

**ATTACK SQUADRON-SIX BAKER**  
VA6B/A9-3(5)/JMM/grp CARE OF FLEET POST OFFICE  
NEW YORK, NEW YORK.

Serial: 63-48

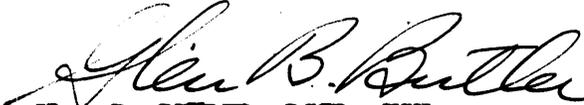
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VA-6B

1 April 1948

**From:** Commanding Officer.  
**To:** The Chief of Naval Operations.  
(Aviation History Unit Op-519B).  
**Subject:** Squadron History Supplement No. 7 -  
Submission of.  
**Reference:** (a) Aviation C/L 71-46.  
**Enclosure:** (A) Squadron History Supplement No. 7 for  
quarter ending 31 March 1948.

1. In accordance with reference (a), enclosure (A) is  
submitted herewith.

  
Glen B. BUTLER, LCIR, USN,  
Commanding Officer.

# ATTACK SQUADRON-SIX BAKER

CARE OF FLEET POST OFFICE

VA6B/JMW:bsh

NEW YORK, NEW YORK

## PART I

Supplement No. 7

Chronology

1 January 1948 to 31 March 1948.

### 1. Physical Movement of Unit;

- (a) On 19 January 1948 the squadron embarked aboard the U.S.S. CORAL SEA (CVB-43) for shakedown training in the Caribbean area.
- (b) From 31 January to 6 February 1948 the squadron was temporarily based ashore at the U. S. Naval Air Station, Guantanamo Bay, Cuba, at the end of which time the squadron returned aboard ship.

### 2. Operational Loss of Personnel:

- (a) None

### 3. Important Changes in Type and Number of Aircraft:

- (a) None

### 4. Number of Accidents and Classifications:

- (a) Number of accidents: Eleven (11).
- (b) Personnel injuries involved: None.
- (c) Material damage classification:

Class B - 3  
Class C - 3  
Class D - 5

## PART II

### Narrative

1 January 1948 to 1 February 1948.

Officers reported for duty - 0  
Officers detached - 1  
Enlisted men reported for duty - 10  
Enlisted men transferred - 13

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## PART II

### Narrative (Cont'd)

During the first week of January 50% of the enlisted personnel were embarked on board the U.S.S. CORAL SEA for duty in connection with qualification and refresher landings by pilots of the squadron and general pre-shake-down air group and air department training. The aircraft continued to operate from Naval Air Station, Norfolk, Va. until the week of January 12 to 16 when they were flown aboard for the remainder of the shakedown cruise.

On the morning of 7 January 1948, Lieutenant (junior grade) [REDACTED], USN, while making qualification landings aboard ship, floated up the deck and engaged number 10 wire. The wire paid out enough to engage the barrier. There was no injury to personnel. Material damage was class "D".

On 7 January 1948, Lieutenant Commander G. B. BUTLER, USN, completed his final qualification landing and was lowered to the hangar deck level on the port deck-edge elevator. The taxi director then signaled to hold right brake and come forward with the port wheel. The tailwheel had caught on the outside edge of the elevator and 30" of manifold pressure was not enough to break it loose. An additional 5" manifold pressure was applied and at the same time the ship rolled to starboard. The tail wheel came loose suddenly allowing the aircraft to nose over momentarily and then settle back to a three-point attitude. The aircraft sustained class "D" material damage.

On 7 January 1948, Ensign [REDACTED], USN, making his second qualification landing aboard ship, received a fast, high cut and pulled back on the throttle. It is believed that he left a little throttle on and this condition, combined with the fact that the pilot did not nose over sufficiently, caused him to float on up the deck into the barriers at a speed of approximately 70 knots. The ship was rolling 10° to 15° and a gusty, 40-42 knot wind prevailed over the deck. The pilot was not injured. The aircraft received class "B" material damage.

On 13 January 1948, Ensign [REDACTED], USN, dived slightly for the deck after receiving the "cut" from the LSO on the U.S.S. CORAL SEA. The tail hook engaged number 1 wire. Inspection after the landing revealed a one-half inch wrinkle in both wing roots. This class "B" material damage was believed to be due to a progressive weakening caused by

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### PART II

#### Narrative (Cont'd)

previous hard landings, and not by this landing in particular.

On 27 January 1948, Ensign [REDACTED] [REDACTED], USN, made a normal carrier approach and a landing that was not excessively hard. Class "B" material damage was produced in the form of one-half inch wrinkles in both the left and right wing roots. The accident board was of the opinion that the plane may have been weakened by previous landings and that the number of similar failures indicates a weakness of design.

On 19 January the remainder of the squadron embarked and the U.S.S. CORAL SEA got underway for Guantanamo Bay, Cuba.

1 February 1948 to 1 March 1948.

Officers reported for duty	- 0
Officers detached	- 0
Enlisted men reported for duty	- 0
Enlisted men detached	- 10

For the first week in February the two AD-1 squadrons of the air group were transferred to the U. S. Naval Air Station, Guantanamo Bay, Cuba while experimental landings were made on board the ship. The results of these tests revealed that a slightly faster, lower approach with a flared landing were necessary to prevent structural damage to the aircraft.

The month of February was devoted to intensive training of both the ship's company and the air group. Special stress was placed on coordinated attacks on a towed spar and on the pilots' technique in landing aboard with the proper interval.

On 2 February 1948, Lieutenant [REDACTED] [REDACTED] USN, after returning to Naval Air Station, Guantanamo Bay, Cuba from a routine dive bombing hop, found that he was unable, after repeated attempts, to extend the tail wheel of the aircraft. He was advised by the Squadron Maintenance Officer to land with his dive brakes extended. The landing was effected in this manner and the only damage sustained by the aircraft was that about nine inches was ground off the bottom dive brake.

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## PART II

### Narrative (Cont'd)

On 12 February 1948, Ensign [REDACTED], [REDACTED], USNR, landed aboard ship after a routine bombing hop. As he taxied across the barriers he was directed to the deck-edge elevator. Because of the high wind over the flight deck the pilot experienced difficulty in turning the plane and an addition of throttle in conjunction with holding of the left brake resulted in the airplane rocking forward sufficiently to allow the propeller to strike the deck.

Flight operations were discontinued for the last week of February during which time the ship was moored to a pier in Cristobal, C.Z. for purposes of liberty and recreation.

1 March 1948 to 1 April 1948

Officers reported for duty	- 0
Officers detached	- 0
Enlisted men reported for duty	- 6
Enlisted men transferred	- 4

The first part of March the squadron and air group resumed intensive training in preparation for the operational readiness inspection scheduled for the latter part of March. Glide bombing, rocket firing, and straffing were emphasized together with the perfection of carrier passes.

On 4 March 1948, Lieutenant (junior grade) [REDACTED], USN, made a normal approach and landing, but the aircraft incurred a one-half inch wrinkle in the port wing root. This plane had "popped" rivets on previous landings and it was the opinion of the board that the class "C" material damage sustained in this case was not a result of pilot error but rather of design weakness.

On the afternoon of 16 March 1948, Ensign [REDACTED], [REDACTED], Jr., USN, made a normal approach and landing. The tail hook engaged number 2 wire and pulled out approximately fifteen feet of cable. At this time the arresting hook parted at a point three inches from the swivel and the plane continued into the barriers. The aircraft suffered class "C" material damage. The pilot was uninjured.

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## PART II

### Narrative (Cont'd)

On 17 March 1948, Midshipman [REDACTED], [REDACTED], USN, took off on a routine dive bombing hop from the U.S.S. CORAL SEA. Upon retracting his landing gear he noticed that the gear handle would not go completely into the "up" position. The pilot tried to lower the gear and at this time noted that it would not extend. He completed the hop and prior to landing tried again to lower the gear by flying the plane at a slow speed, and then by executing high "g" pull outs and by operating various hydraulic mechanisms to loosen a stuck valve in the event this was the difficulty. The hydraulic pressure read 2750 p.s.i. after the above procedure failed Midshipman [REDACTED] was instructed to break the hydraulic line in the cockpit, leading to the canopy closure accumulator, relieving all pressure on the system, and then to turn the selector to "main landing gear only" and pump the wheels down with the emergency hand pump system. This also failed to lower the gear and the pilot was instructed to land aboard wheels up which he did in a very commendable manner. The aircraft received class "C" material damage. Subsequent examination revealed that the "O" ring in the port main landing gear actuating cylinder had deteriorated, thereby preventing sufficient flow of hydraulic fluid to the "down" side of the piston to lower the landing gear.

The ship and air group under went ComAirLant administrative inspection and the operational readiness inspection by Vice Admiral G. F. BOGAN during the last week in March. The air group and air department received a mark of "outstanding". The mark assigned the ship as a whole was "excellent". The squadron received a high, excellent mark on an intensive administrative inspection of the squadron itself.

On 30 March 1948, the air group made familiarization flights over the bombardment area of Culebra in preparation for advanced formal exercises consisting of a two day air support strike carried out on the first two days of April.

Total number of officers on board as of 1 January 1948 - 29  
Total number of officers gained between 1 Jan. & 1 April - 0  
Total number of officers detached between 1 Jan. & 1 April - 1  
Total number of officers on board as of 1 April 1948 - 28

Total number of enlisted men on board as of 1 January 1948 - 145  
Total number of enlisted men gained between 1 Jan., & 1 April - 16  
Total number of enlisted men transferred between 1 Jan., & 1 April - 1

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**PART II**

**Narrative (Cont'd)**

**Total number of enlisted men on board as of 1 April 1948 - 134.**

**ENCLOSURE (A)**

VA6B/ A9-3 (50)/WJK/grp

Serial: 126-48

ATTACK SQUADRON SIX BAKER  
CARE OF FLEET POST OFFICE  
NEW YORK, NEW YORK



1 July 1948

**From:** Commanding Officer.  
**To:** The Chief of Naval Operations.  
(Aviation History Unit OP-519B).  
**Subject:** Squadron History Supplement No. 8.  
**Reference:** (a) Aviation C/L 71-46.  
**Enclosure:** (A) Squadron History Supplement No. 8 for quarter ending 30 June 1948.

1. In accordance with reference (a), enclosure (A) is submitted herewith.

*Glen B. Butler*  
Glen B. BUTLER.

*3 Copies destroyed 9/6/78  
Lh.*

ATTACK SQUADRON SIX BAKER  
CARE OF FLEET POST OFFICE  
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PART ISUPPLEMENT NO. 8CHRONOLOGY

1 April 1948 to 30 June 1948

1. Physical Movement of Units
  - a. On 5 April 1948 the squadron disembarked from the USS CORAL SEA (CVB-43) after the completion of its shakedown cruise in the Caribbean area and is now temporarily based ashore in hangar LP-3, U.S. Naval Air Station, Norfolk, Virginia.
  - b. From 8 May 1948 to 21 May 1948 the squadron was temporarily embarked aboard the USS CORAL SEA (CVB-43) for a two weeks Reserve Training Cruise to New York City and return.
2. Operational loss of Personnel:
  - a. None.
3. Important Changes in Type and Number of Aircraft:
  - a. None.
4. Number of Accidents and Classifications:
  - a. Number of accidents: One (1)
  - b. Personnel injuries - Class A-1; Class B-0; Class C-0; Class D-0.
  - c. Material damage - Class A-1; Class B-0; Class C-0; Class D-0.

PART IINARRATIVE

1 April 1948 to 1 May 1948

Officers reported for duty - 1  
Officers detached - 1  
Enlisted men reported for duty - 11  
Enlisted men transferred - 11

During the return trip from the Caribbean area the squadron conducted navigational flights and dive bombing attacks upon distant surface fleet units. Radar navigation had been particularly stressed during this period and all pilots continually indoctrinated in the operation of radar equipment.

Following the return from the shakedown cruise flight operations were curtailed to an extent due to the post-cruise aircraft maintenance inspection.

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1 May 1948 to 1 June 1948

Officers reported for duty - 0  
Officers detached - 0  
Enlisted men reported for duty - 15  
Enlisted men transferred - 5

In the beginning of the month the squadron underwent a complete internal organizational change in keeping with the commanding officer's policy of rotating each officers' collateral duties periodically in order to provide a maximum amount of training and interest in the various departments.

The squadron entered training phase three and conducted extensive flight operations in order to uphold its flight efficiency. During the middle part of May the squadron and air group embarked aboard the USS CORAL SEA for a two week Reserve Training Cruise. Dive bombing and strafing upon towed targets were emphasized together with extensive squadron tactics and the perfection of carrier break-up and landings.

During the latter part of May the squadron entered a rigorous instrument training syllabus with the object of qualifying every pilot for at least a restricted instrument rating card.

1 June 1948 to 1 July 1948

Officers reported for duty - 0  
Officers detached - 2  
Enlisted men reported for duty - 1  
Enlisted men transferred - 11

Extensive air to air gunnery and coordinated attacks were conducted during this month in preparation for the forthcoming fleet competition exercises.

On 8 June 1948 the squadron with twenty-four (24) planes flew to NAS, Grosse Ile, Michigan to participate in an air show sponsored by the American Ordnance Association which was held at the Selfridge Field Army Air Base. The squadron participated in a carrier rendezvous with a Marine fighter squadron over Selfridge Field and then conducted a formation glide bombing run by divisions upon a land target in front of the spectators on 10 June 1948. Following this the squadron returned to NAS, Grosse Ile and thence to NAS, Norfolk, Virginia.

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On 21 June 1948, Lieutenant (junior grade) [REDACTED] USN, while attempting to direct a ground crew to the spot where an aerial tow sleeve was lying - stalled his aircraft in a sharp bank at a low altitude. He was observed to have made a half turn spin crashing in an inverted position approximately one mile south of NASS, Creeds Field, Va. The gas tank exploded immediately following the crash.

Commencing on 21 June 1948 the squadron aircraft were temporarily transferred at the rate of three every other day to NAS, Quonset Point, R.I. for modification at the A&R division thus curtailing flight operations for the rest of the month.

Total number of officers on board as of 1 April 1948 - 28

Total number of officers gained between 1 April and 1 July - 1

Total number of officers detached between 1 April and 1 July - 3

Total number of officers on board as of 1 July 1948 - 26

Total number of enlisted men on board as of 1 April 1948 - 134

Total number of enlisted men gained between 1 April and 1 July - 27

Total number of enlisted men transferred between 1 April and 1 July - 27

Total number of enlisted men on board as of 1 July 1948 - 134.

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ATTACK SQUADRON SIXTY-FIVE  
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New York, New York

Serial: 230-48



**DECLASSIFIED** 1 October 1948

**DECLASSIFIED**

**From:** Commanding Officer.  
**To:** The Chief of Naval Operations (Aviation History Unit Op-5198).  
**Subject:** Squadron History Supplement No. 9.  
**Reference:** (a) Aviation C/L 71-46.  
**Enclosure:** (A) Squadron History Supplement No. 9 for quarter ending ending 30 September 1948.

1. In accordance with reference (a), and Enclosure (A) is submitted herewith.

*Glen B. Butler*  
Glen B. BUTLER.

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ATTACK SQUADRON SIXTY-FIVE  
Care of Fleet Post Office  
New York, New York



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**ENCLOSURE (A)**

Part I

Supplement No. 9

Chronology

1 July 1948 to 30 September 1948

1. **Change of Squadron Designation:**
  - a. On 27 July 1948, the squadron was redesignated from VA-6B to VA-65 the Air Group was redesignated from CVBG-5 to CVG-6.
2. **Physical Movement of Unit:**
  - a. On 30 August 1948 the squadron evacuated all planes to GRIFFISS A.F.B., Rome, N.Y. because of anticipated hurricane conditions. The squadron remained there two days returning to N.A.S. Norfolk, Virginia on 1 September 1948.
  - b. On 16 September 1948 the squadron temporarily changed base to N.A.A.S. Oceana, Virginia with twenty-one aircraft while East Field, N.A.S. Norfolk, Virginia was closed for repairs.
3. **Operational Loss of Personnel:**
  - a. None.
4. **Important Changes in Type and Number of Aircraft:**
  - a. In August the squadron compliment of aircraft was reduced from twenty-four to twenty combat type aircraft. At present the squadron has (18) AD-1's, (2) AD-1Q's, and one SNJ-6.
5. **Number of Accidents and Classifications:**
  - a. Number of Accidents: Two (2).
  - b. Personnel Injuries: Class A-0, Class B-0, Class C-0, Class D-2.
  - c. Material damage: Class A-0, Class B-0, Class C-0, Class D-2.

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**ATTACK SQUADRON SIXTY-FIVE**  
Care of Fleet Post Office  
New York, New York



**ENCLOSURE (A)**

**PART II**

**NARRATIVE**

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**1 July 1948 to 1 August 1948**

Officers reported for duty -2  
Officers detached -0  
Enlisted men reported for duty -5  
Enlisted men transferred -7

During the month of July the squadron entered upon extensive air to air gunnery training specializing in over-head runs on a towed banner. During regularly scheduled night flights, radar navigation and radar glide-bombing on a reflector type water target were conducted with gratifying results.

The pilots of this squadron have become proficient in the operation of airborne radar and have acquired a high regard for its potentialities and place great confidence in this equipment.

As a result of an operational Readiness Inspection conducted on 27 March 1948, the squadron received a mark of "outstanding". The Commanding Officer received a letter of credit from the Commander Air Force, Atlantic Fleet a copy of which was placed in the jacket of each officer and enlisted man with an appropriate endorsement to the effect that the individual concerned contributed materially to attaining such a high grade.

On 9 July 1948, Ensign [REDACTED], USNR, attempted to taxi into take-off position on the mat behind three other AD-1's which were turning up for a mag check. His plane began to weather-cock towards another plane. In order to avoid collision, brakes were applied with the result that the aircraft nosed up causing class D damage necessitating a propeller change.

On 22 July 1948, Ensign [REDACTED], USN, while taxiing back to the line, after returning from a scheduled night flight, ran his right wheel off the taxiway. The wheel instantly sunk into the soft ground approximately 18" causing the tail to rise sufficiently to allow the propeller tips to hit the ground, before the tail settled back to a three point altitude. Class D damage was sustained causing replacement of the propeller.

**1 August 1948 to 1 September 1948**

Officers reported for duty -1  
Officers detached -1  
Enlisted men reported for duty - 13  
Enlisted men transferred -9

During the first half of August the squadron continued its air to air gunnery training concluding the phase with the firing of a formal exercise at the end of a five week period.

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**ENCLOSURE (A)****DECLASSIFIED**

In the formal exercise the entire squadron allowance of 21 pilots made six overhead gunnery runs and attained an average score of 18.003%, shooting at an A-6-A banner towed at 137 knots TAS at 7,000 feet. Individual high score, 34.92%, was made by ENS [REDACTED], USNR. Special mention was made by ComAirLant in the general Information Bulletin of September 1948, to the effect that this score is the highest attained thus far by an AD squadron.

The remainder of the month was devoted to radar navigation training involving radar and racec fixes under simulated instrument conditions. A formal exercise was conducted at the end of the month with all pilots participating, flying a definite prearranged course. An average mark of "Excellent" was made by all pilots completing the exercise which is considered a very creditable performance.

1 September 1948 to 1 October 1948

Officers reported for duty -0  
 Officers detached -3  
 Enlisted men reported for duty -4  
 Enlisted men transferred -15

The month of September was devoted almost entirely to Toss Bombing in an effort to determine the value and accuracy of the ASG-10 gear installed in the aircraft. New ideas and techniques were developed in the use of the equipment and individual accuracy of the pilots was greatly improved.

On days when weather did not permit bombing because of low ceilings, pilots were scheduled for OGA hops in an effort to qualify them for instrument cards. Instrument training has been stressed both in actual flight and in class room lectures.

Total number of officers on board as of 1 July 1948	26
Total number of officers gained between 1 July and 1 October	3
Total number of officers detached between 1 July and 1 October	4
Total number of officers on board as of 1 October 1948	25
Total number of enlisted men on board as of 1 July 1948	134
Total number of enlisted men gained between 1 July and 1 October	22
Total number of enlisted men transferred between 1 July and 1 October	31
Total number of enlisted men on board as of 1 October 1948	125

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ATTACK SQUADRON SIXTY-FIVE  
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Serial:

1 January 1949

*VA-65*  
*7-27-48*  
*DA-66*

**DECLASSIFIED**  
REPRODUCTION

From: Commanding Officer.  
To: The Chief of Naval Operations  
Aviation History Unit (OP-519B).  
Subject: Squadron History Supplement No. 10.  
Reference: (a) ACL 71-46.  
Enclosure: (A) Squadron History Supplement No. 10 for quarter  
ending 31 December 1948.

1. In accordance with reference (a), Enclosure (A) is  
submitted herewith.

*M. J. Hanley*  
M. J. Hanley.

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ATTACK SQUADRON SIXTY-FIVE  
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ENCLOSURE (A)

~~DECLASSIFIED~~ E-D

Part I

Supplement No. 10

Chronology

1 October to 31 December 1948.

1. Change of Command
  - (a) On 8 December 1948, Lieutenant Commander M.J. HANLEY, USN of Washington, D.C. assumed command of the squadron.
2. Physical Movement of Unit.
  - (a) On 8 Oct. 1948 the squadron embarked aboard the USS Midway for refresher training cruise.
  - (b) On 23 Nov. 1948 the squadron debarked from the USS Midway and returned to N.A.S. Norfolk, Virginia.
  - (c) On 29 and 30 Dec. 1948 the squadron embarked aboard the USS Midway for an Operational Training Cruise.
3. Operational Loss of Personnel.
  - (a) None
4. Important changes in Type and No. of Aircraft.
  - (a) In December a TBM-3E was added to the squadron complement for use on the Operational Training Cruise.
5. No. of Accidents and Classifications.
  - (a) No. of accidents - Three (3)
  - (b) Personnel Injuries Class A-0; Class B-0; Class C-0; Class D-3.
  - (c) Material Damage - Class A-0; Class B-2; Class C-1; Class D-0.

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ENCLOSURE (A)

Part II

NARRATIVE

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1 October 1948 to 1 November 1948.

Officers reported for duty	-0
Officers detached	-1
Enlisted men reported for duty	-9
Enlisted men transferred	-13

Prior to embarking aboard the USS Midway this squadron continued working with the ASG-10 Toss Bombing Gear and made preparations for the forthcoming cruise.

On 19 Oct. 1948 Ens. [REDACTED], USN, made a hard landing aboard the USS Midway causing severe wrinkling of the wings.

On 26 Oct. 1948 Ens. [REDACTED], USN, made a hard landing aboard the USS Midway causing severe wrinkling of the port inboard panel and popped rivets in that area.

1 November to 1 December 1948.

Officers reported for duty	-0
Officers detached	-0
Enlisted men reported for duty	-7
Enlisted men transferred	-13

Extensive practice in Toss Bombing was continued aboard ship until the 28th and 29th of Oct. 1948, at which time the squadron conducted a Formal Exercise in Toss Bombing. The average error of 48.3 feet for the squadron was considered to be outstanding by the Chief Observer. The squadron commander, LCDR, G. B. Butler, USN, was commended for his work in connection with the experimental exercises in Toss Bombing by this squadron by Commander Air Force, Atlantic Fleet. The remaining time aboard ship was spent in routine training exercises.

On 17 Nov. 1948 LCDR, M. J. Hanley, USN, landed with his right wing down aboard the USS Midway causing minor wrinkling of the starboard inboard wing panel.

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ENCLOSURE (A)

Part II

NARRATIVE

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1 December 1948 to 1 January 1949.

- Officers reported for duty -2  
Officers detached -2  
Enlisted men reported for duty -6  
Enlisted men transferred -7

This period was used as a Post Cruise Maintenance period. Dive Bombing was stressed as availability increased and at the end of this period all pilots were re-qualified in Field Carrier Landing Practice prior to embarking aboard the USS Midway.

Total No. officers on board as of 1 Oct. 1948	-25
Total No. officers gained between 1 Oct. and 1 Jan.	-2
Total No. officers detached between 1 Oct. and 1 Jan.	-3
Total No. officers on board as of 1 Jan. 1949	-24
Total No. of Enlisted men on board as of 1 Oct. 1948	-127
Total No. of Enlisted men gained between 1 Oct. and 1 Jan.	-22
Total No. of Enlisted men transferred	-33
Total No. of Enlisted men on board as of 1 Jan. 1949	-116