as .8 by pilots of all divisions. However, the flight pushed over on a plant with 4 tall chimneys, believed to be the primary target. Six 2000# bombs, six 1000# bombs, and 4 HVARs were unloaded into this target, but although hits were seen, poor visibility obscured a proper evaluation of results. After this run, they retired to the south, where they found another factory at Kumpyong-ni. Firing what rockets were still left from the first run and 20mm machine guns, they strafed the factory, observing a hit near the base of a long, tall stack

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with one rocket. Visibility once again obscured evaluation of results. Four gun boats at Wonsan drew attention by firing AA at the planes near the town. One small boat was underway and headed out the mouth of the bay, two were larger craft in the process of getting underway near the center of the bay, and 1 small boat was anchored near the south side of the bay. The three still in the bay threw up a fair barrage of 20mm and 40mm, but knocked down no ADs. Once plane was hit in the radome under the port wing, but that was the only damage. All 12 ADs strafed the three gunboats in the harbor thoroughly, silencing the guns on one of them. The only anti-aircraft encountered was from craft in Wonsan Harbor.

Three divisions of Corsairs followed the ADs into the target, dropping their napalm and 500# G.P. bombs into the same area that the ADs hit. One pilot observed a hole in the roof of a long building in the area. At Hungyong-ni some planes still had napalm and bombs so they hit the factory after the bombers, noting smoke at the base of the stack and small fires in the buildings. The gunboats also drew the 12 Corsairs, so they thoroughly strafed them with rockets and 20mm. LTJG MUNCIE's F4U received flak damage in the oil cooler or oil line on his first pass, so that his engine began to smoke on pull out. Heading back for the ship, he was forced to ditch at approximately 39°-02'N, 128°-54'E. A CAP was maintained over him until the Sea Otter from the TRIUMPH landed and picked him up. The pilot was unhurt. The other division of Corsairs diverted, hitting some tanks in the city of Hungnan, which were mistaken for the chemical plant. Here they dropped 3 napalm and 1 500# G.P. on the tanks observing direct hits, no fire. One bomb hit a long building, and the explosion was observed. At Wonsan, a third run was made on a building at the oil refinery. The refinery, hit yesterday by sorties, was still burning furiously with a colum of smoke rising to 5000 feet. Anti-aircraft fire from .30 or .50 caliber was observed in NW Wonsan.

Two night fighters and a night AD went after rolling stock up the coast. Five miles south of Changjon, two locomotives exploded from 20mm fire. Three miles south of Wonsan, a third locomotive was exploded and three oil tank cars were set afire. At Hupkok one final locomotive was seen to explode steam. Also at Chonnjin, the planes burned 2 more oil cars and strafed and damaged a truck.

The photo plane and his escort found targets in the area also. They observed 6 aircraft burning at Sondok, 2 at Yonpo. Then, at Hamhung they strafed a locomotive and observed a stream of water issue from one of the holes in the boiler. At Kowan just north of the town, 8 locomotives were waiting in the yard. The escort went down and steam exploded three of them. No anti-aircraft was encountered.

In the afternoon, 12 ADs, 16 F4Us, and 1 F4U-5P took off on strikes and a photo mission against the enemy. Primary target for the ADs was Kogon RR bridge, but the weather over Korea was so bad that they diverted to a small bridge 3 miles west of Wonsan. The ground was completely overcast except for two thin spots, one just south of Wonsan and the other just off Hungnam. All but 2 of the planes dropped their bombs at the small bridge, where two near misses with 1000# bombs were made. From there, they flew to Sondok airfield where they saw 9 intact aircraft on the south side of the field, staggered. Also on the field, the remains of 3-4 more burned planes were sighted. On retirement, they left 3 more burning and 2 others smoking. One of the two planes, with hung 1000# bombs, dropped his bomb on a hangar at Sondok, while the other plane dropped his on an unidentified group of building in the Southeast corner of Hungnam. The flight leader reported white bursts of anti-aircraft through the overcast at 10,000' with about the same accuracy as when the enemy could see the aircraft. This accuracy would suggest some kind of control for the guns, though not good.

The Corsairs aimed their strikes at Hungnam, where a supposed natural gas plant was assumed to be. Dropping 5 G.P., 4 napalm, and firing 6 HVARs, the pilots produced only quick extinguishing of the napalm jelly, and the pilots were not satisfied with the estimate of the target. The rooves of building in the area were reported as rusty and little used. Flying north, they followed the railroad to Hongwon, where they strafed the railyard, exploding 5 locomotives and damaging 3. Installations in the yard were strafed with results unknown. No anti-aircraft was encountered.

The photo plane and his escort flew within 50 miles of the Manchurian border, reporting that the track was open all the way from the border to Hamhung. No tunnels were damaged. At Sinchang one part of the tunnel was being repaired, although the other part was open for traffic. At Chongjin 3 large factories were in operation with 8 trains observed shuttling in or near them. The tracks formerly believed to cut across the jut of land from Songjin north to Odaejin were observed to follow the coast line. At Chaho (40°-10'N - 129-40E) 1 locomotive was exploded. At Tanchon (40-27N-129-00E) 2 more were exploded by the escort. Farther north a last locomotive was exploded just before entering a tunnel at Songchodong (41-05N 129-44E). Steam came from both entrances to the tunnel. At Sinchang a 100' barge was left burning. Another smaller barge was strafed at Songjin. No enemy aircraft or anti-aircraft were seen or encountered.

The attack planes, unable to contact TAC, and unable to see Seoul because of weather, flew to Tack'Chon where two divisions bombed the RR bridge, target 69. Dropping their 1000# and 500# bombs, they destroyed the bridge, leaving it bent and twisted, with a span in the center sagging. Photos confirm this report. The approaches also received direct hits with bombs and rockets. A factory at Haeju was subsequently strafed with rockets and 20mm, sustaining unknown damage.

The third division of ADs hit another combination RR and vehicular bridge 3½ miles northwest of Tosong-ni. With 2 direct hits, 1 1000# and 1 500#, a complete span on the vehicle side was dropped. Photos show a complete section missing near the east end of the bridge. Damage must also have been inflicted upon the adjacent RR tracks. Five miles north of the bridge, an army truck was left burning by the division leader. Near Haeju in a railyard already burned out, a 12 car train lost its locomotive with a steam explosion. Also in the yards, a string of 100# bombs put one into the roundhouse, with a large hole observed in the roof. One pilot strafed a power station near Haeju observing a large white flash as if a transformer had shorted. No anti-aircraft was encountered.

One division of Corsairs could not find an opening in the overcast at any point so jettisioned their rockets and bombs at sea on the return to the ship. However, the other group of F4Us went into the bridge at Taekchon with the two divisions of Skyraiders making the hits with 500# bombs in the approaches to the highway bridge. Their observations agreed with those of the returning bomber pilots. Then, moving north, three power stations were hit and left smoking. Fires in the transformers are believed to have been ignited. These targets were at Taekchon, Kunchon, and Hamchonjom. Photos confirm these damages. They also saw the burning train and reported about 6 cars burning furiously. Photos show 10-12 burning, and the possibility of the fires spreading is very pronounced. Light bursts of anti-aircraft were seen between Taekchon and T'osong-ni, believed to have come from slit trenches on the hill overlooking the combination bridge 3½ miles northeast of T'osong-ni.

The photo planes and their escorts were with the ADs and F4Us throughout the strike, and their pictures give excellent confirmation of all damage inflicted.

Shortly after 1115 the second strikes of 28 offensive AD and F4U sorties were launched under continuing bad weather conditions. Following shortly were 18 jet sorties. Defensive sorties of CAP and ASP were continued over the force throughout the day.

It was again found impossible to contact the TAG, and strike groups proceeded to target areas with lines of communication trains, trucks, bridges and tunnels as primary targets.

Principal target areas were centered around the YONAN-TOSONG NI-KARSONG-SIGMAR areas. Two railyards were strafed with one locomotive destroyed, several previously damaged ones further shot up and various coal and box cars strafed. Two tank cars were holed with 20mm but refused to burn. The train carrying fuel and ammunition set afire in the morning was again attacked and one more section set blazing.

Six tunnels were attacked by ski-bombing and rockets. No appreciable damage is estimated except in one case where 500# bombs exploding inside caused flame to shoot out one end and debris to shoot out the other.

One camouflaged locomotive was discovered under netting by a tunnel mouth and exploded. One train and one locomotive in tunnels were attacked by bombs, rockets and strafing with no visible results.

Two tracks were burned - one on a bridge, and one additional track, apparently carrying ammunition was strafed and disintegrated in a violent explosion. Two RR bridges were bombed with hits on approaches resulting in damage to rails and ties.

A burned-out power station from the morning's attack was hit by 20mm and the one remaining transformer was burned out. An undamaged power station was hit with two-thirds of the transformers set afire.

While strafing a truck at about 37°-55'N 125°-30'E near KANGHYONG-NI, Ensign Donald E. Stevens, VA-55, failed to pull out of his dive and his AD was seen to crash and explode.

Lt(jg) R. (n) Heiderer, VF-52 crashed into the sea during a catapult shot at 1215 due to apparent power failure of his F9F-3. He was picked up by helicopter and suffered no injuries.

One group of jets headed for KIMPO airfield, 10 miles west of SEOUL in the hopes of surprising planes on the ground. Several damaged planes were observed on the field and five to ten others believed to be heavily camouflaged or dummies were observed by one pilot. Hangars, barracks areas and AA positions were strafed.

The most spectacular damage occurred at INCHON. Attacked by first one group of F9Fs and then by the other, seven huge oil storage tanks and two small ones were destroyed by burning. Fires started by 20mm ammunition blazed fiercely with towering flames and black smoke extending thousands of feet into the clouds. Leaking oil caught fire and flamed throughout the vicinity. Photographs confirm the destruction of this principal oil storage installation.

Two locomotives were knocked out and small fires were started in a possible small refinery in INCHON. The oil storage facilities at INCHON naval base were strafed but no visible damage resulted although this installation appeared to have been previously damaged.

In most areas AA was absent, light or meager. At KIMPO airfield, however, the most intense AA yet experienced in Korea was encountered. Although relatively light in caliber (estimated mostly 20mm to 40mm), the fire was intense and accurate. At least two jet aircraft suffered minor AA damage.

Throughout the most successful operations of the day's strikes, photographic planes of MAG-12 provided excellent coverage. No indications of enemy radar were observed by QUEEN Planes.

ACTION SUMMARY, 25 JULY 1950

With the mission of stopping the advance of North Korean ground forces in the critical southwestern sector of Korea, carrier planes arrived over enemy territory beginning the morning of 25 July. Relying upon aircraft from HMS TRIUMPH to furnish the bulk of CAP and other defensive missions, 19 offensive sorties and one defensive sortie left the deck of the VALLEY FORGE beginning at 0800. The relatively late launch was due to the inability of the ships to arrive at the launching point earlier. The force was rearmed in port on 24 July with rearming completed in less than eight hours after the first load came aboard the USS VALLEY FORGE. For perhaps the first time in history, rockets and bombs delivered from a rearming ship alongside a carrier went directly to rails and racks of waiting aircraft. As a matter of interest, the first offensive sortie was launched considerably less than twenty-four hours after the planning for the operation had begun.

Eleven F4U Corsairs and eight AD Skyraiders comprised the first offensive striking planes under a special shcedule which envisaged having carrier aircraft over the target area continously throughout the day. The target area assigned was designated as a "free navy opportunity area" since facilities on the ground for close troop support were not made available to navy planes. Principal targets were enemy troops, armor and vehicles, rolling stock, barge traffic and lines of communication.

At 0945 eight F9F Panthers were launched to sweep the target area. One plane suffered mechanical difficulties, so only seven jets made offensive sorties.

Returning pilots reported little evidence of any enemy advance to stop. The only troops reported were twenty to twenty-five on a bridge midway between Songjong-ni and Pochon-ni, about 35-15N 126-25E. Strafing apparently killed six to ten. Most people sighted were in groups of five to ten working in fields and were composed of men, women and children. They usually ignored planes overhead, not even looking up. Several groups of fifteen to twenty people dressed in white were sighted. The first group was strafed by one plane in accordance with information received from the Army that groups of more than eight to ten people were to be considered troops, and were to be attacked. Since the first pass indicated that the people seemed to be civilians, other groups were investigated by non-firing runs. As they all seemed to be working in the fields, they were not attacked. An installation believed to be an

ammunition storage or other military installation was strafed on one pass until it was determined to be a pottery factory. So many people came streaming out it lead to speculation that they may have been evacuated from their homes and had taken refuge. Most were women and children.

About fifteen troops were sighted in a river bed near Kaltam-ni, about 35-32N 127-09E, with white and blue panels spread. They made no attempt to hide and were not attacked.

No tanks were sighted. About six damaged or burnt out trucks were sighted northwest of Kwanju with three other burned out trucks sighted in other areas. In the middle of Kwanju, two trucks, not moving, were strafed. Trucks probably destroyed. Four trucks and six or seven horse-drawn vehicles were sighted on the road south of Kwanju. None appeared to be moving, although several people were seen to jump out of one truck. One truck was destroyed and three others probably destroyed. The horse-drawn vehicles were strafed with an estimated three damaged. One large truck, completely covered with branches, was burned and destroyed four miles south of Iri, two trucks were burned and destroyed five miles west of Chonjin and one truck damaged near Sonchon-ni.

Several people on bicycles were sighted, but none appeared to have packs or guns. Several empty carts were observed along the road tween Kunsan and Namwon.

The only live locomotive sighted was a small one with four cars bout ten miles north of Kinsan. Since it was out of the assigned rea, it was not attacked. Twenty to thirty boxcars and flat cars were strafed at Kwanju with minor damage to all. All cars appeared to be empty. The rail yards at Kwanju were damaged by one hundred pound bombs and rockets. Four damaged or destroyed locomotives at Iri were not attacked.

Two possible YMS and 3 power boats, believed to be South Korean, were sighted at about 35°-40'N 127°-52'E. A factory at the north end of Kwanju was bombed and damaged with two fires started. A railroad and adjacent highway bridge near Sonchon-ni (about 12 miles south of Chonju) were bombed and strafed. One 100# bomb hit and several 500# bomb near misses and some rocket hits damaged the RR bridge breaking ties. The highway bridge suffered minor damage.

A large power plant south of Iri was attacked by 3 500# bombs. One hit destroyed about a quarter of the installation. A RR tunnel at about 35°-28'N 126°-52'E was bombed and suffered minore damage to the approaches.

Kunjo and Sonchon-ni appeared to have burned-out sections and 4 F-51's were observed firing into the town of Namwon with several buildings smoking.

No AA was observed, although there were several instances of mall-arms fire and one F4U had a .30 caliber hole in the wing on turn.

Eighteen offensive sorties and 1 defensive sortie were launched at 1100 with 7 AD and 10 F4U proceeding to target area. About 6-8 troops on a railroad handcar camouflaged by tree branches, was sighted just south of the village of Tamyang. Strafing attacks killed about half the occupants, it is believed. The car was headed south. Eight probable troops carrying guns or sticks were observed leaving a burning hut 5-6 miles south of Kwanju. Strafing probably killed 5-6.

One truck was destroyed by burning. It appeared to be carrying POL, and was attacked near Sango-ri. Two other trucks in the area were damaged. Three trucks (1 camouflaged) and 2 jeeps (1 camouflaged) were seen between Kwangju and Hwasun. All were damaged. One jeep was burned 5 miles south west of Namwon, 2 trucks were destroyed and 3 damaged on a mountain highway south of Chongup. One armored car was damaged near Samchon-ni and another damaged south of Chongju. Other trucks strafed are believed to have been previously damaged.

One locomotive, camouflaged with two box cars just north of Kwanju was attacked by strafing, 1 rocket and 1 100# bomb. Fires started in area. Two box cars and the locomotive was damaged. Rail yards in Iri were damaged by bombs and rockets.

A railroad bridge, south of Taeon was destroyed by 500# bombs. One span was knocked out and approaches were damaged.

A highway bridge 1 mile west of Kwangju A/F suffered minor damage from rocket hits.

A factory northwest of Kwangju was damaged with HVAR and one 500# bomb hit. The factory hit during the earlier strike was still burning and is now judged to be 50% destroyed.

Once again, the only AA observed was small arms fire. One AD came back with a .30 caliber hole in the right horizontal stabilizer.

Ensign L. E. Thomson, VF-53, had a forced landing due to loss of oil (cause unknown) at about 34-58N, 127-13E at 1340. He made an uninjured, wheels-up landing and maintained radio contact for a short while with planes overhead. Plans for rescue included sending two carrier planes to Taegu Air Field in an attempt to have light planes or helicopter sent in to pick up Thomson. These planes were launched, as was one AD3W as a communication relay plane. No further details are presently available.

The second jet sweep consisted of eight offensive sorties. No military activity was noted along lines of communication. Two parked command cars at Kwangju Air Field were damaged and the locomotive and camouflaged boxcars previously damaged were again strafed. Locomotive now assessed as probably destroyed.

Two trucks parked near houses ten miles west of Kwangju were strafed and damaged. About fifteen dome-shaped, covered revetments were observed on the east side of Kwangju Air Field.

At 1400, fifteen offensive sorties (8F4U and 7AD) and one defensive sortie left the deck. Two F4Us and two ADs of VC-3 located one camouflaged truck parked in a dry river bed under a bridge five miles southeast of Kochang and damaged it by strafing.

Four F4Us of VF-54, plus an F4U photo plane, sighted six friendly trucks parked in the vicinity of Sunchon (34°-56'N, 127°-,28'E) with white panels and waving white flags. Six to nine men were around each truck. Fired rockets into building at power station at Iri. Transformers were already burned out and negative results were obtained.

Railyards at Kwangju were again hit by three 500# bombs, causing considerable damage to tracks and the yards.

Five ADs of VA-55 caused additional damage to trucks already hit. Since no military activity was observed, four bridges were attacked with bombs and rockets. The first bridge was a highway bridge on the southwest corner of Sunchang. One near miss of a 500# bomb caused no damage. The second highway bridge was northwest of the same town. Three near misses with 500# bombs caused possible heavy damage. The third highway bridge was four miles east of town and was hit with 100# bombs and several near misses occurred with 500# bombs. Bridge was damaged. The last bridge was a railroad bridge just north of Kikson (about ten miles south of Namwŏn). A string of twelve 100# bombs resulted in several direct hits. Rails and ties were displaced.

Considerable movement (mostly pedestrians) was observed in the vicinity of the 35th parallel southeast of Kwangju and outside of the area assigned to the Navy. From chatter on the air between "Mosquito Dog" and "Gas Mask", it would appear that a tank concentration and a fuel dump were located near Chongson, about twenty miles east of Taejon, and that 2,000 troops were concentrated just above the 36th parallel at about 127°-40'E, with identity uncertain. Communications between "Mosquito Dog" and Navy planes were never satisfactorily achcived except in isolated instances.

On the railraod running northeast from Kwangju, rails are out from a point five miles north of the city for perhaps ten miles. Pilots estimated that almost half of the highway bridges in the vicinity of Kwangju were destroyed.

Shifting to the east and north, the carrier lay off Pohang-dong, on the east coast of Korea, early on the morning of 26 July. From here, she launched the Navy's contribution to close air support over the rapidly changing front lines. Two Corsair night fighters, three night ADs, four ADs, five F4Us and an F4U photo plane constituted the offensive sorties on the 0730 launch. Four other Corsairs made up the rescue sorties, and one AD3W teamed with two Firefly's from HMS TRIUMPH for the single defensive sortie.

The missions for the various divisions were a result of information concerning enemy dispositions issued by the Army and Air Force at Taegu last night. Tactical Air Control parties based on Korea established communications with the strike planes and assigned them various targets in or near the North Korean front lines.

Support I, consisting of the night elements of the Air Group, the photo plane and his escort split into two groups over the area. The four fighter type aircraft saw action only between Yonpung (36°-46'N, 128°00'E) and Mungyong (36°-44'N, 128°-06'E) where "Picklebarrel", an L-17, vectored them on 8 vehicles which were parked along the side of the road. Five trucks, one armored jeep, one reconnaissance car, and what appears to be a tank were strafed with rockets and machine guns by the four aircraft, smoking three trucks and inflicting damage to the others. The pilots reported a possible hit and a near miss with rockets, followed by runs, with 20mm. The damaged trucks showed holes from runs, although the targets did not burn, and photos show bursts leading to the vehicles. The armored jeep and tank were camouflaged with trees and shrubs, and the reconnaissance car with cloth spread over it. All the vehicles were parked on the shady side of the road utilizing the deception afforded by shadow to the maximum.

The three AD3Ns of the other group followed the wrong road to Taejon, never finding a target. Their bombs were all jettisoned in the mountains, and they returned to the ship with their rockets.

Four ADs reported over Taegu and received some fire from friendly forces, then were called for some strikes against supply boxes at Nonson (35°-25'N, 127°-24'E). Two 100# and two HVARs were dropped with unobserved results. At O'san-ni (35°-35'N, 127°-24'E) three 500# and two 100# hit a red tile warehouse and left one end burning. Still on call to the TAC, the planes dropped 7 500#, 20 100#, 21 HVARs on a small town 7-8 miles NNE of Yongdong. On retirement, the town was burning in several locales. During the flight, friendly vehicles were seen proceeding west from Taegu and east from lines near Taejon.

Also on the hop, 4 Corsairs, who preceded the ADs into their targets, scored a near miss on the warehouse at Onsan-ni. Results were unknown damage. At the little town NNE of Yongdong, they used 500# bombs and rockets to start scattered fires, which the ADs

reported burning. H[illegible]s, which burned, ignited [illegible] if oil were present. On the road nearby, 2 burned-out tanks were sighted, and a truck was strafed and damaged.

Eight more offensive sorties took off at 0945 when two divisions of F9Fs struck at communication lines between Suwon and Taejon. One pilot strafed and killed a horse pulling a horse cart on the road between the two cities. People were seen moving along roads with no apparent general direction of travel. These people appeared to congregate around vehicles already destroyed to wave off attacking aircraft. Near Chonan, a string of well-strafed boxcars were observed, and between Suwon and Taejon the road was littered with hundreds of destroyed vehicles. At Chochiwon, one division leader strafed the only truck which appeared intact, damaging it. Near the truck, he observed 6-8 destroyed tanks.

At 1115, the second group of propeller aircraftwere launched, sending out 15 more offensive sorties and 1 defensive sortie. The photo plane and his escort were sent from Taegu to Uijongbu (37-44'N, 127-03E) near Seoul to take pictures of troops. None could be found. At Suwon Air Field, both planes strafed and destroyed a previously damaged IL-10 and a previously damaged B-26. The former burned from their fire. The pilots saw the port wing crumble and fall off as a result of their fire on the latter.

Seven Corsairs were directed to Yongju, where they waited to be sent on the target for half the flight. Once directed against the target, they strafed 3 trucks, exploding two and damaging a third camouflaged truck. They reported Yongju and Punggi burning.

Six ADs went with the F4Us to Yongju where they bombed RR tunnels in the vicinity of 36°-55'N, 128°-25'E. Eight 500# bombs were dropped on the first, which was difinitely damaged. Joining the Corsairs, they bombed and destroyed 25% the orchard in which one of the destroyed trucks was hidden. On retiring from the area, two trucks parked in Punggi were bombed, strafed, and destroyed.

A relatively high amount of ammunition expended resulted from both lack of suitable targets and overloading the air controller. One TAC had 7 F4Us, 6 ADs, and 4 F-51s. No more than one division of planes can be adequately controlled by a single controller.

The four F4Us on the rescue mission failed to find any information concerning the downed pilot. The downed aircraft and helicopter were both strafed and destroyed. Already the enemy had partially camouflaged both craft. NearPosang, (34-16N, 127-05E) considerable movement was noted on highways. Several trucks in the town and 40-50 along the road to the east were discovered parked and camouflaged. Many were driven into backyards, against the back of buildings. Two blown-out tanks were observed - one in Posong, the other at(34°-44'N, 127°-00'E). One truck bore a white diamond with a red circle inside painted atop the cab. Straw and branches from trees were the prominent instruments of camouflage. Returning

to Taegu, the planes were armed with napalm by the Air Force. Back in the Posong area, they destroyed 4 trucks, probably destroyed 2, and damaged 5 more. An undetermined number of troops were possibly killed in fires started by napalm drops in the street and on four small building south of Yundun-ni (34-47N, 127-20E). Six motorcycles and a jeep were seen moving east from Posong, all camouflaged with branches.

At 1315, 14 offensive sorties and 1 defensive sortie were launched. Four ADs, directed to "wipe out" Yongdong, hit the town with napalm, leaving it burning fiercely. From here, they were sent to a RR bridge west of the town, where one hit with a 100# bomb and one with a rocket damaged the span. On a road WSW one and a half miles from Yongdong, camouflaged vehicles were bombed, strafed, and rocketed, where it is conservatively assumed they destroyed 1 truck. Nearby, two 100# bombs were dropped on a small village, igniting two fires. Another village was rocketed and set afire; one more village was strafed with 20mm. Observations gave news of relatively large numbers of friendly troops moving NW from Waegon (35-59N, 128-25E) to Kunchon, with vehicles and artillery in company.

Four F4Us on the way into the target, sighted two friendly trains headed north; one with all boxcars and the other with some flat cars apparently carrying heavy mechanized equipment. Also seen were two blown-out tanks just west of Yongdong. Two to three miles west of town TAC sent them after "20 trucks" in the valley, where they exploded camouflaged ammunition stock piles and trucks under camouflage with more ammunition. Three trucks were burned and 2 more were damaged. Pilots believe the controller estimated the camouflaged piles of ammunition to be trucks, so there were probably only 6-8 trucks in the area. NNE of this target, they strafed a small village, where the huts caught fire as if oil or vehicles were hidden withing. At Yongdong, eight 100#, two 500#, and one napalm bomb started fires.

Four F4Us and two ADs were directed from Mungyong (36-44N, 128-05E) NW to Yonpung, where they started fires with each of 4 napalm bombs. They were directed to bomb a narrow sketch of cliff road towards Mungyong and stock traffic. Twenty-nine HVARs, eight 100#, and four 500# bombs damaged the road badly, leaving it passable only to light traffic. Halfway between the two cities, a destroyed tank appeared, possibly one strafed on the morning strike by the photo plane. At 36°-45'N, 128°-03'E on the road, they saw 12 trucks destroyed. Half a mile SE of Yonpung strafed a camouflaged truck with 20mm, damaging it. An Air Force report on anti-aircraft at 37°-02'N, 128°-19.5'E was intercepted.

Eight offensive sorties and 1 defensive sortie were launched at 1715 for the last launch of the day. The 8 Corsairs hit Chongsan and set fires, then bombed and probably destroyed a small village 5 miles SW of Taejon. Nearby a power station was damaged with fires being started in the transformers.

ACTION SUMMARY
28 JULY 1950

After a day of mail and refueling, the force returned to the Yellow Sea where planes were launched at 0745 to begin the day's string of sorties in close support of ground troops. This first launch sent out 16 offensive sorties (7AD, 9 F4U), 1 defensive sortie (1 AD3W ASP), and 2 napalm test sorties (AD-4). At 0815 8 more offensive sorties (8 F9F) headed east on a sweep up the west coast to Kunsan. All other offensive sorties reported to controllers in close support missions.

One division of the jets checked Mokpo Airfield, which was deserted, but they did see 5 locomotives. Although four were already knocked out, the 5th was strafed, with some smoke observed. This locomotive was probably destroyed. Near 35°-25'N, 126°-50'E five trucks were seen, only 2 of which were undamaged. These were strafed and probably destroyed. Nearby, an observation post and foxholes were strafed with unobserved results. One truck in Mokpo was seen and blown up in a strafing run. Ten miles NE of Mokpo, a handcar was strafed and probably destroyed.

The other division of jets strafed some buildings at Kwangju Airfield and 1 camouflaged truck or tank in the vicinity. Without positive identification, it must be evaluated as 1 truck damaged. Kunsan Airfield appeared unused, but 3 boxcars and 1 tank car were strafed nearby. These, unfortunately, appeared previously damaged. A horsecart, 5 miles west of Yonggwang (35°-17'N, 126°-27'E), was destroyed with its load of supplies.

As on previous days, the pilots saw groups of people in white shirts, apparently working in the fields; but the people paid no attention to the planes. In one village almost every backyard appeared to have a group of people gathered around an unidentified object. Upon return to the ship, the outgoing pilots were cautioned to investigate more fully and attack if these parties appeared to be enemy.

Four AD-4s reported to TAC and TACP over Homchang (36°-34'N, 128°-11'E) for close support. On this town they dropped 3 napalm and 2 250# fragmentary bombs and strafed in two runs. Fires were reported and it is evaluated as damaged. Following the Naeson-chon River east, they strafed what the controller designated as enemy trying to cross the river from north to south. One pilot saw packs and rifles, and in strafing runs the pilots reported an undetermined number of animals in company and men killed. Returning west to Yongam-ni (36°-36'N, 128°-00'), they hit the town with all remaining bombs and rockets. Strafing runs followed after TAC explained that our troops had been bothered last night by fire from that town. Five buildings, barn-like in appearance, were seen burning well on retirement. Evaluation is probably destroyed. Following targets were observed

39 #2

on the return trip: thirteen trucks on the move and headed NW from Taejon (showing no panels), large RR installations, 14 warehouses, 15 trucks moving north from the warehouses, and 2 diesel junks all at Yongdang, which is across from the port of Kunsan. Small arms fire was thrown at them on all three targets, on which they made runs earlier. Weather decreased to 3500' ceiling and rain at Taejon and eastward.

The eight Corsairs were sent to Yongdong where the divisions split between two controllers. One division dropped 4 500# bombs on a camouflaged tank, one of which hit near enough to turn it 90°. The TAC investigated, evaluated it destroyed, so directed the plane to another camouflaged tank 200 yards away. 8 100# bombs and 21 HVARs blew camouflage off target but damage was hard to observe due to steep valley. Evaluation - damaged. One 100# bomb hit a row of undetermined camouflaged mounds, but damage was undetermined. Warehouses at Nonsen (36°-12'N, 127°-05'E) and Kunsan were strafed with negative results.

The other division was directed to an apparently camouflaged tank, which was found to be a field piece when the camouflage was blown off near the end of the run. Previously 2 hits and near misses with rockets were scored through the camouflage. Destruction could not be determined, so it must be evaluated as damaged. At Nonsan a string of already strafed boxcars was seen.

A VC-3 division of 1 F4U-5N and AD3Ns were also launched as a support group. Two of the ADs flew to Taeju, where they landed and let off a liaison officer from the Air Group FIVE staff. The Corsairs and ADs were directed to a small canyon NW of Yongdong towards Simchon-ni supposedly containing troops and the tank which the other Corsairs damaged. Two fragmentary bombs and 1 500# bomb were dropped, but the area was so difficult to navigate in that the pilots could not check on the damage done. Eight rockets and 20mm ammunition was thrown into the same area with unobserved results. This valley had a large cave at the end. Near the valley, the 2 ADs, which had gone to Taegu, joined the other planes over 2 small villages. Said to contain enemy troops, the 2 villages were hit with 20mm, 29 HVARs, 1 napalm, and 5 500# bombs; and they were left burning fiercilty. The evaluation is 2 villages probably destroyed.

At 1045, 14 more offensive sorties (6 AD, 8 F4U) and 1 defensive sortie (AD3W) were launched, with the same missions as in the first launch. Then at 1230, 8 F9F sorties swept the rail lines and roads of the western seaboard again.

One division of jets strafed 20-30 loaded carts at Yongdong destroying 7. Wheels and other parts were seen to fly off during the run. Five oil cars, probably already hit were strafed with no apparent damage. At Hondok (35°-31'N, 126°-42'E) they strafed and destroyed 1 camouflaged truck and damaged 2 more.

The other division flew first to Chichonni (34°-38'N, 126-58E) where they burned 1 truck and damaged 2 motor junks. At about 34°-52'N 127°-55'E they burned a truck, and at Sunchow destroyed 1 more. Here, they further strafed 3 coal cars and 5 boxcars because for a possibility of hidden troops. Just north, they probably destroyed 1 truck.

Four F4Us were sent to Mokpo (34°-45'N, 126°-23'E) to hit shiping. Dropping 1 500#, several 100# bombs, and HVARs, they sank 2 freighters and 2 tugboats, which were actually observed to sink beneath the surface. One 500# bomb hit on the dock, but damage was unknown. Flying north to Kunsan, the pilots saw 2 fighter air strips about 6000' long, apparently built on red clay, 25 miles north of Mokpo. No activity, planes, or buildings were seen there.

The other four Corsairs and six Skyraiders flew to Nonsan where the flight leader acted as TAC. On the way in, the group assesses the following damage: burned 1 truck on the dike across a canal north of Nonsan, burned 1 truck in a small village 2 miles SW Nonsan, and probably destroyed a motorcycle and side car 1 mile SW of Nonsan. All these vehicles were camouflaged with matting or straw. In and beyond Nonsan, they accomplished the following: damaged Nonsan with bombs (8 fires started), burned 2 jeeps north of the city, probably destroyed 1 truck in the city with napalm, burned 1 bus on the NE corner of town, and destroyed 1 tank (#315) 5 miles east of the town. On the return, the Corsairs burned transformers, damaging a power station 2 miles south of Kanggyang. One pilot strafed a long building just SW of Nonsan where he observed tank tracks in the courtyard. He believes that troops were present, for he received 6 holes in his wings and tail surfaces from small arms fire.

At 1345, the third support group of the day was launched, fielding 15 offensive sorties (4 AD, 2 ADN, 8 F4U, 1 F4U-5N) and 1 defensive sortie (AD3W). Then, at 1530, the 8 F9F sweep was also launched.

One division hit the coast at Mokpo and strafed a stationary train which has been evaluated as already damaged. However, subsequent strafing runs destroyed 1 large oil storage tank and damaged 3 sampans next to the quay wall. On the south edge of Kingjon (34°-37'N 126°-16 'E), the pilots claimed 6 trucks burned and 2 damaged. These targets were in a stockade. Posong found two more trucks damaged by our pilots.

The other division went farther south to the Yongam area (34°-50'N 126°-43'E) where they probably destroyed 3 trucks. Although moving when spotted, they stopped, and troops poured from them. At Simsong-ni (34°-51'N 126°-56'E) 2 trucks were damaged. Five trucks (probably ammunition) exploded on road from Hadong to Chinju, just east of the former. At Kawa-do 25 junks were sighted; no action, because no ammunition.

Four ADs reported to TAC at Yongdong, where they explained that the first tunnel north of the city was occupied by enemy troops, the second one north by friendlies. Four napalm hits were put into the tunnel, after which large quanities of black smoke issued from the ends. This target is evaluated as damaged with countless loss of lives. Pilots could see the front lines from their position at the tunnel, for many white and cerise panels were showing to the SE. Three villages were burning, evaluated as damaged. In one of the villages a napalm explosion sent a sea of fire the whole length of one of its streets. Okchon was strafed with no apparent damage. One bus was damaged between Kanggyong and Nonsan. Crewman and pilot confirm two direct hits with 100# bombs on two warehouses at Yongdong. West of Yongdong a barge was burned on retirement.

Four Corsairs reported to TAC at Hamchang (37°-33'N, 128°-12'E) and made runs on 5 uncamouflaged tanks, two of which were already burned out. Two hits with HVAR on 1 tank knocked off the right tread. Moving south and 10 miles to the west of Sangju they bombed, strafed, and rocketed troop positions atop a mountain, by direction, but no activity was noted. Small arms fire was received over the tanks and at the troop positions, and 1 plane was hit with 1 shell.

The other four F4Us could not contact controller over Yongdong or Sangju, although the latter was seen to have numerous trucks and tanks spotted below him. Continuing north, they contacted TACP three miles south of Hamchang, who directed them to hill at 36°-31'N 128°-01'E, where many troops had been sighted. Here, they dropped 2 250# incendiaries and fired 20mm and 21 HVARs. TACP said that the troops were getting out of their cover and running all over, so they strafed and rocketed the positions again.

VC-3 flew 1 F4U-5N and 2 AD3N to Yongdong where they set fire to 3 villages within 3 miles of the city to the east. One napalm was put into a tunnel, which TAC reported as housing 400 troops, in the same locality. These two targets are evaluated as the same which the 4 ADs hit, and the tunnel as the same also. This would make 5 hits in all in the tunnel with napalm. In a valley to the east, many strafing runs were made, during which 20mm and 14 HVARs were fired. TAC said 200 troops were located there. On the runs many personnel were seen to fall. Other strafing runs were made on camouflaged targets with undetermined results.

At 1630, the last launch for the day sent 14 offensive (8 F4 U, 6 AD) and 1 defensive (AD3W) over the target area in their role as close support aircraft.

Six ADs reported to TAC at Hamchang, from where they were directed to a hillside about 5 miles SW of the town along a small

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stream which runs N[illegible]SW. Having been told that there were troops who had been bothering our troops in the valley, they dropped everything but their incendiaries on the hillside, following these runs with strafing runs using all their ammunition on the area. On the west side of a hill, they destroyed a small village with incendiaries.

The 8 F4Us were directed to Namwon (35°-24'N, 127°-23'E) where TAC directed them to burn as much as possible of the town, keeping a sharp lookout for parked vehicles. Two trucks were destroyed with 2 direct HVAR hits. One truck and 1 jeep were damaged in the town. The town was evaluated as damaged. Three miles east, runs with rockets on reported vehicles, unseen by pilots, grotted no visible damages. Small caliber machine gun fire came from Namwon.

ACTION SUMMARY
29 JULY 1950

Following the same general missions as yesterday, carrier planes hit targets near the front lines around Hadong. The Navy was given its own bomb line and private area to destroy roads and answer any other call missions directed TAC in the vicinity. At 1000, the first group of planes returned from 24 offensive sorties (8 F9F, 8 AD, and 8 F4U) and 1 defensive sortie.

The jet sweep, launched at 0830, split into 2 divisions as yesterday. The first of these swept Kunsan (35°-58'N, 126°-42'E), ChongJu (35°-49'N, 127°-09'E), and Kongju (36°-27'N, 127°-07'E) where they strafed 3 previously damaged vehicles. The 2nd division hit farther east near Namwon (35°-25'N, 127°-22'E) where they strafed three RR cars attacked yesterday. At Chinan they hit and damaged a small vehicle. Several trucks near Chunsong-ni were let go because the aircraft could not strafe the mountainside road. Two columns of troops were seen to scatter into a nearby house in Kamjangni, so the planes strafed the building. At Kaltam-ni (35°-30'N, 127°-08'E) 2 camouflaged trucks were probably destroyed.

Back with the props, 4 F4Us dropped one cluster of incendiaries on a warehouse near the Sonchon-ni rail yards, starting several smoldering fires. To the south of town a RR and an adjoining highway bridge sustained damages; the former from a near miss with a 500# bomb, and the latter from a direct hit with a 100# bomb in the approach. No anti-aircraft was encountered. Two fires from yesterdays attacks were seen still burning at Namson during the flight.

Four more F4Us heard a controller at Hadong (35°-05'N, 127-46E) yelling for many fighters, so they diverted before reaching Kochang (35°-40'N, 127°-54'E). At the target, by direction of the controller, they found at least 50 vehicles on the road east of town. Two of these vehicles were reported as definite tanks.

43 #6

Strafing with machine guns and rockets, they burned 4 trucks and damaged 10 more. Then, they dropped 4 napalm on the town, seeing 1 hit and burn a double warehouse. Other fires were started. Then in a rocket run, three hit another warehouse which burst into flame and spread madly. Other rockets fired into the town may have caused damage, but smoke obscured results; 1 town damaged. Many people along the road were strafed with undetermined results. In the vehicle area, a temporary gun emplacement, throwing up heavy machine gun fire was strafed and silenced. Around the town, they saw the ADs hitting the target also.

At Anui, a controller took the ADs to a road which needed cutting. With their bombs they accomplished the mission by starting rockslides in the canyon with 2000# bombs. Further dispatched to Hadong, they burned 1 reconnaissance car in the center of a bridge. Following runs damaged the bridge with a hole from a 500# bomb on the SW end. As the Corsairs hit the town, the ADs also started fires with their napalm. Some 100# bombs and rockets hit 2 school houses containing troops. 1 truck was strafed and damaged. Three miles SW of Hadong a 100# bomb burned and destroyed another truck. Other vehicles damaged were 1 jeep and a truck. Still another truck bearing troops was burned. At 35°-25'N, 127°-35'E a flat-bottomed boat was damaged and many people killed by strafing runs. Five miles SW of Namwon 1 truck was destroyed, and in the town a 250# fragmentation bomb was dropped. Many targets are to be found near both Hadong and Kochang, and this information was passed to the sweep (1030) about to be launched.

At 1330, the 1 defensive (AD3W) and 24 offensive (8 F9F, 4 AD, 8 F4U, 2 AD3N, 2 F4U-5P) of the days second group landed. All planes returned undamaged.

The two photo planes flew north to the road near Anui, where the ADs started a rockslide earlier this morning. Although the cloud coverage made photography difficult, they took a few pictures of the area, and reported the road only partially blocked. From there, they went to Namwon under the control of "Mosquito Charlie". Here they exploded 1 ammunition truck, burned another, damaged another, and damaged a bus. With F-80s, F-51s, and our own jets they strafed the town where fires were started.

The four ADs from VA-55 and 2 AD3Ns from VC-3 were directed to a small town just to the SW of Yongdong, where they dropped everything they carried except 1 napalm. Fires erupted all through the town, and reports indicate that it was 70% destroyed. A school house on the edge of town, designated a division headquarters of NK troops by the controller, was thoroughly strafed. Other targets hit were 1 jeep burned, 3 miles SW of Taejon, and 1 truck damaged 6 miles SW of Taejon. LCDR HODSON checked at Nonsan to observe the two trucks, he had bombed with napalm yesterday. Bother were destroyed, so the truck is valuated as probably destroyed yesterday is now destroyed.

The jets sent two divisions on their 1130 sweep. One division hit and probably destroyed 1 camouflaged truck at Nampyong (35°-03', 126°-50'E) and probably destroyed another between Kwangju and Hwasun. One large horsecart and passengers were strafed in the same vicinity, destroying the cart. 1 vehicle between Kwangju and Hadong was damaged. Under TAC, they strafed building along river entrance at O'hwanggumni (34°-55'N 127°-38'E) and saw many pople leave the huts after the run. This division was unable to contact "Mellow Control", and they also found control by "mosquito Peter" on channel four unsatisfactory. The other division strafed and damaged 2 trucks and 1 bus at Kwanju. At Namson, with the two photo planes from the carrier, they strafed the town, where F-51 Mustangs had started fires. No other targets were seen.

The 8 F4Us contacted the TACP at Hadong where they were directed to hit a highway bridge 3 miles east of the city. Two direct 100# bomb hits and several misses combined to damage the structure and prohibit use for some time, at least. South and east of Hadong, they saw many camouflaged vehicles along the roads. Splitting into teams, they damaged 1 truck, probably destroyed 1 tank, and damaged 2 camouflaged vehicles. 10 miles east of Hadong, they attacked three settlements, strafing people in the villages and dropping napalm. Fires were started in all three. Three napalm duds were later ignited by 20mm fire.

Twenty-three offensive sorties (7 AD, 8 F4U, 8 F9F) and 1 defensive sortie (AD3W) took off in stages at 1300 and 1430 to hit more close support targets. The jet sweep was the first back with no losses. At Hadong the first division probably destroyed 2 trucks and saw many of our planes over the area. Two other divisions probably destroyed 1 jeep and 1 camouflaged truck at Posong. Near Hadong they damaged one camouflaged truck and 1 camouflaged weapon carrier.

Operating in the same area, one division of F4Us attacked numerous camouflaged vehicles with rockets and 20mm machine gun fire. Several direct hits were observed and 6 vehicles were left burning, two of which were identified as trucks. The other 4 unidentified due to camouflage. One other truck received direct hits, but did not burn and was believed probably destroyed. Additional vehicles were strafed in the same vicinity with results undetermined. Troops in brownish-yellow uniforms were observed in the area, but the attack was concentrated on vehicles. The other division of F4Us hit targets of opportunity around Hadong due to the large numbers of plane which conjested the area southeast of Hadong. Troops and vehicels were reported hiding in a small settlement of about 10 huts, 5 miles NW of Konyang (35-03N, 127-58E). Napalm hits were achieved on the settlement, burning it down. One truck at the edge of the village was hit squarely with a 5" rocket destroying it. Several oil or gas drums near the truck were ignited with 20mm fire. A camouflaged armored jeep was heavily damaged and left smoking 5 miles east of Hadong. One exposed truck on the road 3 miles east of Kwangyang (34-58N, 127-35E) was strafed and damaged. Another truck was similarly damaged in the hills just north of Okkwa (35-17N, 127-08E).

45 48

Direct hits were obtained with 5" rockets, one 1000# bomb, and strafing on a power sub station at Nungju (34-59N, 126-58E). It was left burning and believed to be completely destroyed.

The seven ADs headed north for the area, which they had hit hard on the previous two hops of the day, stopping at Sunchon long enough to ignite a long building on the north side of town with a 500# bomb, destroying 1 truck, and damaging 2 others. Here, three of the planes left the formation for other targets, while the other four headed for the lucrative area near Hadong. Reporting to a controller over the city they were directed to a bridge and 3 villages in that order. The bridge sustained damage from 1 1000# and 3 500# near misses, a village 10 miles east of Hadong showed furious fires from several 500# bomb hits, and 2 villages NW of town were damaged by fire, after being hit with their ration of the remaining bombs. In subsequent strafing runs 1 truck was destroyed by rocket hit, 3 trucks were burned to the east, and 5 more were damaged in the same area. A strafed train of horsecarts was left in extreme disorder as the planes retired. Meanwhile, the other three planes damaged 2 trucks and burned 1 jeep 5 miles SW of Kurye. Lashing out at everything they saw, they damaged 1 truck at Koksong, damaged an unidentified vehicle under straw at Namwon, and burned a truck at Chumgnum-ni. Directed to Kochang they damaged another bridge a near miss 1000# bomb and a 500# bomb right in the approaches. Fires were started in Kochang and at a village 6-8 miles east. Nearby, they again went wild over numerous trucks and tanks, burning 1 truck, damaging 4 others, and damaging 2 tanks. White panels were seen in Unbong (35°-26'N, 127°-32'E) on the ground and vehicles.

The 1600 launch consisted of 11 offensive sorties (3 AD and 8 F4U) and one defensive sortie. The two divisions of Corsairs contacted an air controller at Hadong and were directed to bomb the vehicular bridge southwest of, and near, Hadong. The bridge had been previously damaged, but suffered another direct hit with a 500# bomb which passed through the surface and exploded near the water. A large hole in the pavement was the only damage unless the bomb blast inflicted additional weakening from beneath. Another 500# bomb blew a large crater in the road leading to the bridge. A napalm bomb hit one of the approaches to the bridge and ignited a wooden span and the repair lumber pile nearby. The controller then directed the F4Us to several vehicles about 5-8 miles east of Hadong. A previously strafed armored car was again strafed with damage unknown. One truck received a direct hit with a 100# bomb. The truck burned and was destroyed. Two additional gas or ammo trucks were exploded and destroyed by strafing. Friendly troops were seen about 3 miles east of the burning trucks with cerise panels displayed.

Three ADs were the only other planes at the target, and they reported damage similar to that described by the Corsairs at the bridge at Hadong. One of their 500# bombs made a direct hit on the eastern abuttment. Three miles east of town three napalm bombs were dropped on a village starting three good fires. In

a gully one half mile to the east the controller directed them on target designated as trucks. Strafing 3 of the trucks parked close together in a grove, a tremendous explosion created a pyrotechnic display which was still exploding as they left. Believed to have ammunition in them, 3 trucks were evaluated as destroyed. Nearby a rocket into the rear end of a tank set it afire and ultimately destroyed it. 2 more trucks were burned, 1 by strafing, the other by napalm. An observed field piece present may be damaged, but no pilots saw hits on it. 40mm anti-aircraft was encountered, and one AD was hit in the wing. The gun emplacement was not spotted.

CAP was furnished by the Spitfires of HMS TRIUMPH.

Score of damage inflicted against targets in Northern Korea by Carrier Air Group FIVE for the period 16-30 July 1950:

TYPE	DESTROYED	PROBABLY DESTROYED	DAMAGED
Aircraft	33	13	8
RR Cars	9	1	43
Locomotives	27	2	5
Trucks	75	25	62
Tanks	3	2	4
Horsecarts	9	-	2
Other vehicles	11	4	16
Train(24 cars, oil or ammo)	1	-	-
Wonsan Oil Refinery	75-100%	-	-
Oil Storage Tanks	13	-	2
Power Stations (Transformers)	4	-	8
Factories	-	-	5
Chemical Plant	-	-	1
Cement Plant	-	-	1
Refinery (small)	1	-	1
RR Bridges	2	-	10
RR Tunnels	-	-	5
Highway Bridge	-	-	4
Gunboats	-	-	3
Barges	2	-	3
Junks (large)	-	-	13
Vessels (small)	-	2	1
Fishing Boats	-	-	2
Hangars	-	-	4
RR Carbarns	-	-	1
Railyards	-	-	2
Warehouses	-	-	6
Villages	1	8	22
Ammo Dump	-	-	1
Freighters	2	-	-
Tugboats	2	-	-
Gun Emplacements	-	-	1
Road	75% blocked	-	-

Additional undetermined damage was inflicted on railroad yards, several railway cars, and tank cars, hangar areas, and oil storage areas.

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CV45/A4-3
Serial:

[redacted]

DECLASSIFIED

TABULATED DATA

Ammunition Expended 16 July - 31 July 1950.

Bombs:	
General Purpose Bombs	141 Tons
Napalm	106 Bombs
Rockets:	
HVARs	1843 Rockets
Smoke	22 Rockets
20MM Ammunition	160,662 Rounds
Number of hours flown:	
Jet aircraft	260.3 Hours
Prop aircraft	1344.1 Hours
Amount of aviation gasoline consumed:	
Jet aircraft	112,855 Gallons
Prop aircraft	139,280 Gallons
Amount of Navy Special Fuel:	19,262.1 Barrels
Miles steamed:	5700 Miles