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UNITED STATES PACIFIC FLEET
AIR FORCE
COMMANDER CARRIER AIR GROUP TWELVE (CVG-12)

CVG-12/REW:rr
A16-13
Ser: 07
23 Apr 1953

[redacted]

From: Commander Carrier Air Group TWELVE
To: Commanding Officer, U.S.S. ORISKANY (CVA-34)

Subj: Action Report of Carrier Air Group TWELVE for the period 8 April 1953 through 22 April 1953; submission of

Ref: (a) OPNAV INSTRUCTION 3480.4
(b) CINCPACFLT INSTRUCTION 3480.1A

Encl: (1) Subject Action Report

1. This report is forwarded as enclosure (1) for inclusion in the action report of the U.S.S. ORISKANY (CVA-34) in accordance with references (a) and (b).

G. P. CHASE

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ACTION REPORT
OF
CARRIER AIR GROUP TWELVE
FOR THE PERIOD
8 APRIL THROUGH 22 APRIL 1953

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PART I

MISSION AND COMPOSITION

MISSION:

1. The mission, upon returning to Task Force SEVENTY-SEVEN in the area off the east coast of Korea as a unit of the United Nations Naval Forces, was blockading the North Korean coast and pursuing a systematic program of interdiction against enemy supply routes and destroying air facilities, power complexes, and manufacturing centers in North Korea to prevent further offensive action by the enemy. Close air support to frontline ground forces to be furnished upon request.

COMPOSITION:

UNIT	TYPE A/C	OPERATIONAL A/C		PILOTS	
		8 APR	22 APR	8 APR	22 APR
CVG-12 CDR G. P. CHASE Commanding	NONE	NONE	NONE	7	7
VF-121 LCDR S. R. HOLM Commanding	F9F-5	15	13*	25	24
VF-122 LCDR J. W. WYRICK Commanding	F9F-5	12	12**	24	23

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UNIT	TYPE A/C	OPERATIONAL A/C 8 APR	OPERATIONAL A/C 22 APR	PILOTS 8 APR	PILOTS 22 APR
VF-124 LCDR M. D. CARMODY Commanding	F4U-4	12	1#	24	24
VA-125 LCDR A. H. GUNDERSON Commanding	AD-3/AD-4	15	15	21	21
VC-3 (Det "G") LCDR G. W. STAEHELI Officer-in-Charge	F4U-5N	4	0##	5	5
VC-11 (Det "G") LT H. F. GERNERT Officer-in-Charge	AD-4W	3	3	5	5
VC-35 (Det "G") LT W. P. KISER Officer-in-Charge	AD-4N	4	3%	5	5
VC-61 (Det "G") LT J. F. GROSSER Officer-in-Charge	F2H-2P	4	5%%	5	5
TOTALS		69	52	121	119

* VF-121 Transferred one aircraft during this period.
** VF-122 Received two replacement aircraft on board and transferred one during this period.
\# VF-124 Transferred eleven aircraft during this period.
VC-3 Transferred four aircraft during this period.
% VC-35 Transferred one aircraft during this period.
%% VC-61 Received one additional aircraft on board during this period.

The Air Group Commander flies with VF-121 and VA-125. The Air Group Staff Operations Officer flies with VF-122. A doctor designated as a Naval Aviator, the Electronics Officer and three L.S.O.'s comprise the remaining five pilots on the Staff and they do not fly from the ship.

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PART II

CHRONOLOGY

11 April - Air Group TWELVE planes, flying from the U.S.S. ORISKANY, commenced their fifth tour on the line. The jets attacked camouflaged troop shelters south of MAJON-NI. They destroyed four shelters, damaged six, started two large fires and caused two secondary explosions. Panther jets also bombed a billeting and supply shelter area southwest of WONSAN. Six shelters were destroyed and eight damaged. A sudden storm forced cancellation of the day's remaining events, except for the night hecklers. They destroyed three trucks north of HAMHUNG then proceeded to stop and wreck a train which was attempting to reach a tunnel south of CH'AHO. The rails ahead were cut, the locomotive was overturned and destroyed, six boxcars were demolished and eight others were damaged. Eighteen tons of bombs were dropped during the day's thirty-four sorties.

12 April - The Panther jets, in two strikes on personnel and supply build-up areas near the bomb line, destroyed five shelters, damaged eleven and started seven fires. AD's flew close air support for the FIRST ROK Corps, bombing bunkers and caves. Poor visibility made damage assessment difficult. F4U's napalmed camouflaged coastal defense gun positions at the southern tip of HODO PANDO. Large fires were started at the reported positions. The Corsairs and Skyraiders combined to bomb a truck parking and troop area north of KOSAN-NI. All ordnance fell in the assigned target area. Two large fires were started. Jets, providing flak suppression, strafed three gun positions in the vicinity of the target. They also damaged four buildings by strafing. An afternoon jet reconnaissance flight heavily damaged two storage buildings near TANCH'ON. A Corsair close air support flight destroyed six buildings and started ten fires in a troop housing area southwest of YONPO. A combined AD-F4U flight destroyed three storage buildings, four industrial buildings and one reveted ammunition dump in the vicinity of HUNGNAM. They also heavily damaged six barracks buildings and four industrial buildings in the same area. Total sorties flown, one hundred two. Fifty-five tons of bombs were dropped.

13 April - Air Group TWELVE dropped sixty-six tons of bombs during the day's ninety-seven sorties. The entire effort was directed against a variety of targets in and about CHONGJIN, an important transportation center and industrial site. The early prop hop was a Skyraider strike against a shop and warehouse area and a supply vehicle parking compound. Heavy smoke over the area hindered complete damage assessment, but at least one building was seen to be destroyed and three were damaged. In addition to flying TARCAP for our propeller aircraft and for surface units shelling targets in the city, the Panther jets attacked an area consisting of small industrial buildings. Three were destroyed and ten

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damaged. A division of Corsairs, before providing TARCAP, bombed a manufacturing complex, destroying six buildings, heavily damaging another and leaving eight others ablaze. A jet recco spotted loaded railroad cars northwest of CHONGJIN. They destroyed one car and damaged five. Prior to furnishing additional TARCAP and naval gunfire spot for surface units, the Corsairs bombed and strafed a large group of storage buildings. Smoke covering the area prevented damage assessment. The afternoon's combined prop strike hit the morning Skyraider target again. Five more buildings were destroyed and eight damaged. A division of AD's was diverted from the combined strike, to attack a vital communications center. The target was demolished.

LTJG Roy TAYLOR, 401295, USNR, VF-122, is presumed to have been killed while attempting to ditch his F9F-5 because of a flame-out. A thorough search of the ditching position and surrounding area by aircraft and surface units failed to disclose any evidence that he was able to get out of the plane.

14 April - No flight operations - replenishment.

15 April - The early morning hecklers attacked a truck convoy heading into WONSAN. Four trucks were destroyed and five damaged. Another truck was destroyed and one damaged west of HAMHUNG. A locomotive and twenty cars were sighted just as they were entering a tunnel west of CH'AHO. An attack on the train could not be made but the rails were cut. The morning jet strike bombed a target consisting of thirty-five buildings in a valley southwest of WONSAN. Ninety-five percent of the ordnance fell into the target area. The early combined prop strike hit an industrial site at HUNGNAM. Two factories were damaged and many fires were started in the area. A section of Corsairs scored a direct hit on a radar facility in CHONGJIN, causing heavy damage. A Skyraider flight damaged three barracks buildings near HAMHUNG. The jets, attacking personnel and supply shelters near P'YONGANG, reported five large fires left burning in the target area. Corsairs, flying close air support for the X Corps, were credited with destroying twenty-two shelters and causing two secondary explosions. A combined AD-F4U attack on five specific buildings in CHONGJIN resulted in the destruction of two and heavy damage to the remaining three. Although intense flak prevented accurate damage assessment, the afternoon jet strike on the shelters near P'YONGANG reported sixty percent of the ordnance in the target area. Ninety-one tons of bombs were dropped during the day's one hundred seven sorties.

16 April - The Corsairs and Skyraiders combined to strike a truck parking area in HUNGNAM. Three buildings were destroyed and thirteen damaged. A division of AD's attacked an explosive storage area near SANSO-RI, destroying four storage buildings and inflicting heavy damage

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on four others. Intense flak and dense smoke prevented accurate assessment as the jets attacked personnel and supply shelters northeast of P'YONGANG three times during the day. Props, attacking artillery positions near the bomb line, destroyed three bunkers, one hundred yards of trenches and sealed three caves. Corsairs, flying close air support for the IX Corps, were credited with the destruction of ten bunkers. One hundred nine sorties were flown and eighty-five tons of bombs were dropped.

17 April - CVG-12 pilots continued their attacks on the enemy's personnel and supply shelters and artillery positions along the bomb line. One hundred eleven sorties were flown and ninety-one tons of bombs were dropped. The early morning hecklers, working the coastal recco routes north from HUNGNAM, damaged a locomotive and three boxcars near CHONGJIN. Three boxcars were destroyed and two rail cuts were made. Eight buildings were destroyed and two were left burning in an attack south of HAMHUNG. In addition, the hecklers destroyed three trucks and damaged eight between HUNGNAM and CHONGJIN. A division of AD's, flying close air support for the X Corps, destroyed two mortars, three bunkers, one hundred yards of trenches and sixteen personnel shelters. The early prop strike on artillery positions near the bomb line placed seventy percent of their bombs in the assigned area. The first of three jet strikes scheduled for shelter targets near P'YONGANG reported all ordnance in the target area, but damage assessment was hampered by a heavy pall of black smoke. The Panther jets attacked another section of the same target later in the morning. They reported many fires as seventy percent of their ordnance was dropped into the designated section. Effective artillery flak suppression was provided by the IX Corps as the Skyraiders and Corsairs bombed enemy artillery tunnels. Several bombs fell very close to these difficult targets and it is estimated that two of the tunnels suffered probable damage. One hundred yards of trenches were damaged. A division of F4U's destroyed four mortar positions as they flew close air support for the X Corps. The F9F's attacked their weather alternate, a group of forty-four storage buildings south of YONGHUNG. An estimated twenty buildings were destroyed and fifteen damaged.

18 April - No flight operations - replenishment.

19 April - Strikes were conducted against a critical personnel and supply build-up area near the center of the bomb line. The jets were first to attack the target, reporting four fires left burning in the area. The Corsairs and Skyraiders combined in the largest strike of the day on this important target. Although one hundred percent of the ordnance fell in the assigned area, the damage could not be assessed because of the smoke and dust over the target area. The props credited the jets with excellent flak supression. The early afternoon jet recco

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flight damaged five oxcarts west of HAMHUNG, bombed supply shelters near YONGHUNG and strafed reported troop concentrations north of WONSAN. Results on the latter two targets were unobserved. The late jet reconnaissance flight bombed large metal warehouses near HAMHUNG. Two were destroyed, one damaged and a large secondary explosion was observed. The second jet strike near the bomb line reported ninety percent of their ordnance in the assigned area. Many fires were observed throughout the build-up site. The late jet strike, diverted by the controller because of weather, bombed a storage area near SINP'UNG. Six buildings were damaged. The F4U's, on close air support, were credited by the controller with destroying ten shelters out of the ten assigned. They also damaged two caves and destroyed two hundred yards of trenches. Two divisions of AD's attacked separate coastal gun positions. Long delay fuzed bombs were dropped on the installations near KOJO. One gun and a gun control position were destroyed at SONGHUNG-NI. A bomb burst touched off many land mines guarding beach approaches to the gun positions. The hecklers, searching the coastal recco routes north of HUNGNAM, heavily damaged a locomotive and destroyed a boxcar north of PUNGO-RI. The rails were cut in three places ahead of the train and in two spots behind it. Two trucks were destroyed and one damaged near HACH'ON-DONG. Two direct hits were scored near the center of a highway bridge north of SONGJIN. Ninety-six tons of bombs were dropped during the day's one hundred nine sorties.

20 April - The day's first Panther jet reconnaissance flight damaged four trucks and eight boxcars west of WONSAN. The Corsairs bombed underground storage facilities north of SONGJIN. Two buildings were destroyed and one was damaged. They also attacked a billeting area near UNHUNG-NI, destroying five buildings. The Skyraiders attacked a large group of storage buildings near SANSO-RI. Large fires, visible twenty-five miles, were started as an estimated sixty buildings were destroyed. They also damaged a tunnel entrance and scored three rail cuts near TONG-NI. An F9F strike set a billeting area ablaze near HUNGNAM. The afternoon jet recco mission, in the vicinity of HUNGNAM, restricted by low overcast, accounted for one building and two boxcars destroyed, five buildings damaged and two rail cuts. Corsairs and Skyraiders bombed a factory site north of HUNGNAM. All ordnance went into the target area. Two large buildings were destroyed, two were damaged and two large fires were left burning in the area. A division of AD's reported damage to a coastal defense gun position on the northern tip of KALMA-PANDO. Eighty-one tons of bombs were dropped by ninety-nine sorties.

The day's remaining events were diverted to search for a downed pilot. ENS Randolph SCOGGAN, 551739, USNR, VF-121, radioed that he intended to bail out of his flak-damaged F9F. He is thought to have done so approximately ten miles east of HODO-PANDO Peninsula. His

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parachute was not observed nor was he seen in the water. A thorough day and night surface and air search was conducted with negative results. ENS SCOGGAN is listed as missing in action.

21 April - Today was "Boy-san Day", a day when the pilots selected their own targets. Seventy-one tons of bombs were dropped during the day's one hundred nine sorties. The first jet strike attacked billeting and supply buildings. Post strike photo coverage confirmed twenty-one buildings destroyed and six damaged. The second Panther jet effort against a storage area northwest of PUKCH'ONG resulted in the destruction of two warehouses and two others being damaged. The Corsairs, attacking coastal defense gun positions on KALMA PANDO, started seven intense fires in the area. Supply facilities for the gun crews were destroyed. The Skyraiders destroyed six warehouses and damaged six others in an attack on storage facilities in the HUNGNAM area. The afternoon F9F strike attacked a troop billeting area near IWON and bombed the vital HAMHUNG highway bridge. Fourteen billeting buildings were destroyed and eleven damaged. Four F9F-5's with two 1000 pound bombs each dropped with fine precision upon the bridge and scored six bomb hits out of a possible eight. Three complete cuts were made with the center span completely demolished, as was another span near the southern terminus. A third span close to the northern approach was heavily damaged. The AD's again bombed storage buildings in the vicinity of HUNGNAM. This strike accounted for seven buildings destroyed and six damaged. A Panther jet strike, with aid from flame spreading winds, destroyed or damaged an estimated fifty percent of a camouflaged truck parking area, consisting of 177 buildings.

22 April - No flight operations - replenishment. End of the reporting period.

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PART III

AVIATION ORDNANCE

1. There was one accidental firing of a 20MM gun during this period. While clearing the guns of an F9F-5 aircraft, an empty cartridge case was found wedged between the breechblock and chamber, making a visual inspection of the chamber impossible. All attempts to recharge the gun and to remove the empty case, which held the breechblock 3/4 out of battery, failed. During removal of the gun from the plane, the case dislodged, allowing the breechblock to go home, firing an HEI that had been concealed in the chamber. The gun stoppage was caused by an extractor failure. The reason for the charger failure is unknown.

TOTAL ORDNANCE EXPENDITURE:

TYPE ORDNANCE	VF-121 (F9F-5)	VF-122 (F9F-5)	VF-124 (F4U-4)	VA-125 (AD-3,4)	VC-3 (F4U-5N)	VC-35 (AD-4N)	TOTALS
2000# GP				72			72
1000# GP	2	8	76	295		1	382
1000# SAP			5	23			28
500# GP	142	64	37	32	17	17	309
260# FRAG	43	144	48	46	42		323
250# GP	711	616	270	292	52	102	2043
100# GP	16	16					32
350# ADB				8		8	16
5" ATAR	8						8
5" HVAR	16						16
3.5 A.R.				30			30
MK5 Mod 9 FLARE					42	73	115
NAPALM			4				4
20MM	23660	36495		14280	11450	7200	93085
50 CAL			54700				54700

HUNG ORDNANCE:

TYPE ORDNANCE	AERO 14A	MK9 LAUNCHER	TOTALS
500# GP	1		1
250# GP	2		2
5" ATAR	1		1
5" HVAR	1		1
3.5 A.R.		5	5

All hung ordnance remained on the racks.

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PART IV

DAMAGE

DAMAGE INFLICTED ON ENEMY:

TARGET	DESTROYED	DAMAGED
Ammunition Stockpiles		1
Barracks Buildings	47	29
Factory Buildings	8	19
Storage and Warehouse Buildings	247	49
Unidentified Buildings	28	36
Bunkers	6	
Highway Bridges		4
Railroad Cars	7	23
Highway Cuts	2	
Rail Cuts		13
Oxen Carts		5
Gun Emplacements	7	6
Power Installations		1
Locomotives	2	1
Personnel Shelters	43	11
Supply Shelters	24	6
Trenches (Yards)	400	100
Trucks	14	27
Railroad Tunnels		2
Communications Centers	1	
Truck Shelters	45	41
Vehicle Repair Shops		9
Caves		2

COMBAT LOSS OF AIRCRAFT:

DATE	UNIT	TYPE A/C	BUNO	CAUSE	CODE
4/20/53	VF-121	F9F-5	125461	Enemy Anti-Aircraft Fire	L

DAMAGE INFLICTED BY ENEMY TO OWN A/C:

DATE	UNIT	TYPE A/C	BUNO	CAUSE	CODE
4/13/53	VF-124	F4U-4	81913	Small Arms Fire	D-3
4/15/53	VC-3	F4U-5N	123167	Small Arms Fire	D-3
4/17/53	VF-124	F4U-4	97387	Small Arms Fire	D-3
4/17/53	VF-124	F4U-4	81964	Small Arms Fire	D-3

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DATE	UNIT	TYPE A/C	BUNO	CAUSE	CODE
4/17/53	VA-125	AD-3	122837	Small Arms Fire	D-3
4/19/53	VF-124	F4U-4	97387	Automatic Weapons Fire	D-3
4/21/53	VA-125	AD-3	122835	Small Arms Fire	D-3
4/21/53	VF-124	F4U-4	96796	Small Arms Fire	D-3
4/21/53	VF-124	F4U-4	81913	Small Arms Fire	D-3

OPERATIONAL LOSS OF AIRCRAFT:

DATE	UNIT	TYPE A/C	BUNO	CAUSE	CODE
4/13/53	VF-122	F9F-5	125963	Flameout, ditched	L

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PART V

PERSONNEL PERFORMANCE AND CASUALTIES

PERFORMANCE:

1. Performance of Air Group personnel during this period was excellent. Morale remained at a very high level, due in part to less severe weather conditions encountered during this period and the knowledge that this was the last period on the line prior to departure for CONUS.

CASUALTIES:

1. While returning from a Photo Escort mission over North Korea on 13 April 1953, an F9F-5, BuNo 125963, piloted by LTJG Roy (n) TAYLOR, 401295/1325, USNR, VF-122, was observed to crash into the sea. A search by helicopter and destroyer failed to find any indication that the pilot survived. LTJG TAYLOR is listed as killed in action.

2. An F9F-5, BuNo 125461, piloted by ENS Randolph T. SCOGGAN, 551739/1325, USNR, VF-121, on 20 April 1953, started an uncontrolled climb after apparently being hit by enemy anti-aircraft fire over North Korea. ENS SCOGGAN radioed his section leader that he would parachute from the aircraft at 25,000 feet, if unable to regain control. The aircraft was observed to spin and crash into the sea, however no parachute was sighted and an intensive search by air and surface units failed to locate the pilot. ENS SCOGGAN is listed as missing in action.

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PART VI

OPERATIONS

1. During this fifth and last period with Task Force SEVENTY-SEVEN, Carrier Air Group TWELVE completed a total of 926 flights and flew 1,903 hours during nine scheduled operational days. Only a portion of one day's operations was cancelled because of weather. The Air Group averaged 103 flights per operating day, completing 99 percent of its scheduled commitments. The average total number of flights per pilot for the propeller aircraft pilots was 6.9 and for the jet pilots was 9.3. The average total flight time per pilot for the propeller aircraft pilots was 18.6 hours and for the jet pilots was 14.3 hours.

SUMMARY OF FLIGHTS:

MISSION	VF-121 F9F-5	VF-122 F9F-5	VF-124 F4U-4	VA-125 AD-3,4	VC-3 F4U-5N	VC-11 AD-4W	VC-35 AD-4N	VC-61 F2H-2P	AIR GROUP
OFFENSIVE:									
Strike	120	107	92	114					433
Recco	12	16							28
Flak Suppression	8	11							19
NGF			5		5				10
ECM							2		2
Photo								39	39
Photo Escort	17	15							32
CAS			24	24					48
TAR CAP	16	4	6						26
Heckler					13		14		27
TOTAL OFFENSIVE	173	153	127	138	18		16	39	664
DEFENSIVE:									
CAP	69	75							144
ASP						29			29
ASP Escort				17		3	9		29
TOTAL DEFENSIVE	69	75		17		32	9		202
MISCELLANEOUS:									
Survivor Search			4						4
Slow time or test			3	2					5
Ferry	1	1	13	5	6		14		40
TOTAL MISC.	1	1	20	7	6		14		49

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MISSION	VF-121 F9F-5	VF-122 F9F-5	VF-124 F4U-4	VA-125 AD-3,4	VC-3 F4U-5N	VC-11 AD-4W	VC-35 AD-4N	VC-61 F2H-2P	AIR GROUP
ABORTS:	---	2	---	3	4	---	1	1	11
TOTAL FLIGHTS	243	231	147	165	28	32	40	40	926
Average Flights Per Pilot	9.7	9.3	6.1	7.9	5.6	6.4	8.0	8.0	8.0
Average Flight hours per pilot	14.8	14.2	16.8	22.2	13.4	16.4	19.4	12.4	16.5

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PART VII

MAINTENANCE AND MATERIAL

1. Eleven cases of auto-acceleration were experienced. All cases were similar to those previously encountered and reported. Pilots continue to switch to emergency for the completion of assigned missions.

a. Since the deletion of the alcohol additive, no malfunctionings of fuel system components of the F9F-5 due to corrosion were experienced.

b. One F9F-5 aircraft was used for tests in the interest of preventing or correcting conditions of auto-acceleration. This was done by the application of heat to the fuel control. Auto-acceleration was not encountered; however, due to the limited time of experimentation, this cannot be considered as conclusive evidence towards a permanent fix.

2. One deck flame-out was experienced during this period. Letter report in accordance with COMAIRPAC J48 Engine Technical Bulletin No. 10 is pending.

3. One flame-out during a descent occurred at approximately 11,000 feet altitude. The pilot and plane were not recovered after ditching. Upon interview by the Pratt and Whitney Aircraft Representative, the pilots who were in company with the subject aircraft when the incident took place, offered the following information:

a. The last fuel state reported a few minutes before the flame-out occurred was 2200 lbs.

b. The pilot was observed working in the cockpit, apparently attempting a re-light.

c. At no time during the apparent re-light period was smoke or vapor observed from the tail pipe.

d. Pilots observing previous cases of air flame-outs and re-lights commented on the appearance of vapor resembling white smoke emitted from the tail pipes during the air starts.

e. In view of the foregoing, it is believed possible that complete interruption of the fuel flow to the engine caused the flame-out and subsequent failure to air-start.

4. An alarming rate of defective R37S-1 overhauled spark plugs, Stock No. R-86-CK-R-37-S-1, was encountered during this period. Subject spark plugs were tested before installation, and again after malfunctioning in the engine. On one occasion ninety-six R37S-1 overhauled spark

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plugs were tested in order to select thirty-six satisfactory plugs for installation. The thirty-six installed plugs malfunctioned after three hours of operation, and were subsequently removed for testing. Testing revealed intermittent and sporadic firing. The foregoing was reported by USS ORISKANY dispatch 160431Z of April, in accordance with General Engine Bulletin No. 136, Revision -A, dated 17 October 1952. In addition, twenty of the subject spark plugs were air shipped to COMAIRPAC and COMFAIRJAP for further tests. Superior service was previously experienced with RB-19 spark plugs. This service continues with RB-19 spark plugs presently installed in a relatively small percentage of aircraft.

5. There were four cases of ACOG as follows:

a. AD-4W Wingfold Crank Assembly, 526295-6, two days.

b. F4U-4 Port Stabilizer Assembly, VS 40103, fifteen days. This prolonged delay, however, is attributable to the ship's itinerary to Hong Kong. The stabilizer was received on the first replenishment day following the ship's return to the area of operations.

c. Two cases of F9F-5 high pressure regulator, P/N 311781, two days during the period of this report and still continuing.

Aircraft Availability:

UNIT	TYPE A/C	AVERAGE AIRCRAFT ON BOARD EXCLUSIVE OF "DUD" A/C	AVERAGE AIRCRAFT AVAILABLE	PERCENTAGE AVAILABLE
VF-121	F9F-5	14.9	14.6	98%
VF-122	F9F-5	12.1	11.1	92%
VF-124	F4U-4	11.0	10.0	91%
VA-125	AD-3,4	15.0	14.1	95%
VC-3	F4U-5N	4.0	3.2	80%
VC-11	AD-4W	3.0	2.7	90%
VC-35	AD-4N	3.2	3.1	97%
VC-61	F2H-2P	4.1	4.0	97%
AIR GROUP		67.1	62.8	93%

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