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

IN REPLY REFER TO:
VA65/ A9-2/CEP/wao
Ser 166-50
31 July 1950

DECLASSIFIED

~~RESTRICTED~~ DECLASSIFIED

From: Commanding Officer, Attack Squadron SIXTY-FIVE
To: The Chief of Naval Operations (Aviation History Unit Op-5198)

Subj: Squadron History Supplement No 14

Ref: (a) ACL 18-49

Encl: (1) Squadron History Supplement No 14 for period 1 January 1950, to 30 June 1950

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

Richard W. Phillips
RICHARD W. PHILLIPS

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

IN REPLY REFER TO:
VA65/

ENCLOSURE (1)

DECLASSIFIED
~~RESTRICTED~~

Part 1

Supplement No 14 Chronology

1. Physical movement of Unit:

   (a) The squadron is permanently based ashore at N.A.A.S., Oceana, Virginia.

2. Important changes in type and number of aircraft:

   (a) The squadron is comprised of eighteen (18) AD-4 aircraft.
   (b) On the fourteenth of March, we received one replacement AD-4.

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

IN REPLY REFER TO:
VA65/

DECLASSIFIED

~~RESTRICTED~~

ENCLOSURE (1)

Part II

Narrative

1 January 1950, to 1 February 1950:

During the month of January, the squadron flew routine training flights with emphasis on air-to-air gunnery.

Lieutenant Commander HANLEY, while taking off from NAS, Grosse Isle, Michigan, experienced loss of aileron control, and cut his power. The plane hit the ground on the right wing and wheel, shearing off the right landing gear. This accident resulted in class "C" damage to the plane, with no injuries to the pilot.

On the 26th of January the squadron fired its' Formal Competitive Gunnery Exercise. The squadron average was 12.8%, with Ensign [redacted] firing 34.0% for the second highest score on the East Coast.

1 February 1950, to 1 March 1950:

On the 1st of February, change of command ceremonies took place with Commander RICHARD W. PHILLIPS relieving Lieutenant Commander MICHAEL J. HANLEY as commanding officer.

The squadron flew routine training flights during February, with the exception of air-to-air rocket firing at NAS Chincoteague, Virginia. Sub-caliber aircraft rockets were fired at small drone aircraft. Lieutenant (jg) [redacted] was the only pilot to shoot down a drone.

Pilots from the squadron were also qualifying in CCA approaches.

Ensign [redacted] left for seven weeks TAD to the All Weather Instrument School at Corpus Christi, Texas. Lieutenant Commander [redacted], Ensign [redacted] and Ensign [redacted] left for five weeks TAD with VA-75, to participate in Operation Portrex.

1 March 1950, to 1 April 1950:

Routine training, such as rockets, toss bombing, gunnery, and cross-country flights, took place during March.

Midshipman W. M. LINDSEY was killed while on a routine cross-country. He failed to lock both his wings before take off, resulting in the port wing starting to fold when he was about 20 feet in the air. The plane hit the runway inverted, with strike damage to the aircraft.

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

IN REPLY REFER TO:
VA65/

ENCLOSURE (1)

DECLASSIFIED
~~RESTRICTED~~

Part II
(continued)

Narrative

The squadron completed qualifying its' pilots in CCA approaches.

Ensign [redacted] left for All Weather Flight School at NAS Key West, Florida.

1 April 1950, to 1 May 1950:

The first half of April was routine work; regular training flights.

On the 17th of April the squadron was placed under the operational control of Air Group TWO for participation on Operation Swarmer. We flew close air support missions with simulated loads.

During this period we also made mine drops in the river off the Yorktown Naval Mine Depot. Ten sorties were flown and and approximately 28 mines of several different types were planted.

1 May 1950, to 1 June 1950:

Exercise Swarmer was completed on the third of May and we were returned to the operational control of Air Group SIX. At this time all squadrons participating in Swarmer received a letter of appreciation from the Maneuver Commander, Exercise Swarmer, citing our superior manner of performance of duty. A letter of appreciation was received by this squadron from COMAIRLANT citing our spirit and capability in the mine planting operation for the Naval Mine Depot.

The Commander, Fleet Training Group, Chesapeake Bay, sent us a letter of appreciation for participating with the USS MISSOURI (BB-63) in their operational readiness inspection. We made four coordinated attacks on the task group.

We fired our formal exercise in rockets on the 27th of May, with a squadron average of 42.6 feet. Ensign [redacted] fired a score of 6.66 feet.

Ensign [redacted] left for five weeks TAD to the Aerial Gunfire Spotter School, Little Creek, Virginia.

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

IN REPLY REFER TO:
VA65/

ENCLOSURE (1)

DECLASSIFIED
RESTRICTED

Part II
(continued)

Narrative

1 June 1950, to 1 July 1950:

All of June was spent practicing and firing formal exercises. Our glide bombing formex was fired on 2 June with an average of 63 feet. Ensign [redacted] got an average of 8.9 feet, for a new Atlantic Fleet record. We fired a dive bombing formex on 9 June with a squadron average of 63 feet. Lieutenant (jg) [redacted] fired an average of 34 ft. which is the East Coast record for this year.

On the twentieth of June, we held our toss bombing exercise, with an average of 220 feet. This is not a qualifying score. However, with seven competing squadrons, this was the second best average. During the Training period we had expert NAESU technicians working with us and it was concluded by this command that the Mark 3 Mod 3 toss bombing gear is not practicable, as there is something basically wrong in the gear itself.

Pilots of this squadron have used both ASG-10 and Mark 3 Mod 3 tossing gear, and are highly satisfied with the results of the ASG-10, but have worked almost twice as long with the Mark 3 Mod 3 and have not been able to find anything satisfactory with it.

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

IN REPLY REFER TO:
VA65/

ENCLOSURE (1)

DECLASSIFIED

Part III

Appendices

1. Number of accidents and classification:

(a) Number of Accidents - 5
(b) Personal Injuries - 4 class D, 1 class A (fatal)
(c) Material Damage - 3 class D, 1 C, 1 A

2. Changes in Personnel:

(a) January
(1) Officers reported aboard - 4
(2) Officers detached - 2
(3) Enlisted men reported aboard - 4
(4) Enlisted men detached - 12
(5) Total complement - 22 officers, 127 enlisted men

(b) February
(1) Officers reported aboard - 3
(2) Officers detached - 3
(3) Enlisted men reported aboard - 5
(4) Enlisted men detached - 1
(5) Total complement - 22 officers, 131 enlisted men

(c) March
(1) Officers reported aboard - 0
(2) Officers detached - 1
(3) Enlisted men reported aboard - 2
(4) Enlisted men detached - 8
(5) Total complement - 21 officers, 125 enlisted men

(d) April
(1) Officers reported aboard - 1
(2) Officers detached - 1
(3) Enlisted men reported aboard - 5
(4) Enlisted men detached - 20
(5) Total complement - 21 officers, 110 enlisted men

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

IN REPLY REFER TO:
VA65/

ENCLOSURE (1)

DECLASSIFIED

Part III
(continued)

Appendices

(e) May
(1) Officers reported aboard - 0
(2) Officers detached - 1
(3) Enlisted men reported aboard - 15
(4) Enlisted men detached - 6
(5) Total complement - 20 officers, 119 enlisted men

(f) June
(1) Officers reported aboard - 7
(2) Officers detached - 5
(3) Enlisted men reported aboard - 5
(4) Enlisted men detached - 4
(5) Total complement - 22 officers, 120 enlisted men

3. Hours flown and carrier landings:

(a) January
(1) Hours flown - 698.3
(2) Carrier landings - 0

(b) February
(1) Hours flown - 763.7
(2) Carrier landings - 11

(c) March
(1) Hours flown - 654.2
(2) Carrier landings - 19

(d) April
(1) Hours flown - 934.4
(2) Carrier landings - 0

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

IN REPLY REFER TO:
VA65/

ENCLOSURE (1)

DECLASSIFIED

Part III
(continued)

Appendices

(e) May
(1) Hours flown - 620.1
(2) Carrier landings - 0

(f) June
(1) Hours flown - 836.0
(2) Carrier landings - 91

ATTACK SQUADRON SIXTY-FIVE (VA-65)
CARE OF FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

VA65/A9-2/COH/wao

Ser 02-51

1 Jan 1951

DOWNGRADED AT 12 YEARS
DOD DIR 5200.10

DECLASSIFIED

~~CONFIDENTIAL~~

From: Commanding Officer, Attack Squadron SIXTY-FIVE
To: Chief of Naval Operations (Aviation History Unit Op-5198)

Subj: Squadron History Supplement No 15

Ref: (a) ACL 18-49

Encl: (1) Squadron History Supplement no 15 for period 1 July 1950, to 31 December 1950

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

Richard W. Phillips
RICHARD W. PHILLIPS

DECLASSIFIED

RECEIVED
OPNAV
MAIL SECTION
JAN 29 1951
1162
Routed to 25

0409-05

~~CONFIDENTIAL~~

ATTACK SQUADRON SIXTY-FIVE (VA-65)
CARE OF FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

DECLASSIFIED
~~CONFIDENTIAL~~

DECLASSIFIED

Part 1

Supplement no 15 Chronology

1. Physical movement of Unit:

a. The squadron was based ashore at N.A.A.S., Oceana, Virginia during the period from 1 July 1950 to 2 August 1950.
b. From 2 August 1950 to 7 August 1950 we were based aboard the U.S.S. CORAL SEA (CVB-43).
c. From 7 August to 15 August we were based ashore at N.A.A.S., Oceana, Virginia.
d. The squadron changed its home port on 15 August, and during the period 17 August 1950 to 24 August 1950 was based ashore at N.A.S., Alameda, California.
e. From 24 August 1950 to 11 November 1950 we were based aboard the U.S.S. BOXER (CV-21) for operations in Far Eastern waters.
f. On 11 November 1950 the squadron disembarked from the U.S.S. BOXER (CV-21) to be based ashore at N.A.S., Alameda, California.
g. On 4 December 1950 the squadron departed N.A.S., Alameda for N.A.S., North Island, San Diego, California. On 6 December the squadron embarked aboard the U.S.S. VALLEY FORGE (CV-45) for duty in Far Eastern Waters.

2. Important changes in type and number of aircraft on board:

a. At the beginning of the period the squadron was composed of eighteen (18) AD-4 aircraft.
b. On 16 August we transferred eighteen (18) AD-4 aircraft from AIRLANT to AIRPAC.
c. On 17 September we lost one (1) AD-4 due to enemy action.
d. On 20 September we lost one (1) AD-4 due to enemy action.
e. On 10 October we received two (2) replacement AD-4 aircraft.
f. On 22 October we transferred six (6) AD-4 aircraft.
g. On 25 October we transferred ten (10) AD-4 aircraft.

ATTACK SQUADRON SIXTY-FIVE (VA-65)
CARE OF FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

[redacted]
DECLASSIFIED

DECLASSIFIED

Part 1
(continued)

Supplement no 15 Chronology

h. During period of 14 November through 1 December we received eleven (11) AD-3 and one (1) AD-4 replacement aircraft.

i. On 5 December we transferred eleven (11) AD-3 and three (3) AD-4 aircraft.

j. On 5 December we received twenty (20) AD-2 and two (2) AD-4 replacement aircraft.

ATTACK SQUADRON SIXTY-FIVE (VA-65)
CARE OF FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

~~CONFIDENTIAL~~
DECLASSIFIED

DECLASSIFIED

Part 11

Narrative

1 July 1950, to 1 August 1950:

After completing a short qualification cruise aboard the U.S.S. MIDWAY (CVB-41) early in the month the squadron resumed practice at gunnery and dive-bombing. Emphasis was also placed on Plan 62 familiarization for all pilots.

1 August 1950, to 1 September 1950:

On August first the squadron joined with VF-23, VF-24, VF-63 and VF-64 to form a new Carrier Air Group TWO under the command of Commander DONALD M. WHITE, USN. The squadron, as part of the new air group, spent the first week in August aboard the U.S.S. CORAL SEA (CVB-43) in preparation for anticipated duty in Far Eastern waters.

On August thirteenth the squadron began the movement of all enlisted personnel, accompanied by two officers, from N.A.A.S., Oceana to our new home port at N.A.S., Alameda, California. The remainder of the officers followed two days later, ferrying the squadron aircraft from coast to coast.

The week of 17-23 August was spent at N.A.S., Alameda in further preparation for duty in the Far East.

On August 24th the squadron embarked aboard the U.S.S. BOXER (CV-21) bound for Pearl Harbor, T.H.

During the last three days of August the squadron participated in Air Group exercises and refresher operations in the Hawiian area, carrying out simulated coordinated attacks and close support missions.

1 September 1950, to 1 October 1950:

During the first two days in September we continued our refresher air operations, and on 4 September the BOXER departed Pearl Harbor for Sasebo, Japan.

During the period 4 September to 14 September we held concentrated ground briefings on Intelligence and Survival in anticipation of forthcoming combat operations. After a very brief stop at Sasebo, Japan on the 14th, the BOXER continued west for a rendezvous with Task Force 77 for operations in the Yellow Sea.

ATTACK SQUADRON SIXTY-FIVE (VA-65)
CARE OF FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

DECLASSIFIED

DECLASSIFIED

Part 11
(continued)

Narrative

On the 15th of September we began our combat operations with close support strikes against the landing beaches at Inchon, Korea. For the remainder of the month we continued our strikes against Communist troops all along the western half of Korea from Suwon to Sinanju, with nearly two hundred individual sorties being flown. On September 17th Ensign R. R. SANDERS, 0507496/1310, USN, was shot down by enemy small arms fire behind the enemy lines south of Seoul. After nearly an hour on the ground he was rescued by a Marine heliocopter based at Inchon. Lieutenant (junior grade) CLIFFORD E. SEEMAN, 0378906/1310, USN, was shot down near Kaesong on 20 September. He was unable to leave the aircraft, and he is assumed to have been killed in the ensuing crash and explosion. He is listed as "Missing in Action".

1 October 1950 to 1 November 1950:

On 1 October the squadron conducted what was probably its most spectacular strike against the North Korean capital of P'yongyang, hitting hidden revetments on the airfield and scoring a direct hit on a large electrical power plant. The second of October was also a big day with a strike being flown against the large railroad bridge at Sinanju, 40 miles north of P'yongyang.

The period of 3-14 October was spent in Japan while the BOXER received repairs in drydock and replacement aircraft were secured for the Air Group. It was also a period of enjoyable liberty for all hands and presented an opportunity to visit the beautiful rest camps that are operated for occupation personnel.

On October 15th we again joined Task Force 77, this time operating off the east coast of Korea in the Japanese Sea. The squadron again conducted armed road sweeps and strikes against enemy vehicular traffic, personnel, and lines of communication. On the 22nd of October the BOXER was detached from Task Force 77 to proceed to San Francisco for repairs in dry dock.

ATTACK SQUADRON SIXTY-FIVE (VA-65)
CARE OF FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

DECLASSIFIED

DECLASSIFIED

Part 11
(continued)

Narrative

During our period of combat operations, the squadron flew over two hundred and fifty individual combat sorties and thirty-six missions of anti-submarine patrol.

After departing Task Force 77 we proceeded to Yokosuka, Japan for off-loading of ordnance supplies and six days of liberty before beginning our voyage back to San Francisco. We also transferred all but two of our squadron aircraft to the aircraft pool in Japan.

Excitement ran high at our scheduled return to Alameda and very little work was done other than routine administrative duties and training classes.

1 November to 1 December 1950:

After a two day pause at Pearl Harbor, we arrived at San Francisco on November 11th and tied up at N.A.S., Alameda only a few minutes short of 1100. After unloading all squadron gear into our new hangar spaces we secured for a two day holiday.

The remainder of November was occupied in training the sixteen new pilots sent to the squadron upon our return. The Operations department set up a "big brother" system for indoctrination of the new pilots, and at the close of the month the program was well underway.

A thirty day holiday leave period was opened on November 15th and maximum leave was granted to 50% of squadron personnel.

1 December 1950, to 1 January 1951:

On Saturday, December 2nd the squadron received orders to cancel all leave immediately and to mobilize for a swift departure. On Monday, December 4th the crew departed Alameda for San Diego aboard the U.S.S. PINE ISLAND (AV-12), to be followed Tuesday, December 5th by the pilots, ferrying the squadron's aircraft to North Island.

ATTACK SQUADRON SIXTY-FIVE (VA-65)
CARE OF FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

DECLASSIFIED

~~CONFIDENTIAL~~

DECLASSIFIED

Part 11
(continued)

Narrative

The squadron loaded its gear, personnel, and newly acquired AD-2 aircraft aboard the U.S.S. VALLEY FORGE (CV-45) on the night of the sixth, and the next afternoon, the VALLEY FORGE put to sea for duty in Far Eastern waters.

It is to the credit of our squadron to note that all except one officer and four men were able to return from leave before the departure of the VALLEY FORGE, some of them traveling as much as 3,000 miles.

After a non-stop crossing of the Pacific, the VALLEY FORGE arrived at Yokosuka, Japan on 16 December. After a three day stop for refueling and onloading supplies, the VALLEY FORGE, with VA-65 aboard, departed Yokosuka to join the Carrier Task Force operating somewhere off the East coast of Korea.

On the 20th and 21st of December the Air Group and ship conducted refresher operations. Many of the pilots had not flown since late October and the refresher landings went a long way toward helping us "get back in the groove".

We began our operations against the Communists on 23 December. Although we flew several strikes, the situation in Korea seemed to have stabilized itself at least for the Christmas holidays, and most of the remainder of 1950 was spent standing by for the expected Chinese Communist offensive.

ATTACK SQUADRON SIXTY-FIVE (VA-65)
CARE OF FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

DECLASSIFIED

~~CONFIDENTIAL~~

DECLASSIFIED

Part 111

Appendices

1. Number of accidents and classification:

   a. Number of accidents - 2
   b. Personal injuries - A (fatal); D
   c. Material damage - A; A

2. Changes in Personnel:

   a. July:
      (1) Officers reported aboard - 2
      (2) Officers detached - 0
      (3) Enlisted men reported aboard - 12
      (4) Enlisted men detached - 13
      (5) Total complement - 24 officers, 119 enlisted men

   b. August:
      (1) Officers reported aboard - 0
      (2) Officers detached - 0
      (3) Enlisted men reported aboard - 6
      (4) Enlisted men detached - 13
      (5) Total complement - 24 officers, 112 enlisted men

   c. September:
      (1) Officers reported aboard - 0
      (2) Officers detached - 1
      (3) Enlisted men reported aboard - 0
      (4) Enlisted men detached - 1
      (5) Total complement - 23 officers, 111 enlisted men

   d. October:
      (1) Officers reported aboard - 0
      (2) Officers detached - 0
      (3) Enlisted men reported aboard - 6
      (4) Enlisted men detached - 5
      (5) Total complement - 23 officers, 112 enlisted men

DECLASSIFIED

DECLASSIFIED

Part 111
(continued)

Appendices

e. November:
   (1) Officers reported aboard - 17
   (2) Officers detached - 0
   (3) Enlisted men reported aboard - 1
   (4) Enlisted men detached - 2
   (5) Total complement - 40 officers, 111 enlisted men

f. December:
   (1) Officers reported aboard - 2
   (2) Officers detached - 13
   (3) Enlisted men reported aboard - 54
   (4) Enlisted men detached - 16
   (5) Total complement - 29 officers, 149 enlisted men

3. Hours flown and carrier landings:

a. July:
   (1) Hours flown - 653.1
   (2) Carrier landings - 34

b. August:
   (1) Hours flown - 722.7
   (2) Carrier landings - 203

c. September:
   (1) Hours flown - 911.5
   (2) Carrier landings - 279

d. October:
   (1) Hours flown - 268.7
   (2) Carrier landings - 100

DECLASSIFIED

~~CONFIDENTIAL~~
DECLASSIFIED

Part III
(continued)

Appendices

e. November:
   (1) Hours flown - 114.2
   (2) Carrier landings - 2

f. December:
   (1) Hours flown - 266.3
   (2) Carrier landings - 133