(Continued) The town was the scene of heavy ground fighting and they were directed to area bomb and strafe the city. The flight dropped sixteen bombs, fired eighty rockets and expended about 800 rounds of 20mm and 4800 rounds of 50 caliber. The town was left in flames. One of the F4U's, flown by Ensign Claude C. Howell of VF-24, was shot down near the city. Ensign Howell was seen to parachute free of his plane. The other three planes remained as long as possible to guard the pilot and then landed at Kimpo, since it was too late to return to the ship. The photo flight was assigned a mission of photographing bridges at the following points: 39-40N & 126-35E, one mile south Pakchon 39-42N & 125-35E, two miles west of Yongbyon 39-49N & 125-45E, and Kujang 39-42N & 126-01E. The flight returned along the south bank of the Chonchon River where loaded coal cars were observed in several villages. At Sukchon (39-25N & 125-06E) they strafed and destroyed a railroad motor hand car. Five trucks were also observed under trees along the road two to five miles south of Sukchon (39-23N & 125-26E). All of the planes were recovered, with the exception of the F4U shot down and the three F4U's that landed at Kimpo, at 1830I. No enemy aircraft encountered this date.

CARRIER AIR GROUP TWO
C/O FLEET POST OFFICE
SAN FRANCISCO, CALIF.

CVG-2/A16
Serial: 014

DECLASSIFIED

[redacted]

ACTION REPORT 1 OCTOBER

Event One, consisting of one AD for ASP and one F4U for CAP commenced at 0430I and was recovered at 0630'. The flight was uneventful.

Event Four, consisting of four F4U's for Mine Sweep, four F4U's for TARCAP, two AD's for ASP, eight F4U's for CAP, and four F4U's for a photo mission, commenced at 0630I and was recovered a t 0930I. The flight was uneventful.

The next flight, designated Event Six, commenced at 0930I with the launching of four F4U's for TARCAP, two AD's for ASP, eight F4U's for CAP, fifteen F4U's and seven AD's for a strike, and one AD for a test flight. The TARCAP, CAP and ASP were uneventful.

Fifteen F4U's and seven AD's proceeded to the assigned target, an electric power plant and twelve AA positions surrounding the plant, located just east of Pyongyang (YD 4322). Fifteen 500 lb. bombs and one hundred and twenty rockets from the F4U's together with twenty-one 1000 lb. bombs and eighty-four 100 lb. bombs from the AD's were dropped in seven dive bombing runs. All hit the target area. The AA positions were severely damaged or destroyed, an adjoining oil dump was left in flames, and flames and smoke rose several thousand feet into the air from the destroyed power plant.

Upon leaving the target area, what is believed to have been an ammunition dump was strafed by all the planes in the group, but no explosions or flames were observed. Moderate and accurate 20mm and 40mm AA fire was encountered in the area.

One F4U hit with AA on the sixth run made a forced landing just north of Chungwha YD 4305. The pilot, ENS DORRIS of VF-23, made a forced landing and was seen to leave the plane and head for the woods. Later he was forced by sniper fire to return to his plane. Seven F4U's, covering the downed pilot pending the arrival of a helicopter from Kimpo Airfield were later relieved by four F7F's and landed at Kimpo to refuel. ENS DORRIS was picked up about two hours later by land based helicopter and returned to Kimpo airfield. All of the planes, with the exception of seven F4U's and the one F4U shot down, were recovered at 1230I. The seven F4U's detained to guard EN S DORRIS landed aboard at 1830I.

The fourth flight, designated Event Eight, commenced at 1230I with the launching of four F4U's for TARCAP; two AD's for ASP, eight F4U's for CAP, and two F4U's on a photo mission. The CAP, TARCAP, and ASP flights were uneventful.

[redacted]

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At Tosan (CT 1240), the photo flight observed two to three hundred personnel appearing to be UN prisoners of was at a ferry heading west. Most of the group, who had already crossed, were in a rough military formation about four abreast. When the planes made a low pass, they did not disperse but waved their arms and white flags. They were dressed in what appeared to be marine green field uniforms; some wore undershirts and others were stripped to the waist. Most of the personnel appeared to be Filippinos or Hawaiians. No guards were observed but the pilots believed they saw several of the group take cover in the undergrowth when the planes first appeared. It is felt that the group may be those prisoners of war reported evacuated from Seoul before its occupation by United Nations forces.

The fifth flight, designated Event Ten, commenced at 1530I with the launching of four F4U's for TARCAP, two AD's eight F4U's for CAP, and one AD for a test flight. The CAP and the ASP flights were uneventful. The F4U's assigned to TARCAP left their orbit point and proceeded to Heiju, north to Anak and on to Onjong-ni where ten trucks were reported to be in the area. All of the roads were searched but no trucks were found. However, six carts were strafed and set fire in that area.

Later, a camouflaged building was attacked, strafed and left burning on the western edge on Onjong-ni.

Another building on the southern edge of Anak was set on fire from strafing. All of the planes were covered at 1830I.

The sixth flight, designated Event Twelve, commenced at 1815I with the launching of one F4U for CAP and one AD for ASP. The flight was uneventful and the planes were recovered at 2115I. No enemy aircraft encountered this date.

CARRIER AIR GROUP TWO
C/O FLEET POST OFFICE
SAN FRANCISCO, CALIF.

DECLASSIFIED

CVG-2/A16
Serial: 014

[redacted]

ACTION REPORT 2 OCTOBER 1950

The first Flight, designated Event Four, commenced at 0630 with the launching of eight F4U's for CAP, four F4U's for MINE SWEEP, four F4U's for TARCAP, two AD's for ASP, one AD for a ferry flight to Kimpo, one F4U ferry to the Philippine Sea, and one AD for an engine run-in. All of the flights were uneventful and all planes were recovered at 0930.

The second flight, designated Event Six, commenced at 0930 with the launching of eight F4U's for CAP, four TARCAP, two AD's for ASP for ASP, and two F4U's for a photo mission. All of the flights were uneventful and all were recovered at 1230.

The third flight, designated Event Eight, commenced at 1230 with the launching of eight F4U's for CAP, four F4U's for TARCAP, seven F4U and seven AD's for a strike, and two F4U's for a photo mission. The CAP, TARCAP, and photo flights were uneventful.

Each AD assigned to the strike carried twelve 100 lb. bombs with instantaneous fuses and three 100 lb. bombs with 4-5 second delay fuses. Each F4U assigned to the strike carried one 500 lb. instantaneous fused bomb and eight 5" rockets. The mission of the strike was to attack the railroad bridge at Sinanju. The secondary target was the highway bridg at Sinanju.

At approximately 1420 the seven F4U's strafed and rocketed three 20mm positions at the south end of the railroad bridge, while the seven AD's made a low level attack on the bridge, dropping 1000 lb. bombs. The AD's made two attitional bombing runs while the F4U's dive-bombed with 500 lb. bombs. The attack resulted in eight direct 1000 lb. bomb hits which left the bridge severely damaged, though all spans were left standing.

Approximately ten minutes after the attack the photo plane recorded the damage made by the attacks. All of the planes were recovered at 1530. One F4U sustained major damage as a result of striking a barrier stanchion.

The last flight of the day, designated Event Ten, commenced at 1530 with the lauching of eight F4U's for CAP, four F4U's for TARCAP, and two F4U's for a photo mission. All of the flights were uneventful.

Upon recovery of all aircraft at 1830, the BOXER left formation and set course for Yokosuka to go in dry dock for temporary repairs.

[redacted]

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It is felt that the solution to the problem of destroying well constructed bridges has not been found. Direct hits on a narrow bridge are difficult to obtain at the release altitude required by dive bombing with instantaneous or non-delay fused 1000 lb. bombs, while delayed action bombs, as shown by this attack, do not produce the desired results. No enemy aircraft were encountered this date.

[redacted]

TABULATION OF SORTIES AND HOURS FLOWN

15 September thru 2 October 1950

F4U-4- - - -	3429.9
AD - - - - -	1225.5
HO3S - - - -	65.0
TOTAL - - -	4720.4

Sorties over Korean Targets - - 882

Sorties (Total) - - - - - - - - - 1346

ENCLOSURE (3A)

[redacted]

[redacted] DECLASSIFIED CVG-2/A16
Serial: 014

TABULATED DATA

A. Ammunition expended 15 September thru 2 October 1950

Bombs:

General purpose bombs	266.75 tons
NAPALM (MK-12)	181

Rockets:

HVAR	4544
SMOKE	24

AMMO:

20mm	32,300 rds
50cal	207,750

B. Number of hours flown

F4U-4	3429.9
AD	1225.5
HO3S	65.0
TOTAL	4720.4

ENCLOSURE (3B) [redacted]

[redacted] DECLASSIFIED CVG-2/A16
Serial: 014

SCORE OF DAMAGE INFLICTED AGAINST KOREAN TARGETS BY CARRIER AIR GROUP TWO DURING PERIOD 15 SEPTEMBER THRU 2 OCTOBER 1950

TARGETS	DESTROYED	PROBABLY DESTROYED	DAMAGED
Factory		10	2
Buildings		5	42
Locomotives		2	8
Train			3
RR Cars	11	16	33
RR Tank Cars			2
RR Tender		1	
RR Handcars	1		
RR Station		1	1
RR Roundhouse		1	
RR Ore Cars		3	
RR Freight Cars		38	36
RR Flat Cars			2
Freight Yards			1
Railroad Yards			5
Coal Cars		3	
RR Tunnels	1		1
RR Bridge	1	2	3
RR Shop, Multiple Roof	1		
Airfield			1
Electric Power Plant	1		
Automobiles		7	
Dugouts	1		
Oil Drum Dump	1		1
Oil Storage Tank (Underground)	1		
Mobile Artillery		1	4
Gun	1		
Armored Cars	1		
Wagons	1		
Highway Tunnel	1	6	
Hut	1		
Machine Guns		1	
122mm Emplacement		1	
Pill Boxes		2	
Ammo Dump	1	2	
Fuel Dump		2	
Trucks	8	6	11
Gunboats			4
Dam			1
Bridge Approach		1	
Barracks		1	
Tanks	5	2	1
AA Emplacements	17	16	24

TARGETS	DESTROYED	PROBABLY DESTROYED	DAMAGED
Town			5
Gun But Trenches		6	
Barn			1
Horse Drawn Carts			1
Carts	13	11	12
Bridge		2	9
Motor Vehicles	5	2	27
Weapons Carrier	1		
Warehouses	4	5	7
Troops (When actual target of strafing and bombing runs)	360 killed or wounded.		

MATERIAL DAMAGE

A. Self.

(1) 2 F4U-4B lost when forced down due to enemy AA action.

(2) 2 AD-4 lost when forced down due to enemy AA action.

(3) 1 F4U-4 lost by running into own rocket blast over Inchon.

(4) 5 F4U-4 operational losses by following causes:

(a) 2 F4U by loss of power on take off.

(b) 2 F4U attempted landing on board. One over side other side other sustained strike damage to fuselage due to hard landing.

(c) 1 F4U spun in on approach to carrier landing.

(5) 10 other aircraft received minor repairable damage for light and medium AA fire.

PERSONNEL CASUALTIES

A. Enemy.

Unknown

B. Own

1. LTJG, C. E. SEEMAN, 0378906/1310, USN missing. Plane forced down and crashed and burned on September 20, 1950, 3 miles west of Koesung, Korea.

2. ENS. C. C. HOWELL, 0445669/1310, USN parachuted from aircraft after being hit by AA. Pilot observed on ground 10 miles north of Seoul, Korea September 29, 1950. Killed while prisoner of war.

3. LTJG, F. (n) SMITH Jr. 0447929/1310, USN, lost at sea as result of crash attempted carrier landing on September 19, 1950.