UNITED STATES PACIFIC FLEET
AIR FORCE
CARRIER AIR GROUP NINETEEN

CVG-19/A16-13(1)

Serial: 030

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23 May 1951

From: Commander Carrier Air Group NINETEEN
To: Commanding Officer, U.S.S. PRINCETON (CV-37)

Subj: Action Report for period 3 April 1951 through 19 May 1951

Ref: (a) CNO restricted letter Op 345, ser 1197P34 of 3 Aug 50

Encl: (1) Chart of Close Air Support Action
(2) Chart of DAS, Night Heckler, and Prop Recco
(3) Chart of Jet Reconnaissance Action
(4) Chart of Bridges Damaged

1. The following action report of Carrier Air Group NINETEEN for the period 3 April 1951 through 19 May 1951, as required by reference (a), is forwarded for inclusion in the report of the U.S.S. PRINCETON (CV-37).

I Mission and Composition of Own Forces.

1. During the above specified period Carrier Air Group NINETEEN operated aboard the U.S.S. PRINCETON (CV-37), having as its primary mission the close air support of the United Forces in Korea and as its secondary mission the interdiction of enemy supply lines throughout the eastern half of North Korea.

2. The Air Group commenced this phase of operations with the following aircraft and pilots assigned:

	No. Aboard	No. Available	Pilots Aboard
(a) F9F-2B - Panther	17	10	27
(b) F9F-2P - Panther Photo	3	3	3
(c) F4U-4 - Corsair	30	27	44
(d) F4U-5N - Corsair Night	4	4	6
(e) AD-4 - Skyraider	17	15	26
(f) AD-4N - Skyraider Night	2	2	5
(g) AD-4Q - Skyraider [illegible]	3	1	3
(h) AD-4W - Skyraider William	2	1	5
(i) HO3-S - Pinwheel	1	1	2

II. Summary.

Period 18 April thru 27 April. This ten day period the planes from VF-192 VF-193, and VC-3 flew a total of three hundred eleven sorties. Assignments consisted of CAS, Bridge Strikes and Prop Recco. During the latter part of this period CAS was given the highest priority mission due to the launching of the Chinese "Spring Offensive", With 1000#, 500#, 250#, 100#, napalm, rockets and their 50 cal ammo the F4U's obtained very good results

on all targets attacked. The AD's from VA-195 and VC-35 flew a total of one hundred sixty nine sorties. Among their targets were CAS, Bridge Strikes and Area Recco. Due to the heavy ordnance carried, the AD was capable of successfully maintaining the interdiction of bridges and area recco in addition to her excellent work on CAS on the front lines. The 2000#, 1000#, 500#, 260#, 100#, napalm and rockets played much havoc on targets of all descriptions.

The Jets flew some fifty sorties of armed recco and escorting the Jet Photo on their missions. The reccos covered the most central routes of Korea, including main lines as far as the 38th to the south and north to approximately 40° 15'. Besides completing their primary mission of recco, the Jets found and attacked targets of opportunity such as trucks, troops, supply dumps, bridges and by-passes, oxcarts, buildings and other rolling stock. Generally loaded with 20mm and rockets, the Jets carried 250# and 100# bombs on fourteen of these sorties using them primarily on bridges and rail facilities.

Period 29 April thru 3 May. During this five day period the Panther Jets of VF-111 flew forty eight sorties consisting of armed recco and photo escort missions. Excellent results were scored against varied targets including bridges, vehicles, railroads, locomotives, railroad cars, ox-carts, troops, buildings and supply carrying camels. The Jets carried their loads of 250# frags, 100# GPs, ATARs and HVARs from Chongjin to Kasong and far inland causing great physical damage as well as adverse psychological effects.

The F4Us of VF-193 and VF-192 flew eighty three and sixty six sorties respectively while the AD's of VA-195 were tallying ninety nine sorties for this period. Their missions were many and varied. They included Close Air Support, missions against dug in front line enemy emplacements with troops, mortars and automatic weapons positions; armed recco flights that sought out and destroyed troops, oxcarts, vehicles, locomotives, railroad cars, supplies and buildings. The aircraft of Carrier Air Group NINETEEN continued the interdiction program by attacking rail and highway bridges and rail tunnels with great success. The F4U's also flew ASP and CAP hops around the Task Force. The prop planes carried their loads of 2000#, 1000#, 500#, 260#, 250#, 100#, and 20mm and 50 cal. ammo over a great portion of Northern Korea. Mk 21 torpedoes, HVARs and Napalm also used.
Planes, (F4U-5NL-AD4N), from VC-3, VC-35 and VC-190 flew twenty two day and night sorties against the enemy. They flew night and pre-dawn heckler flights disrupting the flow of supplies and also took part in daytime close air support missions.

One of the most noteworthy operations that has been carried out during the United Nations "Police Action" in Korea was the dive bombing and torpedo attack against the floodgates of the Hwachon Reservoir Dam. On the 30th

of April, AD's of VA-195 and F4U-4's from VF-193 made a dive bombing attack against the floodgates with moderate success. On the 1st of May, AD's of VA-195 carrying MK-21 torpedoes and F4U's from VF-193 and VF-192 carrying VT fuzed 100# and 500# bombs for flak suppression, made a highly successful attack against the dam - one floodgate was destroyed, another had a ten foot hole blown in it and an abutment was damaged.

Period 5 May thru 13 May. The F4U-4 aircraft of VF-192 and VF-193 were flown on NGF spot missions in the Songjin and Wonsan areas, on bridge strikes in the eastern portion of North Korea, on CAS missions and on area recco, as well as defensive missions such as CAP, ASP, escort, etc. Eighty six offensive sorties were flown by VF-192 and ninety five by VF-193 during this period. Destruction of targets was considered to be good. Flak suppression was the prime mission of the F4U's on the bridge strikes and was accomplished with marked success.

The AD-4 aircraft of VA-195 participated in area recon, bridge and CAS missions. Good destruction was recorded with bridges, supply areas, troops, gun installations, and vehicles being the prime targets. VC-35 and VC-3 flew day as well as night missions. Day missions (CAS, recco, and bridges) were flown with VF-192 and VA-195. The night heckler missions were flown as armed recco along routes outlined in Recco Plan "Buster". VC-3 flew a total of thirteen missions and VC-35 flew nine missions. Sightings were usually good during the pre-dawn and early morning hours and good destruction was recorded on vehicles, troops and supplies.

VF-191 flew thirty six missions during the period. Armed recco along routes as in Recco Plan "Buster", photo escort, and tarcap were flown offensively as well as defensive CAP. Excellent destruction was recorded against supplies, troops and vehicles. A special strike was launched on 11 May 1951 against bridges in the area, approximately ten miles North and Northeast of Pyongyang. VF-192, VF-193, VA-195, VC-35, and VF-191 participated in the strike. The VF squadrons provided flak suppression, the VA and VC squadrons were bombing and VF-191 provided high cover guard against enemy air attack. Two bridges were damaged extensively and one was damaged lightly and made temporarily impassible to traffic.

16 May thru 19 May. The last four days of Air Group NINETEEN's operations in the Korean Theatre were spent supporting the ground troops in repulsing the fourth Communist drive of the Korean War. The Corsairs of VF-192 and VF-193 flew sixty seven combat sorties against the enemy causing great devastation with 100# bombs, HVAR's, napalm, and 50 cal. ammo on close air support missions against troops, mortar emplacements, supplies, vehicles, and gun positions. The F4U-4's also participated in bridge and highway seeding strikes dropping napalm, 100#, 1000 bombs, and rockets to further disrupt the communist supply routes.

The AD's of VA-195 carried varied loads of 250#, 260#, 500# and 1000# bombs, napalm, and 20mm ammo against gun emplacements, mortar positions, troops,

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bridges, and highways. On sixty six sorties against the enemy they recorded excellent results against their targets and as in the past made a great contribution to the fulfillment of the Navy's commitments in the United Nations action in Korea.

The F9F's of VF-191 flew twenty armed recco and photo escort sorties over Korea. They carried their loads of ATAR's and HVAR's from one coast of Korea to the other, attacking locomotives, railroad cars, trucks, oxcarts, oil drums, bridges, buildings and a tank with excellent results. The damage inflected during this operation has proved the worth and versatility of the Jet.

The AD-4N's and F4U-5N's of VC-3 and VC-35 flew ten day and night missions from Songjin to the battleline. They flew pre-dawn and night heckler flights as well as joining the day flights to attack the enemy in the front line positions. The planes of the Composite Squadrons made a very definite contribution to striking power of Carrier Air Group NINETEEN.

III See listed VC-61. Section VII.

IV Ordnance Equipment

Satisfactory - no additional comments.

V Battle Damage

1. Own

Type A/C	Failed to return to friendly base	Damaged beyond local repair, trans. or held for repair elsewhere	Jettisoned or salvaged after return to base.	Damage from mission repaired on board.
F4U	9	0	0	11
AD-4	3	0	0	35
F9F-2	3	0	0	9

2. Enemy

	Destroyed	Probably Destroyed	Damaged
Oxcarts	90	7	12
Oxen	19	0	2
Horses	10	0	0
Troops	2340	913	0
Trucks	71	19	6

25

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CVG-19/A16-13(1)
Serials [illegible]

23 May 1951

	Destroyed	Probably Destroyed	Damaged
RR cars	72	15	37
Personnel	23	16	0
Boats	7	3	0
Bldgs	1065	206	83
RR Bridges	26	2	7
Hwy Bridges	10	1	8
Vehicles	12	1	5
Warehouses	9	1	0
Gun Posits.	33	7	3
Supply Dumps	23	6	3
RR Tracks	0	0	31
Villages	3	1	10
Haystacks	31	4	0
Mules	2	1	0
Fuel Drums	275	0	0
Storage Tanks	2	0	0
Locomotives	4	0	4
Boxcars	33	5	0
Barracks	5	3	2
Flood Gates(Res)	1	0	2
Tank Trap	1	0	0
Camels	10	0	0
Tank	1	0	0
Cement Factory	0	0	1
UN Equipt. (left behind)	94	30	22

VI Personnel.

1. Casualties

ENS Richard M. RUPPENTHAL, USN. ditched his F4U at DU 1303 after losing oil pressure due to AA Fire. Search and rescue efforts were made but failed. Listed as missing in action 21 April 1951.

LT Albert R. TIFFANY listed as missing in action when his F4U-5N crashed at 38°53'N, 127°27'E. Cause unknown - 22 April 1951.

ENS Thomas C. BIESTERVELD parachuted out of his F4U after being hit by AA. Controller Mosquito Cottonseed 5 reported the pilot uninjured and apparently captured. Helicopter rescue attempt failed to locate pilot- 29 April 1951. (DT 1723 area).

ENS Gerald J. SULLIVAN's F9F exploded in mid-air after being hit by AA fire at Koto-ri, a few minutes earlier. He was seen to leave the plane but no chute seen to stream. 6 May 1951.

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23 May 1951

5. Summary of VC-3 operations

D.A.S.	151.4	49	3.1
C.A.P.	6.6	2	3.3
A.E.W.	12.3	4	3.1
OTHER	9.0	4	2.25

6. Summary of VC-11 operations

A.S.P. (Day)	64.7	24	2.7
A.S.P. (Night)	16.5	5	3.3
A.E.W.	6.4	2	3.2
OTHER	6.3	2	3.15

7. Summary of VC-35 operations

C.A.S.	30.9	10	3.09
STRIKE	16.8	6	2.80
RECCO	9.1	3	3.03
A.S.P.	32.8	11	2.99
NIGHT HECKLER	60.6	21	2.80
OTHER	23.2	9	2.57

8. Summary of VC-61 operations

PHOTO	80.4	45	1.78

Total Sortie Pictures: 2,197

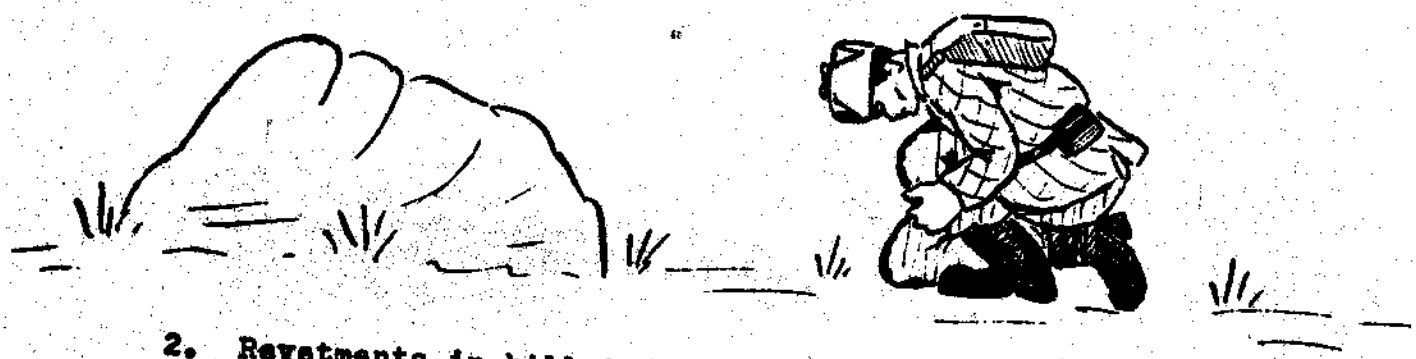
Areas covered: Chosin Reservoir, Hamhung, Hungnam, Wonsan, Yonpo, Yongdok, Yonghung, Hwachon, Sinanju, Pyongyang, Kumsong, Kilchu, Songgin, Kumhwa, Oro-ri, Sariwon, Sunchon, Chuurónyang, Kichang, Ganchon, Kowon, Chongjin, Songchon, Sinpo, Nanam, Pukchon, Pyokdongni, Kangdong,

Availability: 92%

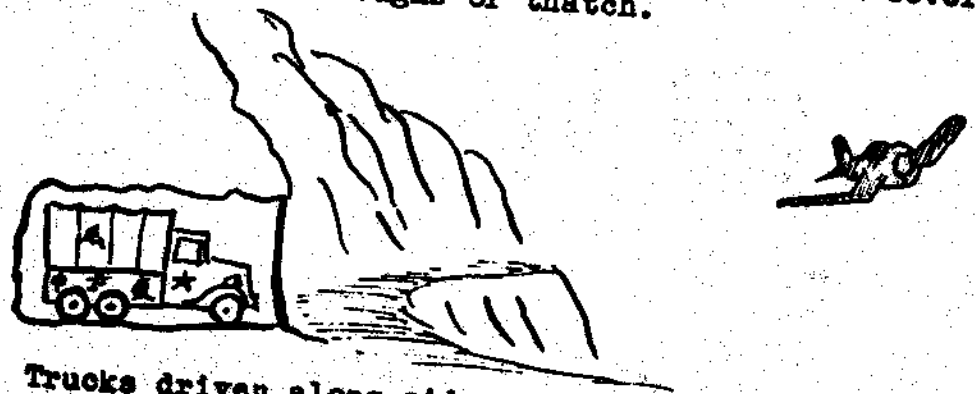
9. This command recommends a periodic check out on all survial equipment and escape and evasion procedures. It is taken for granted that all pilots are checked out in equipment such as rafts, parachutes, life vests, etc. before coming to the combat area. After arrival in the area it is felt that a continual program of instruction on the use of this equipment will be a vital help to the pilot in case of emergency. Survival officers should insure that proper instruction is given.

ILLUSTRATIONS OF DECEPTION TECHNIQUES

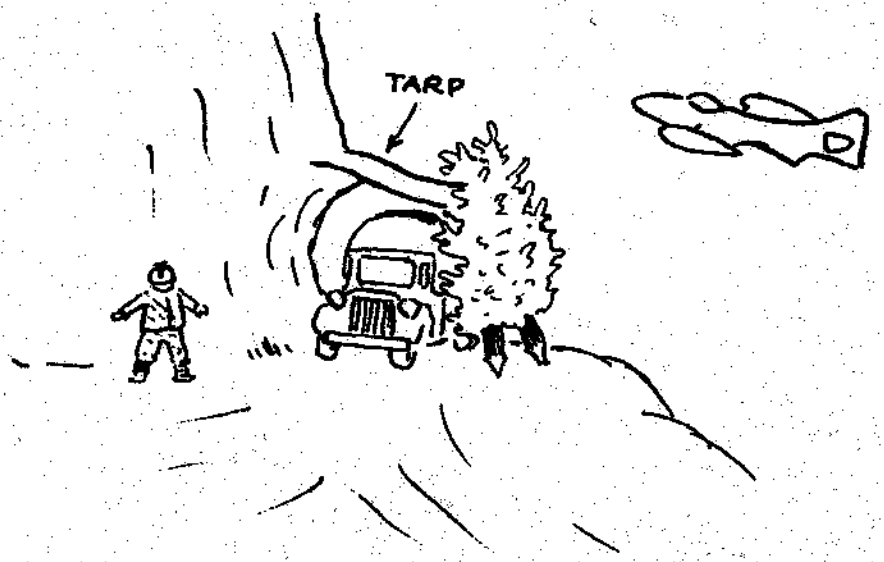
1. Troops in the open, doubled up making it hard to distinguish them from boulders.



2. Revetments in hillsides to house trucks and covered with tarpaulin or green boughs or thatch.



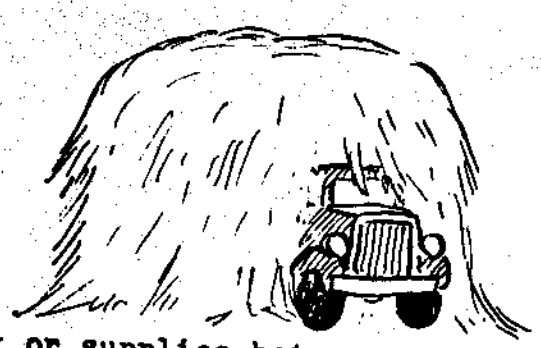
3. Trucks driven along side of a hill and covered with a tarp, boughs or thatch.

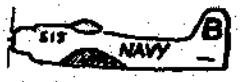


ENCLOSURE "3"

4. Truck covered with tent and camouflaged with thatch or boughs.

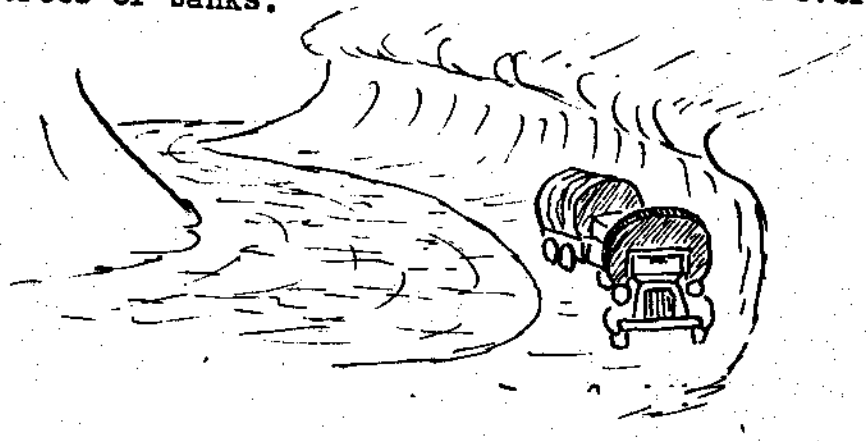
5. Truck covered with hay or straw resembling a haystack.



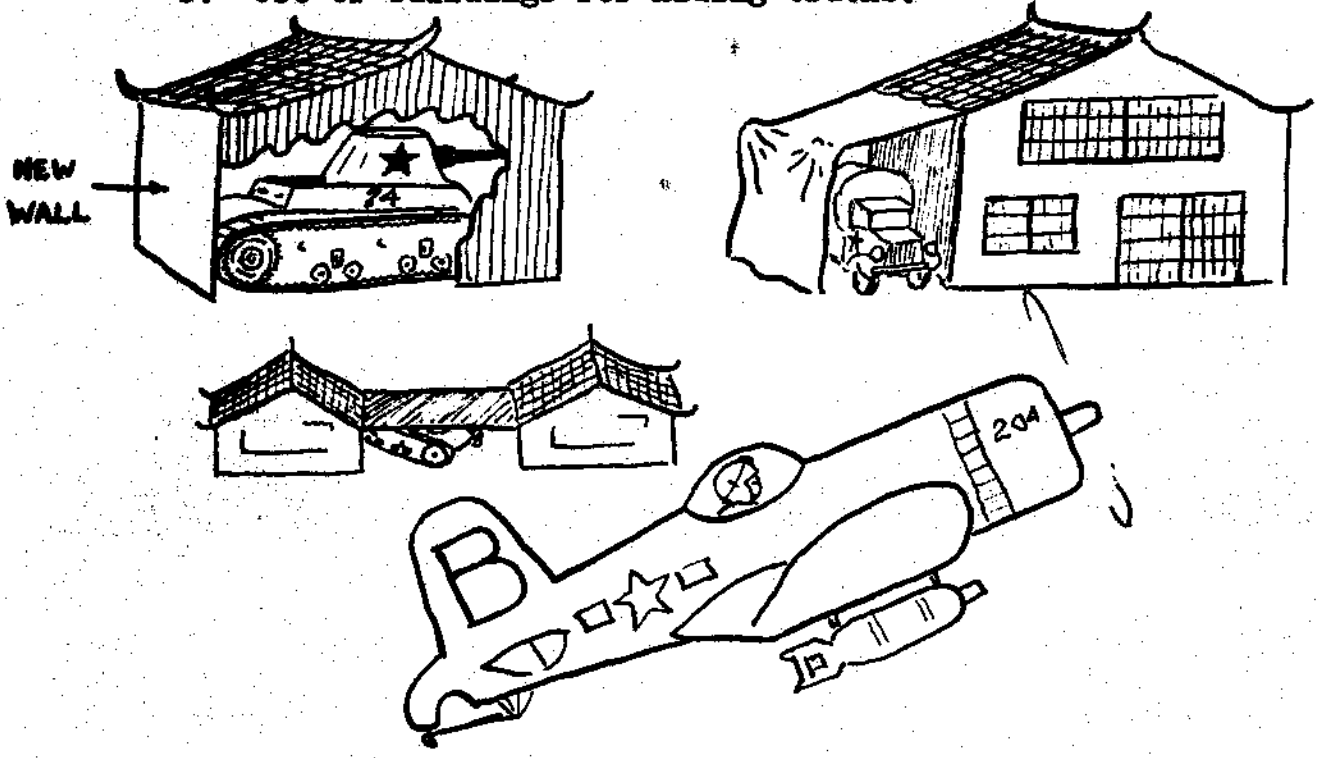
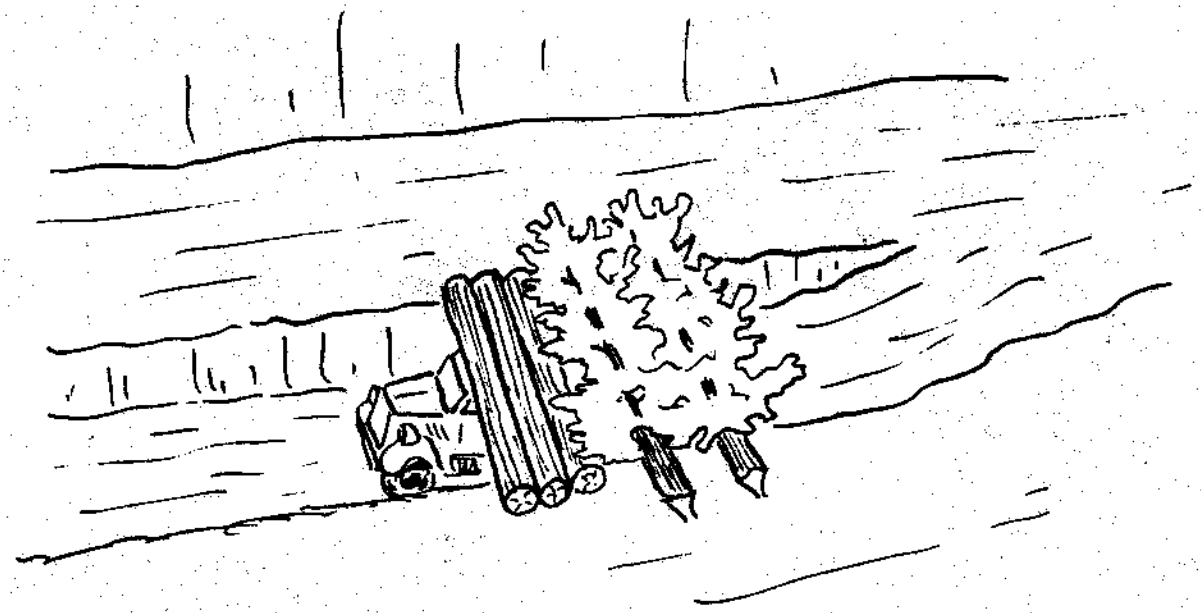


6. Truck or supplies between trees.

7. Truck or supplies in river or creek beds with overhanging trees or banks.



8. Use of buildings for hiding trucks.



9. Dug-out along road with logs, branches, or thatch for roofs.