

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

VA-65  
A9-2/REG/ap  
Ser: 02

DECLASSIFIED

31 July 1952

~~CONFIDENTIAL~~  
DECLASSIFIED  
SECURITY INFORMATION

DECLASSIFIED - OPNAV INST 5500.30  
BY: 916 DATE: 8-20-63

From: Commanding Officer  
To: Chief of Naval Operations (Aviation History and Research Section)

Subj: Squadron History Supplement No. 18

Ref: (a) OPNAV Inst. 5750.2

Encl: (1) Squadron History Supplement No. 18 for period 1 January 1952  
to 30 June 1952

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

*Gordon A. Sherwood*  
GORDON A. SHERWOOD

~~CONFIDENTIAL~~  
DECLASSIFIED  
SECURITY INFORMATION

DECLASSIFIED

Part 1

Supplement No. 18

Chronology

1. Commanding Officer and dates of Command:

a. Commander GORDON A. SHERWOOD, USN - 31 August 1951 to present.

2. Physical movement of unit:

a. 1 January - temporarily based ashore at U.S. Naval Auxiliary Landing Field, Santa Rosa, California.

b. 11 January - temporarily based ashore at U.S. Naval Auxiliary Landing Field, Santa Rosa, California, detachment deployed to N.A.S. Alameda, California to go aboard the U.S.S. BON HOMME RICHARD (CV-31) for carrier qualifications.

c. 25 January - last element of detachment returned to U.S. Naval Auxiliary Landing Field, Santa Rosa, California from carrier qualifications aboard the U.S.S. BON HOMME RICHARD (CV-31).

d. 6 February - squadron deployed to N.A.S. Alameda to embark on U.S.S. BOXER (CV-21).

e. 7 February - squadron embarked on the U.S.S. BOXER (CV-21).

f. 8 February - departed for Pearl Harbor, embarked on U.S.S. BOXER (CV-21).

g. 13 February - arrived in Pearl Harbor, embarked on U.S.S. BOXER (CV-21).

All available planes deployed to N.A.S. Barbers Point, Hawaii for additional training in bombing, gunnery, rockets and close air support.

h. 15 February - embarked on U.S.S. BOXER (CV-21). Recovered planes from N.A.S. Barbers Point.

i. 1 March - embarked on U.S.S. BOXER (CV-21) departed Pearl Harbor for Yokosuka, Japan.

j. 10 March - embarked on U.S.S. BOXER (CV-21). Arrived in Yokosuka, Japan.

Part 1 (cont)

Supplement No. 18

Chronology

k. 28 March - embarked on U.S.S. BOXER (CV-21). Departed Yokosuka, Japan, for Korean combat area.

l. 31 March - embarked on U.S.S. BOXER (CV-21). Arrived in combat area, joined Task Force 77. Launched first combat strike, familiarization flight.

m. 30 April - embarked on U.S.S. BOXER (CV-21), departed Task Force 77 and combat area for Yokosuka, Japan.

n. 2 May - embarked on U.S.S. BOXER (CV-21). Arrived in Yokosuka, Japan.

o. 12 May - embarked on U.S.S. BOXER (CV-21). Departed Yokosuka, Japan, for combat area.

p. 15 May - embarked on U.S.S. BOXER (CV-21). Arrived in combat area, joined Task Force 77.

q. 26 May - embarked on U.S.S. BOXER (CV-21). Departed combat area for Yokosuka, Japan.

r. 28 May - embarked on U.S.S. BOXER (CV-21). Arrived Yokosuka, Japan.

s. 9 June - embarked on U.S.S. BOXER (CV-21). Departed Yokosuka, Japan to return to combat area.

t. 12 June - embarked on U.S.S. BOXER (CV-21). Arrived in combat area, joined Task Force 77.

u. 30 June - embarked on U.S.S. BOXER (CV-21). In combat area, operations being conducted against the enemy.

Part 1 (cont)

Supplement No. 18

Chronology

3. Changes in type and number of aircraft on board.
  - a. 2 January - received 1 AD
  - b. 2 January - transferred 3 AD
  - c. 4 January - received 1 AD
  - d. 15 January - received 1 AD
  - e. 29 January - Transferred 1 AD
  - f. 31 January - transferred 1 AD
  - g. 6 February - transferred 9 AD
  - h. 6 February - received 6 AD
  - i. 25 March - received 1 AD
  - j. 18 April - strike 1 AD
  - k. 5 May - transferred 1 AD
  - l. 14 May - received 1 AD
  - m. 17 June - strike 2 AD

# DECLASSIFIED

## PART II

### NARRATIVE

#### 1 January - 31 January 1952

The Squadron was temporarily based ashore at The Naval Auxiliary Landing Field, Santa Rosa, California, during January and conducted training in preparation for deployment early in February. About the middle of January the pilots and planes were sent to N.A.S., Alameda, where they embarked on the U.S.S. BON HOMME RICHARD (CV-31) for carrier qualification training.

#### 1 February - 29 February 1952

The first week of February saw the Squadron in a feverish pitch of preparation for embarkation on the U.S.S. BOXER (CV-21). The final selection, packing, and transfer of gear and equipment was made and then sent to N.A.S., Alameda. All aircraft were flown to N.A.S., Alameda and turned over to the crew to be hoisted aboard the Boxer.

On the morning of 6 January, 1952, the Squadron Duty Officer transferred his watch to Ready Room number 3 on board the Boxer, which was tied up at Pier 3, U. S. Naval Air Station, Alameda, California. By the afternoon of 6 February, most of the equipment, planes, and other gear belonging to the Squadron was aboard the ship but widely scattered over the hangar and flight decks.

During the day of 7 February, final checks were made to see that all Squadron property was aboard and accounted for. Squadron personnel were given liberty that evening, our last ashore in Uncle Sugar for the next eight months.

Early in the morning of 8 February the ship cast off and we sailed for Pearl Harbor. Hangar deck parade was held for Air Group TWO. The trip

# DECLASSIFIED

~~CONFIDENTIAL~~  
SECURITY INFORMATION

to Hawaii was rough but uneventful as most of the Squadron personnel were busy shaking down into office, working and sleeping spaces. We had to be ready to fly by the time the ship reached Hawaii as training exercises were scheduled to begin then.

On 13 February, 16 AD-4's were launched for NAS, Barber's Point, and 40 enlisted men were put ashore to service the planes. The Boxer made a brief 15 Minute stop in Pear Harbor and then departed for an assigned operating area to the west of Ohau. Air Operations were conducted until late in the afternoon of 15 February at which time the ship returned to Pearl Harbor and moored at Ford Island.

Again flight operations were conducted on 19 February and continued until late in the morning of 22 February, at which time we returned to Pearl Harbor. Operational Training was conducted on 25, 26 and 27 February, the remaining tow days of February being spent in port. 1952 being "Leap Year", we had an extra day in the month of February.

From the training operations it became obvious that the pilots needed better maps and charts of their assigned target areas. For pinpointing targets, charts should be at a scale of at least 1/50,000 and perferably 1/25,000 . Photo coverage for positive identification of targets is a necessity and readily became an apparent requirement during this period.

## 1 March - 31 March 1952

On 1 March we departed Pearl Harbor for Yokosuka, Japan, where we arrived on 10 March and tied up in the stream. The Squadron had its first liberty in Japan during the current cruise that evening and most people were able to find places to spend their MPC and Yen.

Three days of operational training were conducted on 16 , 17 and 18 March off the coast of Japan, after which we returned to Yokosuka and waited for our

DECLASSIFIED

departure date to the combat area.

During this training period, as well as during the one conducted at Pearl Harbor, several deficiencies in regard to the air group as a whole were noted. Namely it was apparent from performances around the carrier that the group suffered from the small amount of time all squadrons had been able to operate together. It was also noted that the group and this Squadron as part of it, needed more training in close air support exercises. Target identification and communication procedures were particularly bad during these periods. Finally, much more practice in escort tactics was found to be required, both from the standpoint of the Attack Squadron as a base element, the fighter types in protective doctrine and the jet types in interception tactics.

On 31 March we joined Task Force 77 and launched our first flights which were familiarization flights over the east coast of Korea.

1 April - 30 April 1952

Operations proceeded normally for the first ten days of this month and the pilots familiarized themselves with landmarks and the general area of operation.

On 13 April, we launched our first maximum effort strike against the enemy. 18 AD-4's were launched at 0600 and again at 1200, in an all out coordinated two-carrier strike against military targets in the enemy held city of Chongjin. This was the first maximum effort for the squadron and the pilots did an excellent job of bombing and strafing the assigned targets.

One of the great contributing factors to the success of the Chongjin City strikes was precise pre-flight briefing with large and current photographic mosaics. Also 1/50,000 charts of the city area enabled pilots to quickly identify their assigned areas and targets.

Our first pilot casualty occurred 18 April when LCDR Walter P. Neel was seen to crash over land, north west of Wonsan. His plane was observed

to disintegrate in mid-air and strike the ground with no chance for survival. It is believed he was hit by anti-aircraft fire as he was making his dive bombing run on a rail target.

On 23 April, Ensign Warren E. McElheny made an emergency landing, at K-18, a landing field in Korea, due to severe damage caused by ground anti-aircraft fire. Ensign McElheny made a successful wheels down landing despite the fact that his plane was so heavily hit that it could not be flown back aboard and had to be transferred to Japan for major overhaul. Ensign William R. Videto is probably one of the most fortunate pilots in our Squadron and undoubtedly the "Champion Hole in Airplane Collector". While flying South of Wonsan on 23 April at approximately 6,000 feet of altitude, Ensign Videto felt his plane struck and violently rocked by some kind of anti-aircraft fire. He did not know the extent of damage to his plane by retained control of his AD so he returned to the ship. Upon examination, it was determined that Ensign Videto's plane had sustained a direct hit by an explosive shell while in a bank. The shell, probably a 37MM type, exploded in the after storage compartment, riddling the fuselage and stabilizers. Also, there were holes going through the starboard wing from bottom to top, evidently caused by fragments from another shell. All total the plane had 107 holes punched in the outside skin, the largest was the size of a basketball and others graduating down to pin head sizes.

These emergency landings demonstrated the ability of the rugged Skyraider aircraft to absorb much punishment and still fly on to safe landings.

On 30 April we departed the Task Force and headed for Yokosuka for 10 days rest and recreation which was badly needed by all squadron personnel.

1 May - 31 May 1952

We arrived in Yokosuka on 2 May and began our rest and recreation stay which lasted until 12 May. By 15 May we were once again back on the combat

DECLASSIFIED

line and had our planes in action. Seven days later, on 22 May, we participate in an all out strike on the City of Wonsan. Two strikes were launched against this vital target and each of our planes carried 5,000 pounds of bombs on these missions. Good bombing and good hits were reported by all of our pilots who participated in the strikes. The pilots were aided greatly by current photography and pin point identification of targets with large scale charts.

We departed the Task Force on 26 May and arrived in Yokosuka on 28 May to begin our rest and recreation leave.

It was during the month of May that the Squadron reaffirmed a mandatory policy of maintaining a minimum safe dive recovery altitude of not less than 1500 feet above the terrain. This is not a new policy, but merely emphasizing existing good flight practice. It was felt in doing so, it would lessen the chance of the planes being hit by small arms fire from the ground. Experience showed that 70% of all the hits made on our planes were by small arms of the 30 and 50 caliber type and that their effectiveness was greatly decreased at altitudes over 1500 feet. During the remainder of May and part of June the number of planes hit by small arms decreased sharply due to emphasizing this policy. However, on 16 May, three aircraft were hit by small arms fire while flying Rescap over a downed Air Force pilot South of Wonsan. The planes had to go below 1500 feet to strafe enemy troops and to position the downed aircraft, thus placing themselves at an altitude more vulnerable to small arms fire from the ground.

1 June - 30 June 1952

On 5 June, while tied to buoy 10 in Yokosuka Harbor, a Red Alert was sounded and we went to General Quarters. Despite the fact the many men were in their bunks when the alarm was sounded, the Squadron was on station at

DECLASSIFIED

~~CONFIDENTIAL~~  
SECURITY INFORMATION

General Quarters in less than three minutes.

We departed Yokosuka on 9 June and returned to "Point Oboe" where we rejoined Task Force 77 and went back into action on 12 June.

On 17 June, the Squadron suffered its worst losses, a "Black Day" for sure. While flying an attack mission on the City of Hamhung, LTJG Richard C. Rowe and ENS Dale Faler were lost in action. Hamhung was known to have one of the heaviest concentrations of flak in North Korea, and this proved to be the case on this date. Eye witness observers who were also on the flight saw one plane disintegrate in mid-air and crash while the other plane dived into the ground. One parachute was observed to open but it is not known from which plane it came, who the pilot was, nor whether the pilot reached the ground safely. One plane was seen to explode on contact with the ground, causing a huge concussion ring, leading us to believe the bomb load went off at this time. No further word or trace of either LTJG Rowe or ENS Faler has been received at the time this report was completed and due to attendant circumstances, both are listed as "missing in action".

On 23 June, we participated in the coordinated four carrier strike on four North Korean hydroelectric power plants. 12 AD-4's made the long hop to the Suiho power plant on the Yalu River and successfully deposited their 5,000 pound bomb loads with devastating effect. The flight in and back was made without mishap and all check points and arrival times were precise. The success of this long flight over enemy held North Korea again demonstrates the value of good pre-flight briefing, excellent photo coverage, proper maps and charts, the great versatility of the AD Skyraider, and the high proficiency of our strike leaders and pilots. Despite the heavy flak over

~~CONFIDENTIAL~~

DECLASSIFIED

~~CONFIDENTIAL~~  
SECURITY INFORMATION

DECLASSIFIED

the target and the ever-present possibility of air interception by enemy jets and prop fighters, The pilots bore in and greatly contributed to the incapacitation of the Suiho hydroelectric power plant. A corresponding though less spectacular amount of success was had at other targets the same day.

The squadron continued to strike at rail and hydroelectric power plant targets on the East Coast of Korea during the remaining days of June, demonstrating an ever-growing and satisfying increase in pilot proficiency, both over hostile territory and in the conduct of operations around the carrier.

~~CONFIDENTIAL~~

DECLASSIFIED

~~CONFIDENTIAL~~  
SECURITY INFORMATION

Part III

Appendices

1. Miscellaneous information.

a. January:

- (1) Hours flown - 330.6
- (2) Carrier landings - 0
- (3) Training hours - 294.3
- (4) Aircraft availability - 95%
- (5) Combat readiness - 55%

b. February:

- (1) Hours flown - 629.8
- (2) Carrier landings - 193
- (3) Training hours - 581.6
- (4) Aircraft availability - 96%
- (5) Combat readiness - 65%

c. March:

- (1) Hours flown - 145.2
- (2) Carrier landings - 62
- (3) Training hours - 122.8
- (4) Aircraft availability - 95%
- (5) Combat readiness - In combat

d. April:

- (1) Hours flown - 1029.1
- (2) Carrier landings - 359

~~CONFIDENTIAL~~

ENCLOSURE (1)

Part III (cont)

Appendices

- (3) Training hours - 0
- (4) Aircraft availability - 95%
- (5) Combat readiness - In combat

e. May:

- (1) Hours flown - 439.5
- (2) Carrier landings - 176
- (3) Training hours - 23.5
- (4) Aircraft availability - 97%
- (5) Combat readiness - In combat

f. June:

- (1) Hours flown - 809.8
- (2) Carrier landings - 304
- (3) Training hours - 0
- (4) Aircraft availability - 96%
- (5) Combat readiness - In combat

2. Number of accidents and classifications.

a. Number of accidents

- (1) Combat accidents

33

3 loses, 1 strike, 2 D-2, 27 D-3

- (2) Operational accidents

6

b. Personal injuries

3 - pilots lost. 1 dead, 2 missing in action.

c. Material damage

2 D-2

4 D-3

3. Change in Personnel.

a. January:

- (1) Officers reported aboard - 0
- (2) Officers detached - 2
- (3) Enlisted men reported aboard - 20
- (4) Enlisted men detached - 20
- (5) Total Complement - 169

b. February :

- (1) Officers reported aboard - 1
- (2) Officers detached - 1
- (3) Enlisted men reported aboard - 6
- (4) Enlisted men detached - 11
- (5) Total Complement - 164

c. March:

- (1) Officers reported aboard - 0
- (2) Officers detached - 0
- (3) Enlisted men reported aboard - 0
- (4) Enlisted men detached - 1
- (5) Total Complement - 163

Part III (cont)

Appendices

d. April:

- (1) Officers reported aboard - 0
- (2) Officers detached - 1
- (3) Enlisted men reported aboard - 3
- (4) Enlisted men detached - 1
- (5) Total Complement - 164

e. May:

- (1) Officers reported aboard - 0
- (2) Officers detached - 0
- (3) Enlisted men reported aboard - 8
- (4) Enlisted men detached - 7
- (5) Total Complement - 165

f. June:

- (1) Officers reported aboard - 0
- (2) Officers detached - 2 (Casualties)
- (3) Enlisted men reported aboard - 1
- (4) Enlisted men detached - 2
- (5) Total Complement - 162

DECLASSIFIED

~~CONFIDENTIAL~~  
SECURITY INFORMATION

Part III (cont)

Appendices

4. Combat Ordnance Expenditures:

1 January to 30 June 1952

<u>Type</u>	<u>No.</u>	<u>Weight</u>
100 lb. g.p.	304	30400
250 lb. g.p.	3916	979000
500 lb. g.p.	436	218000
1000 lb. g.p.	1221	1221000
2000 lb. g.p.	291	582000
220 lb. frag	112	24440
260 lb. frag	168	43680
Napalm 760	34	25940
100 lb. Incendiary	527	52700
100 lb. leaflet	4.	400
20 MM ammunition	129 400 rds.	93168
5 Inch Havar. 144	12.	<u>1728</u>

3,272,456 Pounds

Total tonnage of bombs dropped and ammo expended - 1636.23 Tons.

~~CONFIDENTIAL~~

ENCLOSURE (1)

DECLASSIFIED



ATTACK SQUADRON SIXTY-FIVE  
FLEET POST OFFICE  
SAN FRANCISCO, CALIFORNIA

VA-65/HMT/wm  
A9-2  
Ser: 06

28 JAN 1953

DECLASSIFIED

DECLASSIFIED - OPNAV INST 5500.30  
BY 916 DATE 8-2-83

~~CONFIDENTIAL~~  
SECURITY INFORMATION

From: Commanding Officer  
To: Chief of Naval Operations (Aviation History and Research  
Section)  
Subj: Squadron History Supplement No. 19  
Ref: (a) OpNav Instruction 5750.2  
Encl: (1) Squadron History Supplement No. 19 for period 1 July 1952  
to 31 December 1952

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

*Harry M. Thompson*  
HARRY M. THOMPSON

RECEIVED  
OPNAV  
CENTRAL MAIL SECTION  
FEB 2 1953  
REQ. No. 21771  
COPY No. 1-1  
ROUTED TO

02499

DECLASSIFIED

~~CONFIDENTIAL~~

SECURITY INFORMATION

DECLASSIFIED

~~CONFIDENTIAL~~  
SECURITY INFORMATION

Part I

Supplement No. 19

Chronology

1. Commanding Officers and dates of Command:

- a. Commander Gordan A. Sherwood, USN - 31 August 1951 to 22 October 1952.
- b. Lieutenant Commander Marvin R. Novak, USN - acting Commanding Officer from 22 October to 28 October 1952.
- c. Lieutenant Commander Harry M. Thompson, USN - 28 October to present.

2. Physical movement of unit:

- a. 1 July - embarked on U.S.S. BOXER (CV-21). In combat area.
- b. 6 July - embarked on U.S.S. BOXER (CV-21). Departed combat area for Yokosuka, Japan.
- c. 8 July - embarked on U.S.S. BOXER (CV-21). Arrived in Yokosuka, Japan.
- d. 21 July - embarked on U.S.S. BOXER (CV-21). Departed Yokosuka, Japan for three day operating period.
- e. 24 July - embarked on U.S.S. BOXER (CV-21). Arrived in Yokosuka, Japan
- f. 1 August - embarked on U.S.S. BOXER (CV-21). Departed Yokosuka, Japan for combat area.
- g. 4 August - embarked on U.S.S. BOXER (CV-21). Arrived in combat area, joined Task Force 77.
- h. 9 August - embarked on U.S.S. BOXER (CV-21). Departed Combat area.

~~CONFIDENTIAL~~

# DECLASSIFIED

~~CONFIDENTIAL~~  
SECURITY INFORMATION

## Part I (Cont'd)

### Supplement No. 19

### Chronology

- i. 11 August - embarked on U.S.S. BOXER (CV-21). Arrived Yokosuka, Japan.
- j. 23 August - embarked on U.S.S. BOXER (CV-21). Departed Yokosuka, Japan.
- k. 26 August - embarked on U.S.S. BOXER (CV-21). Arrived in combat area, joined Task Force 77.
- l. 4 September - embarked on U.S.S. BOXER (CV-21). Departed combat area.
- m. 6 September - embarked on U.S.S. BOXER (CV-21). Arrived in Yokosuka, Japan.
- n. 9 September - embarked on U.S.S. BOXER (CV-21). Departed Yokosuka, Japan for Pearl Harbor.
- o. 17 September - embarked on U.S.S. BOXER (CV-21). Arrived in Pearl Harbor, T.H.
- p. 19 September - embarked on U.S.S. BOXER (CV-21). Departed Pearl Harbor for Alameda, California.
- q. 25 September - embarked on U.S.S. BOXER (CV-21). Arrived in Alameda and debarked from ship.
- r. 26 September - stationed aboard N.A.S. Alameda.
- s. 31 December - Stationed aboard N.A.S. Alameda.

~~CONFIDENTIAL~~

2

ENCLOSURE (1)

DECLASSIFIED

DECLASSIFIED

Part I (Cont'd)

Supplement No. 19

Chronology

3. Changes in type and number of aircraft on board.
  - a. 5 July - received 2 AD-4
  - b. 10 July - transferred 1 AD-4
  - c. 3 September - transferred 3 AD-4
  - d. 4 September - transferred 12 AD-4
  - e. 30 September - transferred 1 AD-4
  - f. 17 November - received 1 AD-1
  - g. 20 November - received 1 AD-1
  - h. 24 November - received 3 AD-1
  - i. 26 November - received 2 AD-1
  - j. 3 December - received 1 AD-4NA
  - k. 23 December - received 1 AD-4B

DECLASSIFIED

~~CONFIDENTIAL~~

SECURITY INFORMATION

Part II

NARRATIVE

1 July to 31 July

The month of July opened with the Boxer and VA-65 still operating with Task Force 77. During the four day period 2 July to 5 July the Squadron participated in highly successful strikes against enemy installations. Our pilots had now reached a good rate of accuracy in their bombing and the men were performing their work smoothly and efficiently. However, it was during this period that our feeling of satisfaction was somewhat jarred as the result of two barrier crashes. These accidents pointed out strongly to the pilots that a flight wasn't successful until all planes had landed safely.

We left the Task Force on 6 July and during the passage to Japan lectures were scheduled for both officers and men. athletic events were organized and entered into eagerly by all hands.

On 8 July the Boxer arrived in Yokosuka and we began a rest and recuperation period which lasted until 20 July. At the end of this time the Boxer put out to sea for three days during which time the Squadron made simulated strikes against Johnson and Misawa Air Force Bases in Japan. These operations were planned in conjunction with the Air Force so that the pilots of both services might receive practical training. Our Squadron profited greatly because it gave us a chance to review our defenses against air opposition, something which we had not encountered in Korea.

DECLASSIFIED

~~CONFIDENTIAL~~  
SECURITY INFORMATION

On 24 July we again entered port in Yokosuka and stayed there for the remainder of the month.

1 August to 31 August

Pilots manned their planes for operation "pinwheel" the morning of 1 August and the Boxer departed Japan. We rejoined Task Force 77 on 4 August and the following day saw VA-65 once again dealing out punishment to the commies.

The sixth day of August began like any other day of operations aboard ship; our planes were on the flight deck loaded with thousands of pounds of bombs and ammunition; the pilots were in the ready room making last minute preparations for the morning flight. Then, at 0630, disaster struck the U.S.S. BOXER. Fire call was sounded and pilots were ordered to man their planes "on the double".

During the next few hours every officer and man in the Squadron helped fight to save the ship. The pilots taxied the planes forward and then aided in unloading the ordnance. Mattresses were placed under the bombs, the fuses were removed, and then the bombs were released. As soon as they would fall to the deck they were rolled to the side and thrown overboard. Those members of VA-65 who were not on the flight deck aided in fighting the fire on the hangar deck or helped those who had been burned or overcome by smoke.

The fire partially destroyed the Starboard Squadron Office which we occupied and it was here that VA-65 suffered its only casualty as a result of the fire. Ignacio Canales, Jr., AN, United States Navy, died while performing his duties.

# DECLASSIFIED

## SECURITY INFORMATION

On 9 August the ship left Task Force 77 and on the following day Memorial services were held for those who had died in the fire.

Arriving in Yokosuka on 11 August the Boxer and all units based aboard, including, VA-65 went on a sixteen hour working day in an effort to get the ship ready to return to the operation area. From 11 August to 22 August we all worked hard but the results justified our efforts. At 1300 on 23 August we once again said goodbye to Japan and by the 26th of the month we had rejoined the Task Force. The next day the Squadron was in action again, destroying enemy installations, busting his rails, and, in general, making life hard for the communists.

The month ended with our pilots still flying combat sorties.

### 1 September to 30 September

On the second day of September, pilots of VA-65 flew their last strikes against the enemy. Two days later twelve AD's were launched for Atsugi, Japan and transferred out of the Squadron. Officers and men now looked forward to spending their final days in Japan in making last minute purchases of gifts for the folks at home.

Yokosuka was entered the morning of 6 September. Quarters for presentation of awards by VADM "Jocko" Clark was held aboard the Boxer at 0915 on 8 September and members of VA-65, both officers and men, received recognition for a job well done.

We saw the "land of the rising sun" fade away on the horizon for the last time early Tuesday, 9 September 1952. Now it was only a matter of days until we would enter the Golden Gate and enjoy some good "Stateside liberty". The days seemed slow in passing but our time was put to good use. Ground school was held daily for the pilots and several athletic tournaments were organized.

DECLASSIFIED

~~CONFIDENTIAL~~  
SECURITY INFORMATION

At 1300 on 17 September the Boxer tied up in Pearl Harbor. The Squadron enjoyed the two-day stop over in Hawaii but we were glad to see the ship get underway again on the afternoon of the 19th. Five days later the Boxer and VA-65 reached the promised land!

Our Squadron gear had been stacked on the hanger deck prior to arriving in port and everyone had been given a specific job for off-loading. So well did those in charge of this operation do their job, within a matter of three hours our gear was stowed in assigned hanger spaces, the men were moved into assigned barracks, and all hands were ready for liberty.

The officers and their guests attended a formal dinner-dance on 29 September. It was a big blow-out planned months before by all the pilots in the Air Group. Two days later VA-65 had its own dinner party for the officers and men. It was a big celebration and the Squadron was able to relax, enjoy itself, and look forward to some well earned leave.

1 October to 31 October

During the month of October most of the Squadron personnel were on leave. Many officers and men received shore duty orders during the month and were transferred out of the Squadron. On 22 October LTJG R. E. GOYER, the Squadron Duty Officer received word that CDR G. A. Sherwood had passed away in Salt Lake City that morning. LCDR M. R. Novak our Executive Officer was now acting C.O.

At 0830 Tuesday 28 October LCDR Harry M. Thompson reported aboard and assumed command of VA-65. LCDR Thompson was no stranger to the Squadron. He had been attached to CAG-2 staff during the cruise and flew regularly with our squadron.

DECLASSIFIED

1 November to 30 November

As the month of November opened officers and men began reporting in from leave. We still had no airplanes but there was plenty of work to be done. No one was left idle during this period. By the third week of November there was less than a third of the pilots left aboard and it wasn't until 20 November that a new officer reported aboard for duty.

During this third week the Squadron received some airplanes and we were able to begin flying once more.

1 December to 31 December

December arrived and the holiday season wasn't far off. Our reorganization progressed slowly. We were below our allowance of personnel and a sizeable number of the men had to be sent TAD to schools. With so few people on board and with the beginning of bad weather our operations continued at a snail's pace.

Those who desired to go on leave during the holidays were allowed to do so, and yet despite the shortage of personnel, the bad weather, and the small number of aircraft we managed to increase our flight hours three-fold over the previous month. As the month of December and the year 1952 came to a close, VA-65 was once again showing signs of becoming a top-notch bomber outfit.

# DECLASSIFIED

~~CONFIDENTIAL~~  
SECURITY INFORMATION

## Part III

### Appendices

#### 1. Miscellaneous information.

##### a. July:

- (1) Hours flown - 326.3
- (2) Carrier landings - 121
- (3) Training hours - 127.9
- (4) Aircraft availability - 87%
- (5) Combat readiness - In combat

##### b. August:

- (1) Hours flown - 304.1
- (2) Carrier landings - 108
- (3) Training hours - 66.7
- (4) Aircraft availability - 95%
- (5) Combat readiness - In combat

##### c. September:

- (1) Hours flown - 192.3
- (2) Carrier landings - 54
- (3) Training hours - 0
- (4) Aircraft availability - 57%
- (5) Combat readiness - In combat

##### d. October:

- (1) Hours flown - 0
- (2) Carrier landings - 0
- (3) Training hours - 0
- (4) Aircraft availability - 0
- (5) Combat readiness - 0

DECLASSIFIED

~~CONFIDENTIAL~~  
SECURITY INFORMATION

Part III (Cont'd)

Appendices

e. November:

- (1) Hours flown - 57.1
- (2) Carrier landings - 0
- (3) Training Hours - 54
- (4) Aircraft availability - 98%
- (5) Combat readiness - 0

f. December:

- (1) Hours flown - 169.8
- (2) Carrier landings - 0
- (3) Training hours - 189
- (4) Aircraft availability - 73%
- (5) Combat readiness - 0

~~CONFIDENTIAL~~

ENCLOSURE (1)

Part III (Cont'd)

Appendices

3. Change in personnel:

a. July:

- (1) Officers reported aboard - 0
- (2) Officers detached - 1
- (3) Enlisted men reported aboard - 12
- (4) Enlisted men detached - 10
- (5) Total compliment - 163

b. August:

- (1) Officers reported aboard - 0
- (2) Officers detached - 0
- (3) Enlisted men reported aboard - 1
- (4) Enlisted men detached - 3
- (5) Total compliment - 161

c. September:

- (1) Officers reported aboard - 0
- (2) Officers detached - 1
- (3) Enlisted men reported aboard - 3
- (4) Enlisted men detached - 13
- (5) Total compliment - 150

d. October:

- (1) Officers reported aboard - 1
- (2) Officers detached - 3
- (3) Enlisted men reported aboard - 4
- (4) Enlisted men detached - 15
- (5) Total compliment - 137

DECLASSIFIED

~~CONFIDENTIAL~~  
SECURITY INFORMATION

e. November:

- (1) Officers reported aboard - 1
- (2) Officers detached - 7
- (3) Enlisted men reported aboard - 21
- (4) Enlisted men detached - 16
- (5) Total compliment - 136

f. December:

- (1) Officers reported aboard -7
- (2) Officers detached - 6
- (3) Enlisted men reported aboard - 11
- (4) Enlisted men detached - 5
- (5) Total compliment - 143

~~CONFIDENTIAL~~

ENCLOSURE (1)