U.S.S. ORISKANY (CVA-34)
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ORIGINAL

9 January 1953

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From: Commanding Officer
To: Chief of Naval Operations
Via: (1) Commander Task Force SEVENTY-SEVEN
(2) Commander SEVENTH Fleet
(3) Commander Naval Forces, Far East
(4) Commander in Chief, U.S. Pacific Fleet

Subj: Action Report for the period of 2 December 1952 through 27 December 1952

Ref: (a) OPNAV Instruction 3480.4

Encl: (1) CVG 102 Action Report 2 December 1952 through 27 December 1952

1. In accordance with reference (a) the Action Report for the period of 2 December 1952 through 27 December 1952 is hereby submitted.

PART I

COMPOSITION OF OWN FORCES AND MISSION

The U.S.S. ORISKANY (CVA-34) with Carrier Air Group 102 embarked, sortied from Yokosuka Harbor at 0616I, 2 December 1952 and at 0826I, 4 December 1952 joined Task Force 77 operating in Area Sugar, the Japan Sea. Commander Task Force 77 and Commander Carrier Division ONE, RADM W. D. JOHNSON, USN, was embarked in the U.S.S. BON HOMME RICHARD (CVA-31).

During the operating period other ships in company were the U.S.S. KEARSARGE (CVA-33), the U.S.S. ESSEX (CVA-9), the U.S.S. MISSOURI (BB-63) with Commander SEVENTH Fleet, VADM J. J. CLARK, USN, embarked and various cruisers and screening destroyers. On 18 December 1952 Commander Carrier Division FIVE, RADM R. F. HICKEY, USN, embarked in the U.S.S. KEARSARGE (CVA-33), assumed duties as Commander Task Force 77; the U.S.S. BON HOMME RICHARD (CVA-31) with Commander Carrier Division ONE embarked departed from the Task Force. The ship departed Task Force 77 and Area Sugar for Yokosuka on 24 December 1952, arriving 27 December 1952.

During the period in the forward area operations were conducted in accordance with Commander Task Force 77 Operation Order 2-52. The Mission of the Force, in support of the United Nations conflict with North Korea, was close air support to front line ground forces, interdiction of enemy movements and resupply over Northeast Korean supply lines and storage areas, destruction of enemy troops and air support of naval gunfire.

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PART II

CHRONOLOGICAL ORDER OF EVENTS

2 December 1952

Sortied from Yokosuka Harbor at 0616I enroute to the Korean operating area.

3 December 1952

Rendezvoused with the U.S.S. RENSHAW (DDE-499).

4 December 1952

Rendezvoused with Task Force 77, Commander Task Force 77 and Commander Carrier Division FIVE, RADM W. D. JOHNSON, USN, embarked in the U.S.S. BON HOMME RICHARD (CVA-31). The U.S.S. KEARSARGE (CVA-33) with Commander Carrier Division FIVE, RADM R. F. HICKEY, USN, embarked was detached from Task Force 77 and departed for Yokosuka, Japan. Conducted combat flight operations. ENS WILLIS RADEBAUGH, USN, VA-923, was hit by AA fire during an attack in the Pyong-gong area. ENS RADEBAUGH was able to remain airbourne until over friendly territory where he parachuted without injury.

5 December 1952

Conducted combat flight operations.

6 December 1952

Conducted combat flight operations. LT W. P. HUGHES, USNR, VF-874, ditched off Hungnam after being hit by AA fire. LT HUGHES was rescued uninjured by the U.S.S. ROOKS (DD-804) after about 45 minutes in his raft.

7 December 1952

Rendezvoused with T.E. 92.11 for replenishment. Replenished NSFO and aviation gasoline from the U.S.S. CACAPON (AO-52) and ammunition from the U.S.S. CHARA (AKA-58).

8 December 1952

Conducted combat flight operations. The U.S.S. ESSEX (CVA-9) joined Task Force 77.

9 December 1952

Conducted combat flight operations. Captain JAMES A. VAN ZANDT, USNR, member of the House of Representatives, visited the ship.

10 December 1952

Conducted combat flight operations.

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11 December 1952

Rendezvoused with T.E. 92.11 for replenishment. Replenished NSFO and aviation gasoline from the U.S.S. CHEMUNG (AO-30) and ammunition from the U.S.S. CHARA (AKA-58).

12 December 1952

Conducted combat flight operations.

13 December 1952

Conducted combat flight operations.

14 December 1952

Conducted combat flight operations.

15 December 1952

Rendezvoused with T.E. 92.11 for replenishment. Replenished NSFO and aviation gasoline from the U.S.S. CHEMUNG (AO-30) and ammunition from the U.S.S. PARICUTIN (AE-18). Received provisions and dry stores from the U.S.S. ALUDRA (AF-55).

16 December 1952

Conducted combat flight operations.

17 December 1952

Conducted combat flight operations.

18 December 1952

Conducted combat flight operations. The U.S.S. KEARSARGE (CVA-33) RADM R. F. HICKEY, USN, COMCARDIV 5 embarked, joined Task Force 77. RADM HICKEY relieved RADM W. D. JOHNSON, USN, COMCARDIV 1 as CTF 77. The U.S.S. BON HOMME RICHARD (CVA-31), with COMCARDIV 1, RADM W. D. JOHNSON, USN, embarked was detached and departed for Yokosuka, Japan.

19 December 1952

Rendezvoused with T.E. 92.11 for replenishment. Replenished NSFO and aviation gasoline from the U.S.S. TALUGA (AO-62) and ammunition from the U.S.S. PARICUTIN (AE-18). Received aviation stores from the U.S.S. CHOURRE (ARV-1).

20 December 1952

Conducted combat flight operations. Conducted AA firing practice.

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21 December 1952

Conducted combat flight operations.

22 December 1952

Conducted combat flight operations. Conducted AA firing practice. LTJG J. A. HUDSON, USN, VA-923, was seen to crash during an attack west of Songjin. Since the aircraft exploded on impact and no parachute or other evidence of survival was noted, LTJG HUDSON is presumed dead.

23 December 1952

Conducted combat flight operations.

24 December 1952

Rendezvoused with T.E. 92.11 for replenishment. Replenished NSFO and aviation gasoline from the U.S.S. MISPILLION (AO-105) and ammunition from the U.S.S. TITANIA (AKA-13). Upon completion of replenishment, the U.S.S. ORISKANY (CVA-34) in company with the U.S.S. SHIELDS (DD-596), was detached from Task Force 77 and ordered to proceed to Yokosuka, Japan for upkeep.

25 December 1952

Enroute to Yokosuka, Japan.

26 December 1952

Enroute to Yokosuka, Japan. Conducted AA firing practice.

27 December 1952

Arrived Yokosuka. End of reporting period.

PART III

ORDNANCE MATERIAL AND EQUIPMENT

1. Ammunition expenditures for the period 4 December to 23 December 1952.

a. Service Types (Included in enclosure (1)).

b. Training Types

5"/38 projectile AAC	35
5"/38 projectile FCL (UT)	47
5"/38 powder SPDN	82
3"/50 cartridge FCL (UT) non frag non flash	70

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PART IV

BATTLE DAMAGE

1. Ship. No battle damage was sustained by the ORISKANY during the current period.

2. Damage inflicted on the enemy (see enclosure (1)).

3. Damage inflicted on ORISKANY aircraft (see enclosure (1)).

PART V

PERSONNEL PERFORMANCE AND CASUALTIES

1. Performance

a. Personnel

During the period of this report the morale was excellent and personnel performance improved considerably with experience in combat operations. The total number of personnel berthed on cots has been decreased to 21 men which has reduced this morale problem. During this period the average on board count was 2735: 2025 ship's company; 63 marines; 17 SWU team and 630 CVG 102.

Critical shortages exist in the following rates: ET, FC, RM, MM, EM, AO and AA/AN. These shortages have been the subject of official correspondence.

b. Training

Training for the period as covered by this report consisted of the following:

New classes organized	04
Active classes at end of period	11
Classroom hours held this period	196
Navy Training Courses (texts) checked out	61
Navy Training Courses (correspondence) ordered by men	33
USAFI texts checked out	14
USAFI correspondence courses ordered	43
USAFI GED tests administered	30
USAFI end of Course Tests administered	01
USAFI GED batteries ordered by men	33
Enrollments in college extension courses	04
Letters sent to civilian schools on behalf of men for counseling and placement purposes	03
Requests for service schools forwarded	14

A class in Personnel and Administration procedures has been organized in order to train all Yeomen, Personnelmen and strikers. This class

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is also open to Department Administrative Officers, Division Officers and Junior Division Officers in the study of quarterly marks assignment, Navy Job Classification Code Manual, and advancement in rating.

c. Welfare and Recreation

Regularly scheduled bingo games have been conducted at 1900 on Wednesdays and Saturdays of each week in the crew's messing compartments for enlisted men, on Fridays for Chief Petty Officers and Warrant Officers. Happy hours have been conducted on replenishment days, using talent from ship's company and air group.

The Ship's Glee Club meets regularly on the evening preceeding replenishment days.

The Hobby Shop is open daily for use by all hands. It carries a wide variety of crafts, e.g., leathercraft, model planes, ships, sail boats, wagons, autos, etc.

The Ship's Library is open daily from 0830 to 2130 for use by all hands.

d. Religious Services

Catholic services are held daily. Three Masses are said on Sundays followed by Benediction of the Blessed Sacrament. Special daily prayers are said for the safety of our pilots.

Protestant Divine Services are conducted at 0900 on Sunday mornings, Vesper services at 1900. The Bible Class meets at 1900 on Wednesdays.

Jewish services are conducted on Friday evenings and on special days of religious significance on the Jewish calendar.

Morman services are conducted at 1000 on Sundays.

Christian Science study periods are observed on Sundays at 1100.

A memorial service was held on 26 December for LTJG JAMES A. HUDSON, USN, of VA-923 who was killed in action on 22 December 1952.

A special Christmas Eve carol service was conducted at 2200, 24 December and Catholic services were conducted at midnight.

e. Public Information activities covered during the period of this report consisted of the following:

Daily news dispatches	17
Hometown releases	955
Feature stories	4
Still pictures	20
Tape recordings released	11

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The ORIS Daily News Commentator broadcasts at approximately 1930 daily the day's combat events and other special or spot announcements of interest to the crew.

"Operation Morale Lift 1952", a movie showing family scenes of dependents of 90 officers and men of the ORISKANY, was shown on Christmas day.

2. Casualties

a. Ship's Company

No ship's company casualties occurred other than minor injuries during the reporting period.

b. Air Group 102. (See enclosure (1)).

PART VI
COMMENTS

1. Engineering Department

a. Casualties

(1) No major damage was sustained from any cause.

(2) The following minor damage was sustained during routine operations:

Date	Description	Cause
12/23/52	Minor damage to flight deck involving approximately 1000 linear feet of deck planking	Aircraft landing

b. Recommendations

(1) None

c. Steaming Data

	Dates
Engine miles steamed - 8401	2 Dec-24 Dec 1952 (1200)
Fuel oil received - 1,472,896 gals	2 Dec-24 Dec 1952 (1200)
Fuel oil delivered DD's - 187,220 gals	2 Dec-24 Dec 1952 (1200)
Fuel oil consumed (underway) - 1,351,202 gals	2 Dec-24 Dec 1952 (1200)
Fuel oil consumed (anchored) - 9803 gals	2 Dec-24 Dec 1952 (1200)
Average speed - 15.06	2 Dec-24 Dec 1952 (1200)
Hours underway - 557.7	2 Dec-24 Dec 1952 (1200)

d. Fueling

During the period 2 December to 24 December 1952, the U.S.S. ORISKANY fueled destroyers three (3) times at an average rate of 120,000 gallons per hour.

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The U.S.S. ORISKANY refueled from tenders five (5) times during this period at an average rate of 163,600 gallons per hour.

2. Communications

Communication difficulties were noticeably minimized during the current period of operations, and no noteworthy difficulties were experienced.

The following statistics are indicative of the communication aspects of the operation:

MESSAGES HANDLED IN MAIN RADIO

Transmitted on UHF Ratt	1,233
Received on UHF Ratt	822
Relayed on various circuits other than UHF Ratt	20
Outgoing from ship	587
Received on B32	5,820
Received on George Fox	4,900
Received on George Roger Fox	146
Relayed on UHF Ratt	380
Total messages handled	13,908
Messages either addressed to or from the U.S.S. ORISKANY (included in above count)	2,546
Total classified messages (90,116 groups)	570

MESSAGES HANDLED ON SIGNAL BRIDGE

Total incoming and outgoing	496

Note: The total noted above does not include approximately 50 messages handled during replenishment periods. Of the total, 86 messages (1,386 groups) were by Nancy.

The following statistics of postal activities are considered to be of general interest:

Total of 1,506 money orders issued	$62,498.69
Registered mail received	338 pieces
Registered mail dispatched	188 pieces
First Class mail received	10 pouches
First Class mail dispatched	14 pouches
Parcel Post received	440 pouches
Parcel Post dispatched	151 pouches
Insured mail received	815 pieces
Insured mail dispatched	121 pieces
Air mail received	60 pouches
Air mail dispatched	56 pouches

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3. Air Intelligence

Flak in and near the target areas is plotted on four AMS L751 charts covered with acetate. A series of these charts are made up for the navy area of responsibility and an overlay of the areas covered is maintained on a 1:500,000 chart. Ready reference to these target charts posed a problem. Swinging panels, as have been employed on other carriers, was considered, but due to the minimum number such a rig can hold it was discarded. At present these charts are attached by means of staples to wooden slats 35 inches by 1/4 inch by 3/4 inch. These wooden slats rest on the one inch flange of two angle irons 18 inches long. One angle iron is attached to a file cabinet and the other to a bulkhead approximately three feet from the deck. This arrangement easily accommodates fifty target charts.

With the advent of winter, camouflage and deception as employed by the North Koreans, has lost some of its effectiveness. Photo Interpretation of supposedly empty AW positions disclosed tracks leading from the empty revetments to nearby buildings. It is considered that the North Koreans might use such tactics in view of the mobility of their AW guns.

4. Combat Information Center

CIC personnel from destroyers were assigned TAD aboard the ORISKANY for qualification and refresher training as air controllers. Refresher training of previously qualified air controllers poses no special problems, and requalification can be accomplished in a reasonably short time. However, initial qualification of prospective air controllers who have had little background or training in the mechanics of air intercept, jet and conventional aircraft performance, radio procedure, vocabulary of brevity codes, etc. is not considered practicable aboard a carrier operating on the line. Refresher training requires relatively few practice intercepts while initial training leading to qualification requires a substantial number. In three carrier operations each CVA can normally expect CAP control only one day out of each four, and time available for practice intercepts is quite limited. It is therefore recommended that only refresher training be given on board operating carriers.

5. Photography

The number of ship's photographic personnel assigned remained at 18. This figure includes one warrant, one AFC, and ten rated men. The number and rating of personnel assigned are proving generally adequate. However, it is felt that the addition of one rated camera repairman would materially reduce the high percentage of photo mission failures due to camera malfunction. Statistical summary of failures: total photo missions this operating period - 66; total failures - 20; failures due to camera or installation malfunctioning - 13.

Laboratory personnel are now doing all the aerial film processing and loading of magazines. This arrangement is proving satisfactory since it gives photo detachment personnel more time to take care of installation and checking of photographic equipment in the planes.

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Flash prints are made of all photo missions in order to expedite construction of mosaics by the photo interpretation section.

Print totals for the period were 14,250 9x18 inch, 4610 9x9 inch and 4699 8x10 target photos for pilot briefing.

Mechanical difficulties encountered resulting in the mission failures referred to above, were with the K-38 aerial camera and A8B magazine. Among the more frequent mechanical failures were sheared taper pins in the case drive of the K-38. One A8B magazine was out of commission because of broken gears. The original gears were made of plastic and were replaced with metal gears. The heating element in one A8B magazine short circuited causing a mission to be aborted.

Switches for the 1800 watt heating elements on the A10A aerial film dryers burned out frequently due to over heating. However, ships electricians repaired the switches promptly and time loss in drying was negligible.

It is recommended that all units using K-38 cameras and A8B magazines be furnished instruction handbooks and technical bulletins on this equipment as soon as possible. This essential data was not included with cameras received and has not yet been made available to this ship. It is believed that much of the maintenance difficulty would have been avoided and the resulting failures on combat missions would have been considerably lessened had this data been on hand.

6. Medical Department

The Medical Department supplies and equipment were adequate. No significant supply shortage or equipment breakdown occurred during the reporting period.

a. Medical Evaluation of Air Group and Ship's Company

On this second operating period of twenty-two days, it has been interesting to note the great degree of parallelism or analogy with the first period. For example, the occasional anxiety presenting itself has been based on a home front situation, unfaithful wife for example, rather than on real or fancied dangers associated with operations. There has been no detectable loss of resistance to disease, and no increase in the number of injuries or psychosomatic complaints.

In conclusion, there has been nothing in this second period on the line to make one feel that three weeks is too long an operating period for personnel despite the increased hardships of colder weather.

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b. Medical Department Statistical Summary Air Group and Ship's Company

	1st Period	2nd Period
Admitted to sick list	190	226
Admitted to binnacle list	15	14
Percent sick days out of possible 67,232 work days	.3%	.3%
Officers admitted to sick list	10	9
Total visits to sick call	1,161	1,258
Patients received from other ships	1	1
Patients transferred to hospital	0	0
Minor injuries treated	200	215
Major injuries treated	1	1
Number shipboard injuries resulting death	1	0
Number of personnel died of disease	1	0
Minor surgical procedures	25	12
Major surgical procedures	3	3
Venereal diseases cases and non-specific urethritis	58	117
(1) Gonorrhea	7	11
(2) Chancroid	14	18
(3) Non-specific urethritis following sexual exposure	37	88

c. Medical Statistical Summary of Air Group Pilots and Crewmen

	1st Period	2nd Period
Planes lost, enemy action, pilot killed, not recovered	1	1
Planes lost, pilot not recovered	1	0
Planes lost, operational, pilot recovered minor injuries	1	0
Planes lost, operational, pilot recovered uninjured	0	2
Planes lost, operational, crewmen recovered uninjured	0	0
Planes damaged, enemy action, crewmen injured	0	0
Planes damaged, enemy action, pilot injured	0	0
Pilots temporarily grounded for medical reasons	15	24
Pilots permanently grounded pending medical evaluation	0	0
Average number days pilots grounded	2.4	4.2
Crewmen grounded for medical reasons	0	0

d. On 22 December 1952, LTJG JAMES ALEXANDER HUDSON, 532903, USN, was killed in action at 0925 when his plane, an AD-3 crashed into ground in enemy territory near Hwansungwon-ni, Korea, cause unknown.

7. Supply Department

a. Aviation Stores

The major operational procedure problem experienced during the period covered by this report has been caused by the receipt of material without proper covering invoices, particularly material air lifted from continental sources. Such shipments entail considerable research to insure accomplishment of requisitions and in some cases has caused unnecessary delay in the issue of priority material.

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Status information received indicates that many important items are being held at NSD Yokosuka for delivery to the ship despite the fact that the ship has a periodic replenishment schedule "on the line."

Further, many small items requisitioned on a priority basis, available in the area as indicated by status information, have still not been received by COD aircraft during this period.

One problem of considerable importance which resulted in the continuing ACOG of an aircraft was the receipt of an F4U4 wing assembly without the Areo 14A Rocket provisions (Change 432). Corrective action has been taken by COMFAIRJAP 210703Z December.

The first on line replenishment (19 November 1952) from the CHOURRE was highly satisfactory. The dispatch in the assembly of stores, the excellent tagging and identification, and the method of transfer indicates a high degree of efficiency on the part of the CHOURRE as a whole and the Supply Department in general. A total of 1247 items were requested of which 796 items were received for a percentage of 63.8 comprising approximately 43.7 tons.

Procurement difficulties were negligible during the period of this report with the exception of continued shortage of cold weather items cited in the first report. The condition of other shortages has improved.

Intra-Task Force cooperation has proved very satisfactory on request for allowance list material as shown by the receipt of 62.5 percent of items requested.

Usage of F9F MLG tires during this period has been reduced to normal expenditure.

b. General Stores

There were no unusual developments in this category except high consumption of certain stores. Usage of general mess and wardroom cups has been approximately three times that anticipated, principally as a result of breakage. Usage of class 40 and 41 (hand tools) has been extremely high due to inadequate outfitting of squadrons. Rags have been consumed at an average rate of 120 bales per month.

c. Ship's Store and C&SS

Operational Procedure Problems - Care must be exercised to insure that woolen underwear is bagged separately for delivery to the laundry, and that such articles are washed and rinsed in lukewarm water only.

Stock Excesses and Shortages - To date no excesses have been found to exist in ship's store stock. However, the following shortages do exist:

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(1) Watches - Sold 500 the first three months at sea. 100 of these watches were military type; all others dress. Average selling price of the dress watches, $35-40. Stock ratio of men's to women's was about 8:1. It is recommended that for Christmas sales this ratio be adjusted to about 3:1.

(2) Pen and Pencil Sets - During the pre-Christmas buying, sales increased to about five sales per day for a thirty day period over a previous normal of 1/2 to 3/4 per day. Sets sold were the Sheaffer at about $12-25 selling price.

(3) Pens - Demand for fountain pens, particularly the inexpensive pen of the Esterbrook type, is very great. Sales run on an average of 100-125 per month. Since these pens are unavailable in this area, it is recommended that adequate stock be carried.

(4) Clothing and Small Stores - Shortages cited in previous report continue, and are characteristic of this area.

Procurement Difficulties - The replenishment ship, U.S.S. CASTOR (AKS-1), to date has been unable to supply required items of C&SS. The available ship's store stock is satisfactory but limited quite strictly to staples (e.g. soaps, cigarettes, dentifrices, etc.).

d. Commissary

Operational Procedure - The serving of a midnight meal has met with continued success insofar as health and morale is concerned. On the last night of the patrol, however, it became necessary to serve only soup and coffee to avoid an over expenditure of general mess funds.

Stock Shortages - The following items of provisions have been in short supply:

Tomato puree
Potatoes, sweet, fresh
Grapefruit, fresh
Beans, string, cnd
Tomato paste
Crackers
Syrup
Vanilla, flavoring
Mayonnaise
Cereal, assorted
Juice, orange

Procurement Difficulties - On return to Yokosuka, after the previous period "on the line", requisitions were submitted to the U.S.S. ALUDRA (AF-55) for fresh frozen and dry provisions. The ORISKANY requested about one hundred forty tons and the amount received was sixty-three tons. The ORISKANY left Yokosuka, therefore, without a capacity load.

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e. Disbursing

It has been found that the most convenient time for pay day, while operating, is at night or on replenishment day.

Many disbursing forms are unavailable in this area. A complete cruise requirement should be acquired when outfitting.

f. Replenishment Underway

On 15 December the ORISKANY replenished at sea from the U.S.S. ALUDRA (AF-55). The ship came along side at 1342 for replenishment of fresh, frozen and dry provisions. About 95 per cent of the requisitions submitted were filled. Around 1545 the ALUDRA had to break away from the ORISKANY because of rough weather. About ten tons of flour was left on board the ALUDRA. The average tonage taken on board was 60 tons per hour.

Aviation stores replenishment was accomplished from the U.S.S. CHOURRE (ARV-1) on 19 December 1952. (Amplifying comments on the 19 November replenishment are contained in Aviation Stores section above). Very few items were received. Only priority BAKER requisitions were processed due to late delivery of requisitions to the CHOURRE, occasioned by the advancement of the replenishment schedule.

8. Navigation Department

During the present operation the Navigation Department had excellent opportunities for the training of deck-watch-standers. The rapidity of the tactical maneuvers and the great variety of tactical situations, affords excellent practice in ship handling. During this last tour four (4) officer-of-the-deck qualifications were granted, three (3) to ensigns and one (1) to a lieutenant. To supplement the on-the-job-training classes are held each day to improve the watch standers knowledge and use of the tools of his trade. Voice radio procedure is practiced daily utilizing a tape recorder so that voice deficiencies and improper procedure can be corrected. This practice has greatly improved voice radio procedure. To broaden the OOD's knowledge of his assistants, their duties and especially their problems, a rotational system has been established to place CIC personnel on the bridge and bridge watch standers in CIC. In our deck-watch-stander training credit must be extended to the U.S.S. PRINCETON since a modified program similar to hers has been adopted.

The starboard wing of the open bridge has undergone several changes to increase the comfort and efficiency of the conning officer during the winter replenishment operations. A seat has been installed with a foot rest, a plexiglass wind shield has been errected and a canvas awning has been installed. The top half of a gear locker door has been painted black so that it may serve as a blackboard to indicate the RPM and course being steered.

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9. Air Department

General - During this period a general improvement was noted in the execution of assigned functions of all divisions in the Air Department. This was due primarily to experience gained during the first tour in the operating area. Personnel shortages in the aircraft handling and ordnance divisions continues to be the most serious item effecting the efficiency of the department. During the last week of operations, due to illness and injuries, the flight deck division plane handling crews were reduced to 9-10 men per crew on occasion. A minimum of twelve (12) men per crew should be available in order to expeditiously respot the heavier AD and jet type aircraft. The use of the F9F tail tow during this period resulted in some conservation of manpower. Ingenious methods of conserving space on the hangar deck permitted operations to continue normally despite the presence of six non-flyable duds in hangar bay #3. Continued efforts are underway to gain additional room in hangar bays for maintenance facilities. Relocation of lumber racks from present location, port side elevator #3, to top of uptake space starboard side, will provide room for some work bench space. Installation of tool box racks between #3 elevator stanchions, port side hangar deck, frames 140-144, is also being accomplished. The practice of turning up all propeller aircraft approximately one and one-half hours before first morning launch is most desirable during cold weather. Plane captains run engines from 10-15 minutes at 1000-1200 RPM.

a. Aircraft Handling

An auxiliary aircraft spotting board of the flight deck, manufactured by the ship's aircraft metal shop, has been installed in flight deck control directly above the existing board. Since installation, it has saved much time and confusion by providing the actual deck spot while succeeding launches and spots are being planned and worked out on the lower board.

Design of a suitable tow-bar to tow F9F's backwards is still necessary. A number of universal tow bars were modified for this use by shortening one bar sufficiently to reach the tail skid while the remaining bar towed from the landing gear. Principal difficulty encountered is that the bars are not strong enough to withstand the stresses encountered at all angles of towing particularly during sharp turns.

Due to the ever increasing demand for hangar deck space for checks and other maintenance work on aircraft, and due to the number of permanent "dud" aircraft accumulated, it was necessary to resort to unorthodox methods of aircraft parking to conserve space. Vertical stabilizers and propellers were removed from two F4U dud aircraft permitting them to be "stood on their nose" with the tail lashed to the overhead. F9F tail sections were removed and suspended from the overhead in Bay #3 by means of the tail section hoisting sling. This permitted considerable tightening of dud parking and provided necessary space for parking of additional aircraft.

Operations have been speeded up on recovery of aircraft by taxiing jet aircraft off elevator #2 onto the hangar deck. The plane is taxied

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straight off the elevator, and the tail is not swung inboard until it is determined that no residual fire exists in the engine. This permits taking almost every other jet down elevator #2 thereby increasing the space available for spotting aircraft forward during recovery.

b. Catapults

A total of 753 catapult launches were made during the period, the majority of which were F9F-5 aircraft. The use of fire hose to protect the bungee strands on the F9F forged eye launching pendants from being struck by the sharp edges of the shuttle has proved satisfactory and has reduced considerably the use of bungee. Except for five pendants being lost in one day due to inadvertant use of overage bungee none have been lost during this period due to arrestor failures. It is recommended that CVA's stock 1500 feet of fresh 3/4" bungee for the F9F forged eye launching pendants. Both catapults were available for all scheduled operations during this period. Cable tensioner and whip dampener packings were changed after 400 shots due to excessive leakage.

d. Arresting Gear

The installation of a small jet blast deflector aft of #2 elevator provides protection to the barricade and barrier operator by dispersing the blast of aircraft being taxied onto the elevator during recoveries. The deflector is a fixed installation, set back far enough not to interfere with operations and deflecting the blast over and around personnel in the port catwalk stations.

Although frequent draining of arresting gear air supply lines is accomplished, water condensation in exposed portions of these lines freezes. This problem has been solved to a satisfactory degree by lagging the lines with asbestos cloth.

A total of 1375 arrested landings were made during the period. There were 7 jet barrier crashes and 3 prop barrier crashes, including 2 barricade engagements.

Failure of a hook point on an F9F-5 aircraft resulted in the breakage of #4 and #8 cross deck pendants with resultant major damage to the aircraft and minor injuries to three personnel of the arresting gear division stationed in the catwalks. To date, there have been four (4) hook point failures this cruise on jet aircraft. The Air Group has made recommendations to BUAER regarding the redesign of the F9F-5 hook points.

d. Maintenance

Due to the large number of tire changes, the aviation metal shop manufactured a tire bead breaking machine, which can also serve as a hydraulic press. Constructed of salvaged materials the machine consists of a heavy framework, a hydraulic hand pump and actuating cylinder and various size adapters which fit against the tire close to the rim. The beads are broken by the single action of the machine.

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Due to non-availability of a fork lift truck crane adapter, one was manufactured. The crane adapter serves purposes including the installation and removal of jet and propeller engines from aircraft and handling of bombs during replenishment. The adapter is quickly attached to the fork truck requiring only the removal of the forks and hanging the adapter in place since no securing devices are necessary.

Operation of the oxygen-nitrogen system was satisfactory; however, difficulty was experienced in handling the flexible oxygen service hose during operations. All the service outlets are on the port side of the ship; and in order to service planes on the starboard side, the use of a 200 foot length of hose is necessary. Handling this much hose, with planes, tractors, and bomb skids moving about the deck is dangerous; and caution is necessary to prevent damaging the hose. It is recommended that a hose reel be installed at the service outlets to facilitate break-out and return of the hose.

The electronics shop installed an APU plug-in on the LeTourneau crash crane in order to provide easier starting during cold weather. This modification has proven very satisfactory.

The use of an area in hangar bay #3 adjacent to the Aviation Metal Shop for tire mounting and stowage has proved necessary and desirable due to high tire usage of the F9F-5.

The present number of different type aircraft on board requires an excessive amount of special tools and maintenance equipment which absorbs premium stowage space both in storerooms and hangar deck. The design and distribution of universal equipment and tools would help greatly in alleviating the problem.

e. Ordnance and Gasoline

The MK 1 bomb skid requires continual inspection and repair to the "V" center-brace which prevents the bomb from slipping forward or aft while being hauled. The Aviation Metal Shop has welded heavy steel stock reinforcements across the lower section of the center "V" brace to remedy this fault. A skid similar to the MK 1 but with larger wheel and groved edge tires for rolling bombs over barrier and arresting gear cable would be an improvement over the present MK 1.

Napalm bombs are normally made up on the flight deck, however, under certain conditions, (i.e. high winds, rough seas) this is virtually impossible. This problem was solved by closing the fire doors between hangar bay #2 and #3 and pulling the blackout curtains aft of #3 aircraft elevator. Number 3 elevator was lowered and the napalm mixed on the lowered elevator. In this manner, proper ventilation was maintained and the work was accomplished much more rapidly in a sheltered position, and bombs were in a position to be taken immediately to the flight deck.

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The present allowance of eight (8) hoisting bands of the Aero 35A hoisting band for the 2,000# bomb is insufficient to meet present loading demands. Frequently thirteen (13) bombs and sometimes fifteen (15) are required for loading between recovery and next launch of the AD strike. This shortage of hoisting bands means only a part of the required number can be assembled and placed on bomb skids prior to loading time.

Cooperation of the Fleet Tankers in sending the proper type coupling hose fitting has cut our "hook-up" time to about five (5) minutes. On the last replenishment day, 137,000 gallons of AVGAS was received from the "first line over" to "cast-off time" of two (2) hours and twenty (20) minutes.

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