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Ser. 053

UNITED STATES PACIFIC FLEET
AIR FORCE PACIFIC FLEET
CARRIER AIR GROUP FIFTEEN

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DECLASSIFIED

December 1951

From: Commander Carrier Air Group FIFTEEN
To: Commanding Officer, USS ANTIETAM (CV-36)

Subj: Action Report of Carrier Air Group FIFTEEN for period of 26 November 1951, through 31 December 1951.

Ref: (a) OpNav Inst. 3480.4 of 1 July 1951.

Encl: (1) Subject Action Report. p. 24

1. This report is forwarded as Enclosure (1) for inclusion in the action report of the USS ANTIETAM (CV-36) as required by reference (a).

2. Information, comments and recommendations are presented under the headings indicated below:

I Mission and Composition
II Chronology
III Ordnance
IV Damage
V Personnel Performance and Casualties
VI Comments and Recommendations

A. Operations
B. Intelligence
C. Maintenance
D. Electronics
E. Survival

R.F. FARRINGTON

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ACTION REPORT OF CARRIER AIR GROUP FIFTEEN
for period 26 November - 31 December 1951.

PART I MISSION AND COMPOSITION

a. Departing Yokosuka 26 November 1951, Carrier Air Group FIFTEEN, embarked aboard the USS ANTIETAM (CV-36), proceeded to the area off the east coast of Korea and reported to CTF77. Operating under CTF 77 Op Order 22-51, and in accordance with the daily Air Plan promulgated by ComCarDivs ONE, THREE and FIVE, the mission of the Group was to perform interdiction flights consisting of strikes, armed reconnaissance flights and heckler flights directed primarily against North Korean supply routes including railroad track and equipment, bridges, highways, and supply areas. Defensive missions including CAP and ASP were scheduled.

b. Composition of the Air Group

(See table on next page)

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PART I B. Unit Commander	Type A/C	Operating A/C 11/26/51	 12/31/51	Pilots Available 11/26/51	 12/31/51	Total Flight Hrs.	Avg. Flight Hrs per Pilot	Avg. Flights Per Pilot
CAG 15 CDR R.F. FARRINGTON				2	2			
VF 713 LCDR R.L. DOERING	F4U-4	17	15	25	24	Note 1 1094.3	Note 1 43.8	Note 1 26.7
VA728 LCDR S.T. BITTING	AD2, AD4 AD4Q	18	14	26	26	Note 2 1004.3	Note 2 35.9	Note 2 11.7
VF831 LCDR A.J. DENMAN	F9F-2	14	15	20	20	594.7	29.7	18
VF837 LCDR R.H. KENTON	F9F-2	16	16	20	21	603.4	28.73	17.9
VC3 DET D LCDR J.L. CALLIS	F4U5NL	4	3	6	6	135.6	22.6	7.8
VC-35 LT R. BARTLETT	AD4NL AD4Q	4	3	5	5	186.3	37.2	12.4
VC-11 LCDR C.D. CONYERS	AD4W	3	3	5	5	144.9	28.9	10.0
VC-61 LT G.C. YOUNG	F9F-2P	3	3	4	4	100.4	25.1	16.0

Note 1 - This includes three (3) replacement pilots who reported 4 December 1951. One pilot was killed on 19 December 1951, and is included in this report.

Note 2 - These columns include two (2) pilots from CAG-15 Staff, the CCAG and the staff operations officer, who fly regularly with VA 728.

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PART II - CHRONOLOGY

26 Nov 1951 Departed Yokosuka. No air operations due to bad weather.

27 Nov 1951 No air operations due to bad weather.

28 Nov 1951 No air operations due to bad weather. Joined TF 77 at 2246 Item.

29 Nov 1951 Armed recco, hecklers, strikes, recco sweeps, CAP, ASP and one special electronic mission comprised the days activities. Total sorties - 72, ammo expended 28,475 rds, bombs in tons - 49.

The entire day's air operations was very successful and many targets such as locomotives, boxcars, trucks and enemy troops were found to be exposed to our gunfire and bombs. LCDR F. T. DONAHOE, LT Frank NELSON and LT Roger HALL of VF 837 flying F9F aircraft succeeded in getting six railcuts. LTJG John FOX of VF 713 while flying over enemy territory developed an oil leak and was forced to make a landing at K-18.

30 Nov 1951 Replenishment Day

1 Dec 1951 The new month found many lucrative targets in North Korea and many trucks and movements were observed by the pilots. A full day's flight operations was carried out with a total of 70 sorties. Total ammo expended 24,900 rds, bombs dropped 44.6 tons.

2 Dec 1951 Another full scale operating day was carried out by the Air Group. Total sorties flown 74; total ammo 30,400 rds, total bombs in tons 48.2.

The day's events commenced with the hecklers destroying one storage tank, one truck destroyed and one damaged. LCDR CALLIS of VC-3, DET "D", was credited with exploding one large storage tank, with a well placed 500# GP bomb.
LCDR A. J. DENMAN and LTJG G. M. BENAS of VF 831 destroyed two trucks, one oxcart and made numerous railcuts. LT M. MAZZOCCO of VF 837 and his flight of Panther Jets were credited with eight trucks destroyed, five railcuts, three oxcarts, five troops killed and numerous boxcars and barracks destroyed and damaged. The ADs and Corsairs also had a good day of enemy blasting as rails were cut, buildings destroyed, one locomotive destroyed and several direct hits on bridges and bypasses

3 Dec 1951 Excellent weather aided the Air Group while flying a total of 75 sorties.

Scores of enemy trucks and personnel were found by the pilots led by CDR R. F. FARRINGTON and by LT W. F. DRIESSEN with devastating damage resulting. Trucks were destroyed, personnel killed, rails were cut, one large train with three locomotives was well worked over and many barracks and buildings were destroyed and damaged.
LT SCHINDLER of VC-3, DET "D", destroyed one truck and damaged another while on a night-heckler flight.

4 Dec 1951 Replenishment Day

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5 Dec 1951 Perfect weather enabled the Air Group to fly a total of 88 sorties against enemy targets. Ammo expended was 43,920 rds, bombs dripped 68.2 tons. Many railcuts were recorded by VF 713 and VA 728 directed by LCDR R. L. DOERING and LCDR S. T. BITTING. One pontoon railroad bridge bypass was hit by a direct hit resulting in one missing span and two spans severly damaged. AA positions were hit hard and accurately as six positions were knocked out entirely with an undetermined number of crew members killed. The jet squadrons also enjoyed a field day as oxcarts, oxen were hit, railroad tracks were cut and numerous buildings damaged.

6 Dec 1951 Another day of perfect weather and many targets found the Air Group racking up another high total of damage to the enemy. Total sorties flown were 86, total ammo expended 43,590 rds, total bombs dropped 54.4 tons.
The night hecklers commenced the day's activity by finding many trucks moving along the North Korean roads. LT STIXRUD, VC-3, DET "D", scored one direct hit on the center of a highway bridge and two damaging hits on the end of the bridge. LTJG Leo GARODZ, VC-35, DET "D", and LT Stan MANNING, VC-3, DET "D", also destroyed two trucks and damaged three others.
LCDR A. J. DENMAN, VF 831, was credited with several oxcarts and troops destroyed and killed. LCDR B. RYAN, VF 831, led a flight of four jets and scored four railcuts plus several oxcarts destroyed and two damaged.
The prop-squadrons carried out their missions in an excellent manner and accounted for a total of 24 railcuts, four oxcarts, one twin-gun emplacement and damaged three railcars.

7 Dec 1951 Armed recco, sweeps, strikes, NGF, pre-dawn hecklers, photo and escorts, CAP and ASP comprised the day's operations. Total sorties flown were 88. Total bombs dropped 54.6 tons, ammo expended 37,575 rds.
Many rails were cut and one locomotive was destroyed on a bridge. The following dispatch was received from CTF 77:

> CONGRATILATIONS ON YOUR DOUBLE X LOCOMITIVES ON BRIDGES ARE RARE X GETTING BOTH ON ONE ATTACK IS SOMETHING FOR THE BOOKS X WELL DONE

Many buildings were either destroyed or damaged. The enemy was out in force this date but the pilots of this Air Group greatly discouraged their activities.

8 Dec 1951 Replenishment Day

9 Dec 1951 Jet recco, sweeps, photo and escort, strikes, NGF, CAP, and ASP accounted for a total of 95 sorties. Total ammo expended 34,400 rds, total bombs dropped 56.9 tons.
Perfect flying weather enabled the air group to break the total number of sorties in one day for this carrier on this cruise. LCDR DOERING and his squadron of Corsair pilots received a "Well Done" from CAPTAIN George DUFEK as the entire squadron came aboard without one waveoff and had a 100% availability of aircraft for the days operation.

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Several planes were hit by AA fire but all were able to return safely to the ship except LCDR S. T. BITTING and his escort, LT C. NOTH who landed at K-18. LCDR BITTING was hit on the lower portion of the fuselage with extensive damage resulting.
CDR R. F. FARRINGTON, CVG-15 CO, scored direct hits on one locomotive and completely destroyed same.
Two enemy tanks were attacked with one definitely destroyed and one damaged.

10 Dec 1951 Another day of good weather produced 91 sorties. Total ammo 39,400 rds, total bombs 46 tons.
Many rails were cut and buildings were heavily strafed as LCDR R. L. DOERING led the strike. An Air Group record of 27 rail cuts in one flight was accomplished this date; 18 cuts were made by the Corsair squadron.

11 Dec 1951 This date the carrier launched a total of 91 sorties, expended 41,850 rds of ammo and dropped a total of 60.4 tons of bombs on enemy rails, bridges, tanks, trucks and AA positions.
LT J. NERI of VA 728 scored a direct 2,000# GP bomb hit on one large enemy tank which was destroyed. The tank rolled over on its side, all treads were destroyed as the pilots of VA 728 and VF 713 worked it over with ammunition and bombs. Another strike also damaged another enemy tank. The last three days of excellent marksmanship was finally awarded by the following dispatch from Commander Task Force 77:

> TONIGHT'S OPERATION WAS A FINE ENDING TO THE LAST THREE DAYS OPERATIONS X DURING THE LAST NINE DAYS THERE WERE 937 RR CUTS PLUS A RESPECTABLE NUMBER OF LOCOMOTIVES, RAILROAD BRIDGES AND OXCARTS DESTROYED

12 Dec 1951 Replenishment Day

13 Dec 1951 Perfect weather again prevailed as 89 sorties were flown with a total of 31,740 rds of ammo expended and 63 tons of bombs dropped. Flak and engine failure resulted in having two planes lost and one F9F-2 landing at K-18. No personnel were injured or missing. LTJG N. DONAHOE of VC-35, DET "D", was hit by 40MM AA causing him to land at K-18. LT SCHINDLER of VC-3, DET "D", while on an ASP escort flight was the victim of engine failure and had to ditch his aircraft. He was rescued by the helicopter from the USS VALLEY FORGE, (CV-45). LT John COMMONS of VF 837 while flying his F9F-2 was forced to land at K-3 due to an explosion in the nose of his aircraft.
The hecklers started the day's damage to the enemy by destroying and damaging buildings. The jets had an excellent day as they bombed and strafed an already damaged tank and its crew, destroyed oxcarts, cut railroad tracks, killed six troops, damaged one jeep and killed several oxen.
The prop-squadrons started their day by dropping two spans of a four-span bridge, destroyed boxcars, destroyed several trucks, cut rails and damaged several buildings.

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[redacted] Strikes, NGF, Photo and Escort, CAP and ASP produced a total of 84 sorties. Total ammo 34,050 rds, bombs dropped 54.1 tons. The day's activity was started by LCDR CALLIS and LT KRAMER of VC-3, DET "D", destroying one truck each and together damaged one other truck. The hecklers and the first strike was diverted to conduct a search for an AD4NL from the USS VALLEY FORGE which had been shot down on 13 Dec. 195. What was believed to be a parachute was sighted but no activity by downed personnel was observed.
ENS COURTNEY of VA 728 ditched his AD after engine failure caused by small arms in the Songjin area. He was rescued by the DD SWENSON after spending two hours and twenty-minutes in his life raft. He was in good condition in spite of exhaustion and exposure.

5 Dec 1951 All types of flights were flown for a total of 80 sorties. Ammo expended 39,475 rds, bombs dropped 59.6 tons.
LT Stan MANNING of VC-3, DET "D", while on a pre-dawn heckler flight caught an enemy locomotive and tender moving along the tracks in open country. Bombing and strafing runs were made with the results of one locomotive and tender stopped, burning and spouting steam. He then diverted the incoming strike of CAG-15 Skyraiders and Corsairs which completely destroyed both targets. Other boxcars were damaged, oxcarts and oxen destroyed and killed, many rails were cut, buildings destroyed, a railroad trestle destroyed and bridges damaged.

6 Dec 1951 Replenishment Day

7 Dec 1951 Rough seas on 16 Dec 1951 made it impossible to complete replenishment and no ordnance was taken aboard. Consequently this morning was spent replenishing ordnance. The day's operations consisted of only three (3) events which resulted in the number of 34 sorties flown, 16,200 rds of ammo expended and 22.2 tons of bombs dropped.
Lucrative targets were at a premium as only fourteen (14) rails were cut, five oxcarts destroyed, one railroad bridge damaged and several buildings demolished.

18 Dec 1951 A total of 91 sorties comprised today's flight operations. Rails were cut, buildings destroyed, boxcars damaged, troops killed, two trucks destroyed by the two jet squadrons. The Corsairs and Skyraiders were diverted to two different railroad trains complete with locomotives and boxcars. Wreckage was strewn around the area and both trains were demolished. For this work the following dispatch was received from the Commander Task Force 77:

WELL DONE YOUR EVENT 10

The night-hecklers of VC-3, DET "D", and VC-35 DET "D", also had good hunting as four trucks were destroyed, four trucks damaged and three buildings left burning furiously when the pilots returned to the ship.

19 Dec 1951 The flights flown against the enemy today totaled 79 sorties. However, the excellent damage inflicted upon the enemy could not overshadow the first combat casualty to the Air Group as one Corsair pilot, ENSIGN Glenn [redacted] was lost at sea and presumed to be dead.

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20 Dec 1951 Wonsan area was under heavy attack by both the carrier group and the bombardment ships. A total of 90 sorties were flown.
CDR R. F. FARRINGTON, CAG-15, led a strike of Corsairs and Skyraiders into the Wonsan area with devastating results. Every target they hit was either in shambles or burnly fiercely when last seen. High clouds of fire and smoke could be seen thirty miles from the area.
LCDR A. J. DENMAN was leading the jets on targets with damage described as excellent. Troops were killed, rails were cut, oxen killed, oxcarts destroyed as the Panther jets roamed the eastern sector of Korea.

1 Dec 1951 Replenishment Day

2 Dec 1951 Perfect weather and the early morning schedule found the Air Group flying a total of 73 sorties.
LT Seymour MARSHALL of VA 728 led his group of Skyraiders and Corsairs over the rail areas of central Korea. While pulling out of his second run his plane was hit by accurate enemy AA fire. The plane, burning furiously, had to be abandoned by LT MARSHALL and he bailed out over enemy-held territory. Fortunately he landed on the top of a ridge and after laying his life-jacket on a bush and spreading his parachute on the ground he was kept in sight by the other planes in the flight. Two Corsair pilots flew to the East coast and escorted a helicopter to the scene. The pinwheel pilot made a successful rescue and returned the pilot safely.
LTJG JACOBSEN, VF 713, took over the lead of the strike and with excellent judgement and skill placed four bombs directly on the downed aircraft and completely demolished all equipment.

3 Dec.1951 Jet strikes, prop-strikes, NGF, hecklers, CAP, ASP and photo and photo escort comprised today's total of 76 sorties.
CDR R. F. FARRINGTON led a strike of Skyraiders and Corsairs which accounted for seventeen railcuts, one bypass knocked out, destroyed nine small craft, and heavily damaged a 90 foot boat. This date the props cut a total of forty-nine (49)railroad tracks. The jet squadrons accounted for three railcuts plus other damage inflicted on buildings, oxcarts and trucks.

4 Dec 1951 A total of 73 sorties comprised today's operations.
LCDR S. T. BITTING skippered his VA 728 squadron on a flight over Hungnam. His prop-planes accounted for eight railcuts and one direct hit on a bridge. LT DRIESSEN also led a prop-strike and received credit for ten rail cuts.
The two jet squadrons destroyed three vehicles, four oxcarts and oxen, killed thirty (30) troops, destroyed three buildings, sank four boats and cut fifteen railroad tracks.

25 Dec 1951 Christmas Day--Replenishment Day
An excellent meal and a very funny "Happy Hour" was enjoyed by all hands on this very special day.

26 Dec 1951 No air operations due to inclement weather.

27 Dec 1951 No air operations due to inclement weather.

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28 Dec 1951 Again the skies were clear and Air Group FIFTEEN flew a total of 64 sorties against enemy supply routes.
LT M MAZZOCCO of VF 837 found a Russian-type T-34 tank. His division of Panther Jets stopped the tank with a heavy assult of 20 MM ammunition. He then diverted the first ANTIETAM prop-strike which damaged it by bombing. Further damage to the enemy consisted of railcuts, oxen and oxcarts destroyed, one railroad bypass destroyed, one locomotive damaged and many boxcars destroyed.
After a total of 1651 completed sorties for this operating period the ship and the Air Group departed for NOB Yokosuka, Japan for a much needed and well-deserved rest period.

29 Dec 1951 Enroute to Yokosuka

30 Dec 1951 Enroute to Yokosuka

31 Dec 1951 Arrived Yokosuka

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SUMMARY OF SORTIES (By date and type)
[redacted]ember 1951 - 28 December 1951

DATE	SORTIES TOTAL	ABORTS	JET STRIKES	HECKLERS	PROP STRIKES	NGZ	PHOTO	ESCORT	CAP	ASP	SPECIAL
Nov.											
26	NO OPERATIONS										
27	NO OPERATIONS										
28	NO OPERATIONS										
29	72	4	22	4	33				6	4	3
30	REPLENISHMENT DAY										
Dec.											
1	70	1	18	3	25		2	2	12	8	
2	74	0	20	4	24		3	3	12	8	
3	75	2	20	4	23		4	4	12	8	
4	REPLENISHMENT DAY										
5	88	4	22	4	34	6	4	4	12	2	
6	86	2	24	4	32	4	4	4	12	2	
7	88	0	24	4	34	2	4	6	12	2	
8	REPLENISHMENT DAY										
9	95	1	24	4	34	2	4	4	15	8	
10	91	2	19	4	35	2	4	4	15	8	
11	91	3	19	5	33	2	4	5	15	8	
12	REPLENISHMENT DAY										
13	89	1	24	4	35	2	4	4	12	4	
14	84	1	23	2	35	2	4	4	12	2	
15	80	1	21	2	34	2	4	4	12	1	
16	REPLENISHMENT DAY										
17	34	0	4	2	12	4	2	2	4	4	
18	79	0	16	4	30		3	3	15	8	
19	79	1	16	3	31		2	3	16	8	
20	90	0	20	3	29	6	4	4	16	8	
21	REPLENISHMENT DAY										
22	73	0	25	3	23	4	2	2	12	2	
23	76	1	20	3	31	2	3	3	12	2	
24	73	0	20	2	29	2	3	3	12	2	
25	REPLENISHMENT DAY										
26	AIR OPERATIONS CANCELLED DUE TO INCLEMENT WEATHER										
27	AIR OPERATIONS CANCELLED DUE TO INCLEMENT WEATHER										
28	64	0	18	2	28	2	—	—	12	2	—
TOTAL	1651	24	419	70	624	44	64	68	258	101	3

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ORDNANCE EXPENDITURES

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TYPE A/C SQUADRON	AD2-AD4 VA 728	AD4NL VC35	F4U5NL VC3	F4U-4 VF713	F9F-2 VF831	F9F-2 VF837	TOTAL
2000# GP	21						21
1000# GP	815		1				816
500# GP	46	44	37	345			472
260# Frag	40	76	122				238
250# GP	2525	146	140		540	722	4073
100# GP	18	8		1675	104	106	1911
Napalm 750#	6	2		1			9
ASAR-3"	6	89	30				125
HVAR-5"				305	86		391
ATARS	20			140			160
20MM	41,000	9,970	12,829		40,339	46,772	150,970
.50 Cal				458,200			458,200
MK-6 Flares		48	38				86
Total Lbs.	1,554,530	654,609	95,932	562,150	179,917	217,760	3,264,898
Tons	777.30	327.3	48	281.1	90.0	108.9	1632.6

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B. Performance of Ordnance Material

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1. F9F Type Aircraft

a. 20 MM guns

(1) Types of stoppages of 20MM guns

(a) Hydraulics

Pressure switches	49
Check Valves	5
Valves, four way	2
Gun-chargers	4

(b) Others

Calibration	7
Link jams	29
Feed mechanism tension	17
Broken breech block	7
Broken firing pins	6
Short driving springs	8
Sears	1
Trigger Solenoids	3
Ammunition chutes	4
Ejector	1
Extractor Spring	1
Ruptured Rounds	2

Burned out trigger solenoids - 4
Gas vent plug obstructed - 2
Bent feed chutes 2

(2) Major causes of gun stoppages

(a) Absence of check valves in Hydraulic System (Change 65)

When the aircraft were received by the squadron the log books indicated that Change 65 had been installed by the factory. After extensive investigation of the hydraulic system it was found that these valves were missing. These check valves have subsequently been installed in all aircraft.

(b) Inability to properly set and test Hydraulic Pressure Switches:

Lack of equipment to adequately bench check and adjust these switches caused dependence upon a touch system. A pressure meter has been acquired for checking and adjusting them closer to their operating limits. This has reduced pressure switch trouble to a minimum.

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D.H. REED, AOC, VA728, has devised a test lamp for checking these switches in the airplane which has proved to be of great value. He has also proposed a wiring change that would open the exhaust solenoid whenever the gun switches are in the ready position. At the present time squadrons are experimenting with the above procedure. This proposal, in conjunction with the installation of the check valves should insure the draining of any hydraulic pressure in the charging system when the guns are in the ready position.

(c) Approximately 70% of all guns fired successfully. (650 rounds per stoppage)

b. MK 55 Racks - Inadvertent dropping of bombs on catapult shots

(1) Description of trouble
Inadvertent dropping of bombs on catapult shot. Arming wires becoming unattached from bomb racks on catapult shot; and failure of bombs to release over target.

(2) History:
Out of a total of 1,755 100 lb. and 250 lb. bombs carried by both VF 831 and VF 837 on 150 Mark 55 Mod "0" Bomb Racks, 22 have accidentally dropped on catapult launches and 12 have been brought back to the ship after all means to release in the air have failed. Of these 12, 10 dropped off on arrested landings or while taxiing immediately after an arrested landing. Those dropping off on arrested landings damage the aircraft flaps

(3) It is believed that the rapid acceleration is forcing the release solenoid plunger aft, thus releasing the bomb. In one case, however, it was found that the solenoid had not been released which may indicate that the trouble is in the faulty design of the latch assembly. A despatch summary of this information was made to ComAirPac and an RUDAOE submitted.

c. MK 55 Racks - dud bombs.

(1) A number of dud bombs were encountered. On catapulting the F9F, the arming wires are pulled free of the Mark 55 racks. To eliminate this trouble more care has been exercised in arming the bombs. Two clips are placed in front of the arming vanes and two just behind the vanes. Finally, a rubber band cut from an inner-tube was placed around the rack in such a way as to prevent the arming wire from slipping out.

(2) Hung ordnance was first attributed to sticky release mechanism within the Mark 55 Rack. This sticking was prevented by applying a few drops of the newly developed cold weather gun oil.

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2. AD type aircraft

(a) 20MM guns

(1). During this period this squadron experienced approximately forty (40) gun stoppages due to improper extraction or improper chambering of cartridges; and an average of 1025 rounds were fired per stoppage.

(2) In using four guns it has been found that ammo loaded into the cans while the wings are folded gives a lower expenditure rate per gun than that loaded while the wings are spread. It has been found also that one can of ammo per outboard gun usually causes fewer jams than three cans per outboard gun. It is believed that this is caused by the connecting link being slightly sprung when connected, sometimes not meeting the small clearance necessary while passing through the feed mechanism. It is recommended that a complete redesign of the wing panel be accomplished if it is to house extra guns. The ammo cans are very poorly designed for loading with the wings folded. Wing design for four guns is still considered inadequate insofar as the wing was not originally designed to carry the extra guns, and the mounts are very shaky. The outboard guns have been removed from one aircraft due to rear mount failure on an arrested landing, awaiting a forthcoming change.

(b) Bomb Difficulties

(1) In this period twelve bombs failed to release. Three were due to electrical circuits shot away during bombing runs and to icing of racks during last days of operation

(2) Failure of nose and tail arming solenoids were experienced on two MK 51's and three Aero 14A's and three MK 55 racks.

(3) Center bomb stations were manually released on eight(8) occasions due to faulty ejector cartridges.

(4) During the first weeks of operations 250# GP bombs were lifted to the wings using a system of two parallel bars supporting the bomb on two webbing straps slung between the bars. This system proved unsatisfactory in service, being very cumbersome and also requiring a great deal of physical effort by four men for the loading of a single bomb. Later experience has shown the use of a nose bar to be a much more practical method. The nose bar is a length of steel pipe with a nose plug from a bomb attached to one end. Loading with the aid of the nose bar normally requires a three man crew, although two can be used in emergencies. This system has been found to reduce loading time by approximately 50%.

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c. AD4NL Specialized Ordnance

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(1) MK6 Flares

Since there is no flare dispenser in service at this time which is "carrier safe", it has been necessary to manufacture locally bands that will withstand catapult shots. These have been made out of any material that was available which would suit the needs, and this keeps one metalsmith busy just keeping up with flare bands. By replacing Aero 14 launchers on the four outboard wing stations with MK55 Mod 0 racks the VC35 Detachment has been able to cut flare band requirements in half. It is felt that the answer is in having them manufactured and stocked for carrier allowance.

(2) MK24 Mine.

When the MK24 mine is loaded on the AD it is carried on the center station and is held in place with the Douglas Bomb Ejector. During the past month it became evident that after a few catapult shots and arrested landings, the foot of the ejector was denting the case of the mine quite badly. This was remedied by the use of the auxiliary sway braces, which gives four more points of contact along the mine case. It is recommended that these sway braces be used by all other units carrying this mine

3. F4U4 Aircraft

a. The .50 cal. guns are still operating without serious malfunctions. By the end of this cruise almost every gun will have one barrel change since operations started in October. Cold weather operations have proved no difficulties. Gun heaters have been turned on on the deck as soon as the aircraft are turned up.

b. Aero 14A bomb rack kits were still not available this cruise and the cruise ended with only four MK 5 adapters per plane operational. In spite of this fact no F4U left the deck without six wing racks filled since rockets were used to fill out where MK 5 adapters were not available. One rocket, it is believed, exploded on the port wing of BuNo 81568 (LTJG CRAVEN) during a rocket run over Hungnam. No explanation is given for the explosion of the motor except perhaps broken ballistite due to rough handling. The explosion, instead of normal burning, took all the fabric off the wing and put a hole 4 ft. by 3 ft. in the outer wing panel.

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4. F4U5NL Aircraft

(a) Two guns on NP 43 BuNo 124519 (a replacement aircraft) had material failure on the 20 MM guns successively. One had a nut sheared off on feed mechanism bracket. The other had a broken feed mechanism slide. No record had been kept on the rounds fired by the guns and they should evidence heavy use. It is recommended that approximate records be kept on rounds fired per gun which would remain with the guns if transferred so that they can be changed after 5000 rounds in accordance with BuOrd Instructions.

(b) Sheet Metal Fingers have been installed over the gaps between the ammo feed chutes and the ammo cans to eliminate a loop of the ammo falling through when the wings are folded, and catching on something and causing a jam. This has proven worthwhile, but the fingers must be designed and installed carefully so that they cannot possibly catch on a link themselves.

(c) The winterizing kits for the feed mechanism using the new cold weather grease, Spec # MIL-G-15793, Stock #J942-G-562-4U, have proven very valuable in preventing stoppages in the feed mechanism due to cold weather. Also, it has been found that an ideal substitute for regular gun oil on the other moving parts during very cold weather, is Hydraulic gun oil, Spec #051113. It has been used exclusively throughout this period.

5. General Problems

(a) It is felt that a catalyst type hand warmer and better fitting gloves could speed up rearming during cold weather operations. The present cold weather glove is too clumsy for actual work.

(b) It has been found that "miner" type head lamps, with red lenses that fit on the head over the foul weather helmet, are a great help in fusing at night since it allows the ordnanceman to use both hands. It is recommended that they be carried in Section "U" allowance.

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ENCLOSURE (1)

ORIGINAL

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ORIGINAL

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DECLASSIFIED

PART IV DAMAGE

A. OWN DAMAGE

1. DAMAGE TO AIRCRAFT DUE TO ENEMY ACTION

DATE	SQD	TYPE	BU. NO.	CAUSE	POSITION OF DAMAGE
11-29	VF 831	F9F-2	127154	Bomb Blast	Hole in left inboard flap.
12-1	VA 728	AD-2	122315	Small Arms	Entered outer skin of bottom dive brake, went thru inner skin of same. Went thru fuselage skin under dive brake, came out thru skin under port dive brake & thru both skins of port dive drakes.
12-1	VF 831	F9F-2	125093	25 Cal A	Entered nose section.
12-2	VF 837	F9F-2	127196	Flak	Port tip tank, Port elevator stbd. horiz. stabilizer.
12-3	VF 837	F9F-2	125094	Small Arms	Port side belly into engine.
12-3	VF 713	F4U-4	81631	20mm	Nose Cowl
12-3	VF 713	F4U-4	81546	20mm	Left panel wing.
12-3	VF 831	F9F-2	127142	25 Cal. A	Passed thru left horiz. stabilizer, directly behind forward spar.
12-5	VA 728	AD-4L	123966	Bomb Blast	Entered stbd. engine cowling. Entered stbd. horiz. stabilizer.
12-5	VA 728	AD-2	122304	Bomb Blast	Hole in outboard stbd. wing & bottom dive brake.
12-5	VF 713	F4U-4	81079	30 Cal.	Entered inboard edge of oil cooler & access came out bottom of fuselage.
12-5	VA 728	AD-4	123836	Bomb Blast	Penetrated lower surface of the port wing only.
12-5	VA 728	AD-2	122315	Small Arms	Bullet hit spar, taking away portion of skin.
12-6	VA 728	AD-4	123812	Small Arms	Penetrated bottom dive brake & passed thru port side of dive brake.
12-6	VF 837	F9F-2	127160	Small Arms	Stbd. aileron. Stbd. elevator tip.
12-7	VA 728	AD-4	123949	Bomb Blast	Fragments entered thru port cowling, hyd. hose & hyd. tank.

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ORIGINAL

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ORIGINAL

PART IV DAMAGE (CON'D)

DECLASSIFIED

A. OWN DAMAGE

1. DAMAGE TO AIRCRAFT DUE TO ENEMY ACTION

ATE	SQD	TYPE	BU. NO.	CAUSE	POSITION OF DAMAGE
12-7	VA 728	AD-2	122333	Bomb Blast	Entered stbd. wing stub on lower surface. Entered stbd. flap - lower and upper surface port elevator.
12-7	VA 728	AD-4	123918	Bomb Blast	Penetrated lower skin of port flap & stbd. elevator.
12-7	VA 728	AD-2	122310	20mm Bomb Shell	Entered near center port outer wing panel & exploded. Fragments came out top of main spar.
12-7	VF 831	F9F-2	123649	20mm A	Shell entered bottom right wing.
12-7	VA 728	AD-4	123825	Bomb Blast	Fragments penetrated port wing stub.
12-7	VF 831	F9F-2	123699	25 Cal A	Entered left tip tank from below & emerged at a point in the vicinity of the filter cap & the wing position light.
12-7	VA 728	AD-4L	123966	Bomb Blast	Penetrated lower surface of stbd. stabilizer port aileron & stbd. outboard wing.
12-7	VF 713	F4U-4	81568	37mm Rocket Exploded	Port wing.
12-9	VA 728	AD-4	123836	40mm Bomb Blast	Engine Cowling- under side of stbd. wing stub, leading edge of stbd. horiz. stabilizer. Hole mid way aft thru side of fuselage.
2-9	VA 728	AD-4	123949	Small Arms	Lower surface of stbd. flap & emerged thru upper surface.
2-9	VA 728	AD-2	122326	Bomb Blast	Penetrated surface of port wing stub.
12-10	VF 713	F4U-4	81660	30 Cal.	Passed thru wing fabric -port Passed thru wing fabric -stbd.
12-10	VA 728	AD-4	123951	Bomb Blast	Entered thru lower surface of stbd. flap & emerged thru top surface.

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ENCLOSURE (1)

ORIGINAL

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