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U.S.S. LEYTE (CV-32)
Fleet Post Office
San Francisco, California

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18 DEC 1950

From: Commanding Officer, U.S.S. LEYTE (CV-32)
To: Chief of Naval Operations
Via: (1) Commander Carrier Division ONE
(2) Commander 7th Fleet
(3) Commander Naval Forces Far East
(4) Commander in Chief Pacific Fleet

Subj: Narrative Report of Action for the period 5 November through 30 November 1950

Ref: (a) CNO ltr Op 345/aa ser 1197P34 of 3 Aug 1950
(b) USS LEYTE (CV-32) Action Reports #141 through #276 of Nov 1950
(c) USS LEYTE (CV-32) conf ser 092A of 9 Nov 1950
(d) USS LEYTE (CV-32) Jet Report ser 0110 of 3 Dec 1950

1. The U.S.S. LEYTE (CV-32) Narrative Report of Action is forwarded herewith in accordance with reference (a).

PART I

COMPOSITION OF FORCES AND MISSIONS

U.S.S. LEYTE (CV-32) a unit of Task Force 77 sortied from Sasebo, Japan on 5 November 1950. OTC was Rear Admiral J.F. HOSKINS, U.S. Navy, CTG 77.3 (ComCarDivTHREE) until 10 November 1950. (Com7thFleet) in U.S.S. MISSOURI, (ComCarDivTHREE) (CTG 77.3) in U.S.S. VALLEY FORGE (CV-45), U.S.S. SHELTON (DD-790), USS JUNEAU (CLAA-119), (ComDesRon 11) in U.S.S. WILTSIE (DD-716), USS KEYES (DD-782), U.S.S. LOFBERG (DD-759), U.S.S. EVERSOLE (DD-789), U.S.S. HIGBEE (DDR-806), U.S.S. THOMASON (DD-760), U.S.S. BOLE (DD-755), U.S.S. MOORE (DD-747), U.S.S. MADDOX (DD-731), U.S.S. HOOD (DD-655), U.S.S. CHANDLER (DD-717), and U.S.S. GURKE (DD-783). On 10 November formation was joined by the U.S.S. PHILIPPINE SEA (CV-47) and OTC became Rear Admiral E.C. EWEN, U.S. Navy, CTF-77 (ComCarDivONE)

The U.S.S. LEYTE conducted operations in accordance with ComCarDivONE Op-Order 3-50 and daily dispatch air operations plans. The mission was to support United Nations Forces in Northern Korea and to furnish defensive combat air patrol and anti-submarine patrol for TF-77.

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PART II

CHRONOLOGICAL ORDER OF EVENTS

(A) 11/5/50: Sortied from Sasebo, Japan with the U.S.S. MISSOURI (BB-63). Commander Seventh Fleet embarked, U.S.S. VALLEY FORGE (CV-45), U.S.S. JUNEAU (CLAA-119) for west coast of Korea.

11/6/50: Commenced strike flights over Chongjin to Hapsu area. Conducted night intruder mission on the Hyesan Railroad. 36 Sorties were flown.

11/7/50: Conducted fighter sweeps on Huchang to Hapsu. Close support missions were flown in the Sinanju area. Other strike and Photo reconnaissance missions were carried out over Chongjin Omyonbo and Huchang Tonae area. 91 sorties were flown.

11/8/50: Conducted close support, fighter sweeps and night intruder missions over Chongjin area. 96 sorties were flown.

11/9/50: Spent entire day for replenishment. Received 369,752 gallons fuel oil; 109,839 gallons of aviation gasoline; 203 tons of ammunition.

11/10/50: In company with TF-77, U.S.S. PHILIPPINE SEA (CV-47) and U.S.S. VALLEY FORGE (CV-45). Conducted strike flights over Sinuiju area, exerted maximum effort to destroy bridges of the Yalu River. 83 sorties were flown.

11/11/50: Conducted strike flight operations in the Chongjin to Namsan-Ni area, against transportation and communications installations. LTJG R.R. BATSON, 0429711, U.S. Navy crash-landed his aircraft AD-3, BUNO. 122817 behind enemy lines. Although LTJG BATSON was seen to walk away from the scene of the crash and again on 12 November by Rescue Combat Air Patrol, his present whereabouts and condition are unknown and is presumed missing in action. 102 total sorties were flown this date.

11/12/50: Strike and Reconnaissance flights were flown over Nanami, Chongjin and Sinuiju area on railroad and highway bridges of the Yalu River. Conducted Rescue Combat Air Patrol in search for LTJG BATSON. 71 sorties were flown.

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11/13/50: Refueled this date. Air Group THREE Shore based Rescue CAP continued search for LTJG BATSON.

11/14/50: Conducted strike flight operations on Hyesanjin and Myong-yonchom area and armed reconnaissance flights in the Chosin Reservoir in close support of ground troops in that area. Continued search for LTJG BATSON. 44 sorties were flown.

11/15/50: Conducted close support mission in Myongchon and Kapsan area Strikes were directed at targets in the Nanam and Sinuiju ar Conducted final Rescue CAP operations for LTJG BATSON. 86 sorties were flown.

11/16/50: Refueled and replenished ammunition.

11/17/50: Conducted close support missions in the Kapsan area, strikes in Hyesanjin area. 78 sorties were flown.

11/18/50: Conducted strike flights over Sinuiju area on Yalu River bridges.and encountered enemy jet aircraft (MIG-15). VF-31, F9F-2 Jet Target Air Combat Patrol destroyed one MIG-15 and damaged another. 39 sorties were flown.

11/19/50: Close air support missions were flown in the Najin-Dong area. 26 sorties were flown.

11/20/50: Refueled and replenished ammunition.

11/21/50: Conducted strike flights and close support missions in the Namsan-Ni and Yudanini area. 79 sorties were flown.

11/22/50: Flights were in close support of ground troops in the Nanam, Nam Hung Dong area. Strikes were conducted on Communications and transportation targets in the Changjin and Chungjin area. 53 sorties were flown.

11/23/50: Refueled and replenished ammunition.

11/24/50: Strikes were flown over Changtien-Hoku, Sakchu and North Korean border against communications and transportation facilities. 59 sorties were flown.

11/25/50: Flights were cancelled due to heavy seas, high winds and low visibility.

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11/26/50: Refueled and replenished stores, provisions and ammunition.

11/27/50: Although hampered by a snow storm and inclement weather which forced 19 aircraft to land at Wonsan prior to returning to the ship, strike flights were flown over the Northwestern reaches of Korea against enemy supply columns and communications. 53 sorties were flown.

11/28/50: Strikes were flown over Northwestern Korea. ENS, W.G. WAGNER, 301502, U.S. Navy, was forced to crash land in Northern Korea when his aircraft, F4U5P, BUNO. 122169 was hit by enemy AA. He was rescued by a helicopter from Sinanju, Rescue Squadron #3. The rescue helicopter later made a forced landing within friendly lines with ENS WAGNER aboard. Both pilots are missing in action. 58 sorties were flown.

11/29/50: Refueled and replenished.

11/30/50: Commenced maximum effort close support missions in the Chosin Reservoir area. This was the first day of five continuous maximum effort close support missions in this area in support of ground troops encircled by Chinese Communist Troops. 90 sorties were flown this date.

(B) CHRONOLOGICAL SUMMARY OF CLOSE AIR SUPPORT MISSIONS FOR NOVEMBER 1950:

DATE	CAS MISSION	AIRCRAFT EMPLOYED	LOCATION	TARGETS HIT
11/7	1	8	Chosen Reservoir	Gun Emplacements-Troops
11/7	2	7	Sakchu	Warehouses,Military Bldgs,
11/7	3	8	Yong Byon	Tanks,Military Compound
11/7	4	4	South Chosen Res.	Troops, Trucks
11/7	5	4	Yang Dok	Trucks,Troops,Military Bldgs.
11/8	6	8	Puckchin	Military Buildings
11/8	7	8	Hagaru-Ri	Troops,Barracks,Buildings
11/14	8	7	Myongyon Chom	Oil Storage tanks,Bldgs, Concrete bridge.
11/15	9	8	Pungsan	Troops
11/15	10	8	Kapsan	Warehouse,Highway Bridge,Trp.
11/15	11	4	Myong Chon	Troops,Gun Emplacements
11/15	12	4	Myong Chon	Military Buildings,Troops
11/17	13	2	Kapsan	Troops,Military Compound
11/17	14	2	Kapsan	Military Emplacements
11/19	15	4	Myongyon River	Troops, Trenches
11/19	16	2	Myongyon River	Troops, Buildings
11/19	17	4	Myongyon River	Tanks, Troops,Field Piece

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(B) (Continued)

DATE	CAS MISSION	AIRCRAFT EMPLOYED	LOCATION	TARGETS HIT
11/19	18	2	Hamjong Pori	Troops
11/21	19	4	Yodam-Ni	Troops,Trenches,Buildings
11/21	20	2	Hyesanjin	Supply Command
11/21	21	2	Hapyong-Dong	Troops
11/21	22	2	Naman	Troops
11/22	23	2	Chik Tong	Troops,Trucks,Supplies
11/22	24	4	Namhung Dong	Troops,Trucks,Buildings, Supply Compound
11/22	25	2	Mupyong-Ni	RR Cars,Trucks,Troops.
11/30	26	14	Chosen Reservoir	Troops,Emplacements
11/30	27	4	Chosen Reservoir	Warehouse
11/30	28	2	Hagaru-Ri	Troops,Emplacements
11/30	29	2	Chosen Reservoir	Troops, Emplacements
11/30	30	8	Chosen Reservoir	Troops,Emplacements,Bldgs.
11/30	31	3	Chosen Reservoir	Gun Emplacements,Troops
11/30	32	4	Kunu-Ri	Troops, Trenches

(c) TOTAL SORTIES

Total sorties against enemy	734
Total sorties defense TF-77	422
Total sorties for November 1950	1156
Total Flight Time	3355.1
Total days on which air operations were conducted	17

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PART III

PERFORMANCE OF ORDNANCE MATERIAL AND EQUIPMENT

(a) Ordnance expended during the period:

TYPE		QUANTITY
Bombs	100# FRAG	115
	200# FRAG	535
	200# GP	2
	350# GP	41
	500# GP	312
	1000# GP	194
	2000# GP	54
	TOTAL:	306 Tons
Rockets:		
	3.5" AR	76
	5" HVAR	1975
	11.75" "Tiny Tims"	16
	TOTAL:	2067 Rockets
Machine Gun Ammunition:		
	.50 Cal.	120,561 rounds
	20 MM	24,875 rounds
	TOTAL:	145,436 rounds
NAPALM: MK5 and MK12		133 6% mixture
	TOTAL:	8,512# Napalm

(b) PERFORMANCE OF ORDNANCE EQUIPMENT

The MK66 practice bomb adapted for Napalm was used when the supply of 150 gallon MK-5 and MK-12 drop tanks was exhaused. The MK-66 was unsatisfactory compared to the other tanks. Some bounces and air burns were observed. Some others skidded on the ground and did not burn. None resulted in wide area fires or in fires of sufficient duration. This is probably caused by the heavy guage metal construction of the skin which prevents a bursting of the tank and permits the external fuzes to be dislodged before effective ignition can result.

PART IV

BATTLE DAMAGE

(a) Ship - None

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(b) Aircraft:

	COMBAT				OPERATIONS			
	F9F	F4U	AD	TOTAL	F9F	F4U	AD	TOTAL
Lost	0	1	2	3	1	0	1	2
Damaged	0	14	47	61	1	1	0	2

(c) Damage Inflicted on Enemy:

TARGET	DAMAGED	DESTROYED
Highway Bridge	14	8
Railroad Tracks	1	1
Railroad Bridge	8	2
Supply Dumps	4	1
Warehouses	3	11
River Ferry	1	0
Small Cargo Ships (Junks)	1	1
Trucks	29	34
Military Vehicles	20	15
Tanks	4	3
Buildings	43	41
Barracks	5	12
Gun Emplacements	4	1
Locomotives	3	2
Ammunition Dumps	1	2
Oil Storage Tanks	0	4
Railroad Cars	3	5
Enemy Aircraft (MIG-15)	1	1
Railroad Depot	0	1
Railroad Tunnel	1	0
Troop Emplacements	(Numerous attacked. No available estimate of damage)	
A.A. Emplacements		

PART V

PERSONNEL PERFORMANCE AND CONDITION

(a) Medical:

The general health of the crew has been good. The incidence of veneral disease has been unusually high due to contacts in Sasebo, Japan. An all out drive against V.D. is being conducted with mandatory attendance for all the crew at V.D. lectures and films.

An average of eighty (80) out patients were treated daily. There were 21 daily patients on the sick list.

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(a) Medical (Continued):

There were 5 major and 30 minor injuries total from other than aircraft causes. Surgery was performed on 18 members of the ship's company and on one patient from another ship in company. Of these 19 patients, 2 underwent major surgery and 17 had minor surgery.

Two pilots were declared missing in action. Nine injuries resulted from aircraft accidents.

(b) Dental:

During the month of November, the Dental Department staffed by three dental officers and four dental technicians completed 963 restorations, surgically extracted 13 teeth, performed 70 uncomplicated extractions and rendered 253 treatments at 549 individual sittings, exceeding all previous monthly administrations.

PART VI

SPECIAL COMMENTS

(a) Winter Flight Operations:

(1) The first snow of winter weather was experienced in this period. Weather deteriorated to a succession of cold fronts passing through the target and operating areas. Snow storms hampered operations over the target and required several flights to land on Korean airfields until weather in the operating areas had cleared. Planes are not equipped with any deicing equipment but, by judicious avoiding of icing clouds and bad weather areas, no serious plane or propeller icing occurred.

(2) Snow and ice on the flight deck was experienced several times and required extreme caution by pilots and flight deck crews to prevent personnel or aircraft casualties. The F9F aircraft, with wings folded, is very unstable and, on an icy flight deck, must be securely tied to the deck with wire to prevent the plane and chocks from sliding across the deck in a turn or in a cross-wind.

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(b) Air Department:

Three emergency jet landings were made aboard during this period. One jet was brought in with no hook. The approach speed was between 099 and 102 knots. The plane engaged two Davis Barriers and was stopped with minor damage to wheel fairings. The plane was flying again the next day. The second jet was brought aboard with a hood partially extended. The pilot made a tail low landing at the cut, caught a wire and was arrested with damage only to the hook track. The third jet was brought aboard without flaps and made a normal arrested landing.

(c) Communications:

Communications between Naval aircraft and Air Force aircraft or ground controllers have proven the pressing need for standardized VHF multi-channel equipment, crystallization and frequency assignment. At present the Air Force operates on a four channel VHF basis and only two of these channels are standard with the Navy. The primary TAC circuit is so jammed that it is almost impossible to effectively control close air support. The secondary channel available is the emergency channel and it is used continually for Support Air Direction and Tactical Control. This obviates its usage for emergencies.

(d) Logistics:

(1) During this period the LEYTE replenished seven times at sea. Receipts are shown in the following table:

DATE	RECEIVED	AMOUNT
9 November	Fuel Oil	8,690 barrels
	Av.Gasoline	109,830 gallons
	Ammunition	205.79 tons
13 November	Fuel Oil	4,480 barrels
	Av.Gasoline	82,700 gallons
16 November	Fuel Oil	4,328 gallons
	Av.Gasoline	60,802 gallons
	Ammunition	162 tons
20 November	Fuel Oil	3,720 barrels
	Av.Gasoline	55,470 gallons
	Ammunition	60 tons
23 November	Fuel Oil	3,375 barrels
	Av. Gasoline	65,562 gallons
	Ammunition	75 tons
26 November	Fuel Oil	3,157 barrels
	Av. Gasoline	31,000 gallons
	Ammunition	42 tons
	Fresh,frozen,dry, prov.	128 2/5 tons
29 November	Fuel Oil	3,532 barrels
	Av. Gasoline	69,856 gallons
	Ammunition	35 tons

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(2) During the ammunition loading from the U.S.S. MT KATMAI (AE-16) on 9 November, 285.79 tons of ammunition were received at an average rate of 98.78 short tons per hour, the record for one hour was 117 tons. This excellent rate of transfer reflected a high degree of organization and coordination on both the supplying and receiving ships.

(3) The replenishment of provisions from the U.S.S. GRAFFIAS (AF-29) on 29 November, established a record rate of supply replenishment for the LEYTE whether at sea or in port. Most of the transfer was accomplished after dark. 135 tons of provisions (30 days supply) were delivered at a rate of 34.4 tons per hour.

(4) The major deficiency in supply that has been encountered is that no aviation material consigned to the LEYTE on the basis of priority Able requisitions, originated since departure from CONUS, has been delivered to the ship in the operating area. The LEYTE is now critically low in high usage aviation spare parts. It is recommended that allowance lists be prepared and promulgated for both war and peacetime operations, and that war allowance lists be made effective at the proper time.

(5) MK-12 Napalm tanks have been used at a high rate and replacements have not been available. The MK-5 tanks have been so badly rusted and corroded that they would not hold gasoline or Napalm and approximately 40% had to be discarded.

(e) Intelligence:

(1) During the month of November the Air Intelligence Office operated with four permanently assigned officers. The problem of handling and storing the tremendous number of charts needed for this operation was solved by keeping on hand in the A.I.O. store room 15 copies of each chart. Upon receipt of aeronautical charts, immediate distribution was made to all squadrons on a one to a pilot basis. Other chart issues (eg. AMSL-551 and 751 series) were made when necessary or on request. The AMSL-751 charts were issued on close support missions when the area of operations was designated by dispatch from OTC prior to take-off time. The aeronautical pilotage charts series 290 B and D were not available. WAC charts were used extensively throughout the period whenever operations required navigation across the Korean Peninsula as they proved superior to all other for DR navigation.

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(2) The practice of briefing squadron AIO's (all on flying status on this ship) who in turn further brief the squadron pilots was abandoned and is no longer recommended. At present all pilots are briefed simultaneously by the AIO. In this manner positive, accurate briefing of all pilots is assured. In addition the flight leader was able to brief on rendezvous areas, times and other details incident to his particular flight.

(3) Close air support was a primary mission during the latter part of the month and ample opportunity was afforded to study this problem from the Air Intelligence view point. The biggest problem was that of communication. This ship normally lacked sufficient information on movement of ground troops to accurately brief C.A.S. pilots. It is realized that this type of information is of necessity, restricted in distribution and further, that it is not always possible to determine the exact location of scattered ground units. However, an overall daily summary of the ground troop positions with approximate location of divisions and their general direction of movement would be ample information. With this information, pilots could better be made to feel the importance of their mission and pilot interest would mount as a result of participation in a known troop operation. An example is the enthusiasm which the CAS pilots have regarded the recent movements of the 1st Marine Division from the Chosen Reservoir.

(4) The AMSL 750 chart was found to be of extreme value in CAS not only in use in the air for finding target coordinates but in briefing and debriefing. The size of the chart makes it impractical to carry more than 4 sheets (joined) in the A/C. However, when the specific target area is known, it is advisable to issue the map or maps to pilots for a specific CAS mission.

(5) A program for damage assessment photography was put into effect early in the month and is considered to be of great value. Through photo interpretation, damage could be accurately assessed and weak or damaged points in targets detected. These vulnerable areas were pointed out to pilots and made points of aim for subsequent attacks. In addition the target area photography provided information on types and location of enemy A/A defenses. With this information coordinated attacks were effectively executed on primary target and defense positions.

In all of the above mentioned work the K-17 camera with 12" lens was used exclusively. Although this equipment provides excellent photo interpretation photography it lacks sufficiently wide coverage to furnish prints suitable for pilot briefing. It is recommended that the K-18 be used in the initial target photography thus providing wider coverage and more suitable photographs for pilot briefings. The Air Force is currently using the K-18 for area coverage and should be a source of this type of photography.

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(6) The interchange of target photography within the Task Force has proven invaluable and is a step toward the desired coordination required of all available sources of combat photography.

(7) Photographic interpretation can be aided by a system whereby information from ground forces on description or characteristics of typical enemy military installations, buildings, equipment, comouflage, etc., could be disseminated to force photo interpreters. This would materially facilitat the work of the interpeters and solve the mystery of the many unidentified buildings and objects so frequently reported.

T. U. SISSON

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