

UNITED STATES PACIFIC FLEET
 AIR FORCE
 CARRIER AIR GROUP FIVE

DECLASSIFIED

CVG5/A16-13/(cfc)
 Serial 081-51

14 December 1951

From: Commander Carrier Air Group FIVE
 To: Commanding Officer, U.S.S. ESSEX (CV-9)
 Subj: Action Report of Carrier Air Group FIVE (12 November 1951-
 14 December 1951)
 Ref: (a) OpNav Instruction 3480.1
 (b) CinCPacFlt Instruction 3480.1

1. This report is submitted in compliance with reference (a) for inclusion in the Action Report of U.S.S. ESSEX (CV-9) and the division of data between calendar months is shown in compliance with reference (b).

PART I: COMPOSITION OF OWN FORCES AND MISSION

a. The composition of the group follows:

UNIT	TYPE A/C	OPERATIONAL A/C		PILOTS	
		11/12	12/14	11/12	12/14
CVG-5	None	None	None	1*	1*
CDR M. U. BEEBE					
VF-51	F9F-2	16	17	21	21
LCDR E. M. BEAUCHAMP					
VF-172	F2H-2	13	15	22	22
CDR M. E. BARNETT					
VF-53	F4U-4B	17	16	21	21
CDR H. J. TRUM, III					
VF-54	AD-2	5	3	27**	25
CDR P. N. GRAY	AD-4	7	7		
	AD-4L	5	3		
	AD-Q	-	2		
VC-3 (Det. "B")					
LT J. S. LAKE***	F4U-5NL	3	2	5	5
LCDR J. F. DOHERTY					
VC-11 (Det. "B")	AD-4W	2	2	5	5
LT M. R. MILLER					
VC-35 (Det. "B")	AD-4NL	3	3	5	5
LCDR F. F. BERTAGNA					
VC-61 (Det.)	F9F-2P	2	3	4	4
LT S. L. JAYNES					
	TOTAL	73#	73	111	109

* The Air Group Commander flies regularly with VF-51 and VF-54.

** Includes the Air Group Operations Officer.

*** LCDR J.F. DOHERTY relieved LT J.S. LAKE as CinC of the VC-3 Detachment on 1 December 1951.

CVG-5 entered the combat area with 73 aircraft. 2 F2H-2s were left ashore undergoing maintenance.

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b. MISSION

The mission of Air Group FIVE during the reporting period remained the support of United Nations ground forces in Korea. This support was conducted by an interdiction program consisting of strikes and harassing attacks against the enemy lines of communication. About mid-way through the operating period Close Air Support missions were ordered to maintain pilot proficiency, but they did not comprise a major portion of the support offered. The continued rail-cutting operations proved highly successful in temporarily closing transportation lines. Flights of Naval Gunfire Spotters were called for more frequently as the operation progressed. Night Heckler flights again found the preponderance of transport. Cease Fire Talks towards the end of the month marked an increase of traffic along the roads during the daylight hours. Photographic flights proved valuable in the assessment of damage and the spotting of prospective targets. In the latter use they increased in value as camouflage was less affective due to trees bared and snows covered the enemy-held land. AEW and ASP flights provided constant protection against the possibility of enemy air or submarine attack, although no contacts were made.

The combat evaluation of the F2H-2 aircraft continued. However, no air to air evaluation has yet been possible.

PART II: CHRONOLOGY

While in port personnel were encouraged to utilize the facilities at the various rest-camps, and fifty per-cent of the enlisted men and the officers were able to take advantage of these camps. Conferences were held with NavFE, FEAF and Army GHQ during which suggestions were offered to alter the VHF channelization in order to provide greater inter-service communication in the operating area. Prior to leaving Yokosuka Air Group FIVE took steps to provide cold weather equipment and up-to-the-minute education of personnel. On 12 November ESSEX departed Yokosuka for the operating area.

On 13 November, Air Group FIVE conducted refresher exercises as USS ESSEX steamed into the Sea of Japan. Sixty (60) sorties were flown.

On 14 November, bad weather precluded further training operations.

On 15 November, six (6) pre-dawn sorties were flown by the VC Detachment pilots. Operations for the rest of the day were cancelled because of weather. To make use of the non flyable weather the Force retired to replenish.

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On 16 November, the bad weather improved during the afternoon permitting the Air Group to fly thirty-four (34) of the scheduled eighty-two (82) sorties.

On 17 November, the weather cleared and eighty-two (82) sorties were flown of which the greater portion were bridge strikes. Eleven (11) bridges were attacked and eight (8) of them were left with at least one (1) span dropped. LT W. A. BRYANT, Jr., of VF-54 in an AD-4 crashed immediately after take-off. The aircraft fell off to the right and crashed into the water, cart-wheeling and breaking up on impact. USS ESSEX's helicopter arrived over plane seconds later. BRYANT, apparently only semi-conscious, did not enter the rescue sling properly. As he was hoisted to the helicopter he slipped from the sling and dropped about forty (40) feet into the water. He floated face down for a few seconds and then sank beneath the waves. Though every effort was made by a motor whale boat in the vicinity and the helicopter, his rescue was not effected.

On 18 November, seventy-seven (77) sorties were flown with bridges as the primary target along the Communist rail and truck lines. Bad weather over the target forced many of the aircraft to weather alternates to conduct rail-cutting operations instead. A total of fifty-six (56) cuts were made that day.

On 19 November, eighty-four (84) sorties were flown. The same targets as on the 18th were schedule and all primary bridge targets were destroyed.

On 20 November, the Force retired to replenish.

On 21 November, eight-six (86) sorties were flown. This was the first day in over two months that Air Group FIVE had flown missions of Close Air Support. Good results were reported by the ground forces supported, and pilots looked forward to more of this interesting work. During the afternoon LT B. C. PRUITT, of VF-53 was attacking a pair of trucks on the road southeast of WONSAN when his plane was hit by small arms fire. The aircraft began to smoke and lose power. LT PRUITT was able to fly to WONSAN harbor where he bailed out about a half mile off YODO Island. He was picked up unhurt by LSMR 404 and returned to USS ESSEX the day following.

On 22 November, with marginal weather throughout the day, thirty (30) sorties were flown. Of eighteen (18) sorties flown against bridge targets over half diverted to weather alternates but the results still amounted to three (3) bridges knocked out and four (4) others severely damaged. This being Thanksgiving Day, the respite offered by the weather was appreciated by pilots and crewmen

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alike. Air Group FIVE shared the pleasure of playing host to seven (7) front line troops who were invited on board for the holiday.

On 23 November, bad weather set in in earnest. The first snows of winter flecked the flight deck, and the thermometer plunged to below-freezing to stay there for the next four (4) days. On 24, 25, 26 November no sorties were flown as ESSEX plowed through continuing high seas and contrary winds. Replenishing was completed in spite of the weather.

On 27 November, the weather cleared after dawn and sixty-four (64) sorties were flown. Close Air Support flights received a "Well Done" from the troops at the front. Bridge strikes diverted due to weather and strikes were made against rail lines and transportation. Just before noon LTJG E. B. HALE of VF-54 experienced a failure of a MK55 bomb release mechanism. The bomb-fin carried away in the slip-stream allowing the tail fuze to arm. In fear of an explosion caused by extremely turbulent air, LTJG HALE elected to bail out near a destroyer off WONSAN Harbor rather than attempt to fly the aircraft to friendly territory. His partially inflated life-raft was observed from the air, but HALE disappeared soon after entering the water. A thorough search by a destroyer using a whaleboat was negative. The condition of the sea and the freezing temperature made it a certainty that he did not survive. He is listed as dead.

On 28 November, eighty-one (81) sorties were flown. Most of these were against bridges. The pilots reported without exception that foot traffic and cart traffic had increased a hundred fold over preceding days. Most of this traffic was headed west and south from WONSAN, and was believed a direct result of the Peace Talk news issued from PANMUNJON.

On 29 November, eighty-two (82) sorties were flown. Reconnaissance flights again reported people moving by the hundreds towards the south and west, mostly on foot. The days operations yielded four (4) bridges and forty (40) odd rail cuts.

On 30 November, the Force retired to replenish.

The operating period extended beyond the end of the calendar month, so the narrative continues.

On 1 December, eighty-five (85) missions were flown. Thirty-three (33) rail cuts were made by the morning flights and twenty six (26) more were made by others in the afternoon. LT N. E. CURRY of VF-53 was attacking targets in the WONSAN area when his F4U was hit by ground fire. He was forced to ditch and was safely

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recovered by Fleet Tug ABNAKI. On the same flight ENSIGN E. C. GARRETT, also of VF-53, received damage from ground fire and ditched his plane in WONSAN Harbor. He was recovered safely by USS MCGINTY (DE365).

On 2 December, eighty-nine (89) sorties were flown. Rail cutting was again the primary mission of the days operations. The bad weather that had held up operations during the latter half of November had now cleared and operations were conducted on schedule for the remainder of the operating period. About 1000, LTJG R. S. DONOVAN of VC-3, Detachment Baker, experienced power failure immediately after take-off and was forced to ditch his F4U-5NL. He jettisoned his belly tank and one 500# bomb, but was unable to drop his wing ordnance. He was picked up by USS ESSEX helicopter and returned uninjured to the ship in a few minutes.

On 3 December, eighty-eight (88) sorties were flown, the majority of which were sent to cut rails. Forty-five (45) cuts were made. In addition good targets were found along the highways between WONSAN and YANGDOK. Thirteen (13) trucks were destroyed and a like number damaged.

On 4 December, the Force retired to replenish.

On 5 December, seventy-five (75) sorties were flown. Pilots from Air Task Group ONE reported on board for conferences and familiarization flights with Air Group FIVE. Late in the afternoon, having been forced to fly his AD-4L to K-18 after it was hit with flak, LTJG L. A. AHRENDTS of VF-54 found that he could not maintain aileron control at speeds under 130 knots. As he landed, his aircraft got out of control, ran off the runway and crashed into four (4) parked aircraft. An explosion and fire ensued from which AHRENDTS received minor face burns.

On 6 December, seventy-eight (78) sorties were flown. Fifty-six (56) cuts were made and fourteen (14) buildings damaged. Intelligence reports were received stating the effectiveness of the rail-cutting program.

On 7 December, eighty (80) sorties were flown. Pilots of Air Task Group ONE were included in the scheduled operations. They were assigned a variety of missions in the next few days in order to familiarize them with the operating procedures and areas of responsibility of Task Force SEVENTY SEVEN.

On 8 December, the Force retired to replenish.

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On 9 December, ninety-two (92) sorties were flown. Forty-one (41) cuts were made. The majority of the flights found good targets in supply points and rail targets. Six (6) buildings were left afire and thirteen (13) boxcars were destroyed by bombing. Throughout the week's operations, each day had yielded at least two (2) or three (3) bridges knocked out in addition to the rail cuts, but photo-coverage showed that a string of cuts along a track was taking the enemy longer to repair than a by-pass or bridge. During the day two (2) pilots from VF-54 were forced to ditch their AD-2s in WONSAN Harbor. LT P. J. O'MALLEY was hit by AA fire which ignited his 20MM ammunition while making rail cutting runs near HUNGNAM. The damaged area of the wing was of such proportions that a bail-out was indicated until the fire went out and he ditched successfully. He was recovered by USS EVANSVILLE (PF-70). In the same area CDR M. U. BEEBE sustained damage from ground fire again in the 20MM ammunition cans. A fire ensued but died out and he proceeded with his wingman, LT F. J. PRENDERGAST, to WONSAN. While awaiting the remainder of the flight LT PRENDERGAST experienced engine failure from loss of oil. He ditched successfully and was recovered uninjured by USS McGINTY (DE-365).

On 10 December, ninety (90) sorties were flown. This was the last day that the pilots from Air Task Group ONE flew as part of Air Group FIVE flights. USS VALLEY FORGE had joined the task force. Sixty-nine (69) rail cuts were made in railroad tracks. This was the best day to date. In the past six (6) operating days a total of three hundred and seven (307) cuts had been made by pilots of Air Group FIVE. When added to the by-passes and bridges knocked out and approaches damaged, the total rose to over three hundred and twenty (320) places that had to be repaired by the enemy before they could move their transport.

On 11 December, eighty (80) sorties were flown. Sixty-nine (69) cuts were made again. This was the last operating day of the reporting period.

On 12 December, the Force retired to replenish. Following replenishment, USS ESSEX was relieved of her duties and in company with an escorting force departed Task Force SEVENTY SEVEN for the port of Yokosuka, Japan.

On 13 December, enroute to Yokosuka.

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PART III ORDNANCE

a. MACHINE GUNS

During this operating period, crushed or frayed electrical leads for the gun heater thermostat control have been found in several F9F-2 aircraft. This damage probably occurs during the removal or replacement of the guns and could be prevented by shortening the leads, thereby eliminating slack wire. Since the proper functioning of gun heaters is absolutely essential during cold weather operations, and because of such discrepancies in the gun heater circuit, VF-51 has included a test of this circuit during every 30 hour check. This test is made by turning on the battery switch and then actuating the thermostat control by placing a damp compress cooled by CO² or any other practical means, on the thermostat diaphragm. If the system is functioning properly, all four heaters should be hot within 30 seconds.

VF-172 has experienced a few gun stoppages because of broken links in the ammo feed belt. The ammunition cans on the F2H-2 are deep, which throws a heavy strain on the feeder mechanism and links as well. It is possible that firing in rough air tumbles the ammunition in the can and caused breakage of the links.

The Air Group has experienced several cases of muzzle explosions in the barrel of the 20MM guns. Four of these explosions occurred on the same day. The explosions are believed to be a result of faulty HEI ammunition. Reports have been submitted.

A limited amount of cold weather lubricants prescribed in CP 1910 were obtained from a BuOrd representative who visited the ship. All procedures outlined in CP 1910 were carried out on the guns in two (2) AD aircraft and their performance was excellent. The cold weather performance of guns not completely winterized has been poor. The following materials have been ordered but have not been delivered and it is felt that acceptable 20MM performance is impossible without them.

1. Lubricating Oil SPEC NRL U51
2. Lubricating Oil Preservative SPEC B51
3. Solenoid Lubricating Oil SPEC S75
4. Relubrication Kit, Feed Mechanism AN-M2

20MM rear socket assemblies now used on the F4U-4B were declared obsolete by AMO-OAK dispatch 291559Z of October 1951. Although obsolete, non-availability of replacements make it necessary to continue use of these assemblies on the 20MM.

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AMO-OAK has been requested to retain this type assembly in stock and that it be made available for issue until such time as replacements are available.

b. BOMBS

The jet squadrons adopted the practice of arming bombs immediately after passing the force screen with airspeed held below 200 knots. This has been done in order to keep the air stream from pulling the arming wires out of the arming solenoid and has been successful.

Failure of the MK 55 racks to release at the proper time when 250 pound General Purpose Bombs are used has occurred with a frequency that has been unacceptable. Some bombs have released after pull out while others have to be thrown off by violent maneuvers of the aircraft. No sure method of freeing the hung bomb, or safetying it once an attempt to release it had been made, was found. Hung bombs were dropped during the return to the force, during the landing approach, and on landing even though all switches had been placed in the safe positions. It is believed that a modification of the sway braces as suggested by the BUORD representative might solve this problem. Marine squadrons operating ashore in Korea have tried this modification with a resultant 90% reduction in hung bombs. Further information on this modification will be submitted when available.

During this same period of operations, one bomb was dropped from each of two different aircraft being catapulted. Although an improved sway brace might prevent this, a positive safety would be a much more certain means of preventing premature drops. The rack does not have any such safety device at present.

One (1) bomb vane on a 250# GP bomb came loose and the rotation armed the tail fuze. The pilot of the AD was unable to drop the wing bomb and due to existing orders that hung armed bombs cannot be landed aboard or at airfields the aircraft was abandoned.

c. ROCKETS

Few rockets were used during this period resulting in no comment.

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d. ORDNANCE EXPENDITURES

MUNITIONS	F9F-2			F2H-2			F4U-4B & F4U-5N		
	NOV*	DEC*	TOTAL	NOV	DEC	TOTAL	NOV	DEC	TOTAL
2000# GP	:	:	:	:	16	16	158	150	308
1000# GP	:	:	:	:	327	512	342	568	910
500# GP	:	:	:	:	16	134	278	309	587
250# GP	124	360	484	185			136	38	174
100# GP	104	84	188	118					
260# FRAG	16		16						
350# DB	:	:	:	:					
5" ATAR	:	:	:		16	16			
5" HVAR	:	:	:				149		149
3.25 SH	:	:	:						
NAPALM	:	:	:				336#		336#
FLARES MK6:	:	:	:						
20MM AMMO	12908	30179	43087	36400	47247	83647	22225	29140	51365

MUNITIONS	AD-4 & AD-4NL			TOTALS		
	NOV	DEC	TOTAL	NOV	DEC	TOTAL**
2000# GP	44	3	47	44	3	47
1000# GP	310	353	663	310	353	663
500# GP	29	9	38	187	175	362
250# GP	904	1018	1922	1555	2273	3828
100# GP		184	184	500	593	1093
260# FRAG	155	22	177	307	60	367
350# DB	8	8	16	8	8	16
5" ATAR					16	16
5" HVAR				149		149
3.25 SH	16	24	40	16	24	40
NAPALM	1404#	940#	2344#	1740#	940#	2680#
FLARES MK6:	4		4	4		4
20MM AMMO	13550	22751	36301	85083	129317	214400

* PERIOD FROM NOV 12 - NOV 30
DEC 1 - DEC 14

** TOTALS FROM NOV 12 - DEC 14 (OPERATING PERIOD)

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PART IV: DAMAGE*

a. DAMAGED TO ENEMY

	DAMAGED		DESTROYED	
	NOV	DEC	NOV	DEC
TANKS	1	2		
TRUCKS	15	51	17	61
CARS	-	3	1	2
LOCOMOTIVES	4	6	1	6
CXCARTS	7	12	16	57
HIGHWAY BRIDGES	2	1	3#	-
SUPPLY DUMPS	4	1	20	5
WAREHOUSES	4	16	9	2
BARRACKS & BUILDINGS	24	80	39	106
GUN EMPLACEMENTS	2	7	13	16
LUMBER PILES	10	-	-	1
WAGONS	8	1	-	1
BUNKERS	1	-	-	-
RAILROAD TRACKS CUTS	-	-	366%	540
RAILROAD CARS	57	112	17	22
RAILROAD BRIDGES	8	26	24	15
TROOPS KILLED	-	-	193	246
RAILROAD BY-PASSES	2	7	18	16
HIGHWAY BY-PASSES	-	2	1	-
FUEL DUMPS	2	-	-	8
CRANE	1	1	-	-
HIGHWAYS CRATERED	1	-	-	-
OBSERVATION POSTS	1	-	1	-
FACTORIES	-	6	-	2
BOATS	-	1	-	11

* These figures include only targets positively identified and the actual damage observed. Unobserved damage or unidentified targets are not tabulated.

Bridges with at least one complete break are counted as destroyed.

% Damages where tracks are broken or cratered are counted as rail cuts.

NOTE: NOVEMBER COLUMN 12 NOV - 30 NOV
DECEMBER COLUMN 1 DEC - 14 DEC

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b. DAMAGED TO OWN AIRCRAFT FOR PERIOD 12 - 30 NOVEMBER 1951

<u>DATE</u>	<u>TYPE A/C</u>	<u>DAMAGE</u>	<u>INFLECTED BY</u>
11-16-51	F4U-4B	Frag Holes	Unknown
11-17-51	F4U-4B	Frag Holes	Unknown
11-21-51	F4U-4B	Engine caught fire due to small arms fire. Plane abandoned over water.	Small arms fire
11-21-51	F4U-4B	Bullet Holes	50 cal.
11-22-51	F4U-4B	Frag Holes	Unknown
11-22-51	F4U-4B	Frag Holes	Unknown

VF-54

11-17-51	AD-2	Frag Holes	Unknown
11-17-51	AD-4L	Frag Holes	Unknown
11-17-51	AD-4L	Bullet Holes	30 cal.
11-17-51	AD-4	Plane ditched in water after take-off	
11-19-51	AD-4L	Frag Holes	Unknown
11-19-51	AD-4	Frag Holes	Unknown
11-21-51	AD-4	Bullet Holes	20MM A
11-21-51	AD-4L	Bullet Holes	50 cal. A
11-21-51	AD-4L	Bullet Holes	30 & 50 cal. A
11-21-51	AD-4	Bullet Holes	30 cal. A
11-21-51	AD-2	Bullet Holes	50 cal. A
11-21-51	AD-4L	Bullet Holes	50 cal. A
11-27-51	AD-4L	Fire broke out in accessory section which burned until plane crashed	20MM TAE
11-28-51	AD-4	Bullet Holes	50 cal. A
11-28-51	AD-4L	Bullet Holes	50 cal. A

VF-172

11-17-51	F2H-2	Frag Holes	88MM EF
11-27-51	F2H-2	Bullet Holes	30 cal. BALL

DAMAGED TO OWN AIRCRAFT FOR PERIOD 1 - 14 DECEMBER 1951

VF-51

12-2-51	F9F-2	Bullet Holes, Hydraulic line cut	30 cal.
12-2-51	F9F-2	Bullet Holes	50 cal.

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b. DAMAGED TO OWN AIRCRAFT FOR PERIOD 1 - 14 DECEMBER (Cont'd)

<u>DATE</u>	<u>TYPE A/C</u>	<u>DAMAGE</u>	<u>VF-51 (Cont'd)</u>	<u>INFLICTED BY</u>
12-3-51	F9F-2	Bullet Holes and Rudder Cable damaged		12.7MM
12-5-51	F9F-2	Bullet Holes		20MM AP
12-7-51	F9F-2	Bullet Holes		12.7MM
12-7-51	F9F-2	Bullet Holes		12.7MM A
12-9-51	F9F-2	Frag Holes		Unknown
12-9-51	F9F-2B	Bullet Holes		30 cal. A
12-11-51	F9F-2	Bullet Holes		50 cal. T

VF-53

12-1-51	F4U-4B	Bullet Holes		30 cal.
12-1-51	F4U-4B	Fire in cockpit. Plane ditched in ocean		20MM
12-1-51	F4U-4B	Oil leak in engine. Engine began to cut out. Plane ditched in ocean		50 cal.
12-2-51	F4U-4B	Bullet Holes		30 cal.
12-3-51	F4U-4B	Frag Holes		Unknown
12-3-51	F4U-4B	Bullet Holes		30 cal.
12-3-51	F4U-4B	Bullet Holes		20MM
12-3-51	F4U-4B	Bullet Holes		30 cal.
12-6-51	F4U-4B	Bullet Holes		30 cal.
12-9-51	F4U-4B	Bullet Holes		20MM
12-11-51	F4U-4B	Bullet Holes		30 cal.

VF-54

12-1-51	AD-4	Flak Holes		37MM
12-1-51	AD-4L	Bullet Holes		30 & 50 cal. A.
12-1-51	AD-4L	Bullet Holes		50 cal. A
12-1-51	AD-2	Bullet Holes		50 cal. A
12-1-51	AD-4L	Bullet Holes		20MM A
12-2-51	AD-2	Bullet Holes		50 cal. A
12-3-51	AD-4L	Bullet Holes		50 cal. A
12-3-51	AD-2	Bullet Holes		50 cal. A
12-3-51	AD-2	Frag Holes		Unknown
12-5-51	AD-4L	Bullet Holes		30 cal. A
12-5-51	AD-4L	Frag Holes		Unknown
12-6-51	AD-4L	Frag Holes		Unknown
12-6-51	AD-4L	Frag Holes		Unknown

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b. DAMAGED TO OWN AIRCRAFT FOR PERIOD 1 - 14 DECEMBER (Cont'd)

<u>DATE</u>	<u>TYPE A/C</u>	<u>DAMAGE</u>	<u>INFLECTED BY</u>
<u>VF-54 (Cont'd)</u>			
12-6-51	AD-4L	Frag Holes	Unknown
12-7-51	AD-4	Frag Holes	Unknown
12-7-51	AD-4	Frag Holes	Unknown
12-9-51	AD-4NL	Bullet Holes	30 cal.
12-9-51	AD-2	Bullet Holes	20MM HE
12-9-51	AD-4	Bullet Holes	30 cal. A
12-9-51	AD-4	Bullet Holes	30 cal. A
12-9-51	AD-4	Bullet Holes	30 & 50 cal. A
12-9-51	AD-2	Bullet Holes	20MM HE
12-9-51	AD-2	Bullet Holes	20MM HE
12-10-51	AD-4L	Bullet Holes	30 cal. A
12-10-51	AD-4	Bullet Holes	30 cal. A
12-10-51	AD-4	Minor damage and holes in fuselage	Unknown
12-11-51	AD-4L	Flak Holes	Unknown AA

VF-172

12-7-51	F2H-2	Bullet Holes	30 cal.
12-10-51	F2H-2	Bullet Holes	50 cal. A
12-10-51	F2H-2	Bomb Fragment cut hole through switch	Unknown
12-11-51	F2H-2	Holes in nose cap	Unknown

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PART V: PERSONNEL

a. OFFICER

No Comments

b. ENLISTED

The following is a schedule of the losses which will be incurred due to discharges under current directives:

<u>SQUADRON</u>	<u>DEC</u>	<u>JAN</u>	<u>FEB</u>	<u>MAR</u>
CVG-5	-	-	1	-
VF-51	5	-	2	2
VF-172	3	4	-	1
VF-53	3	-	-	-
VF-54	4	1	-	-
VC-3	1	-	-	-
VC-11	4	-	-	-
VC-35	-	-	-	-
VC-61	-	-	-	-
TOTAL	20	5	3	3

c. CASUALTIES

The Air Group lost two (2) pilots during the reporting period as follows:

LT William Arnold BRYANT, Jr., 442481/1310, USN, VF-54. 17 November 1951. Plane crashed into sea on take-off. Pilot apparently dazed and did not unbuckle chest strap, inflate life vest or enter helicopter sling properly. Crew unable to pull him into helicopter and pilot slipped out of sling from about forty (40) feet and sank from sight shortly after striking water. Listed as dead.

LTJG Eugene Brewer HALE, 506261/1315, USNR, VF-54. 27 November 1951. After successful bail-out, pilot disappeared from view shortly after landing in water. Search proved fruitless except for partially inflated life raft located by destroyer. Water extremely cold and choppy. Listed as dead.

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PART IV: OPERATIONS

The third period for Carrier Air Group FIVE in the operating area ends without any major change to previous operating procedures used in the first two periods in the Korean Area.

The major effort has still been the interdiction of enemy lines of communication. A few Close Air Support missions were flown during this period in support of the U.N. troops along the East central battle line.

Photo missions have been cut down considerably because of the fewer daylight hours.

The F9F's and F2H's were used in group coordinated attacks and were assigned flak suppression missions in direct support of AD and F4U bridge strikes. Four to six 100# VT fuze general purpose bombs were carried per jet aircraft. Six jets supported six AD and six F4U on these flights. The F4U's were also used for flak suppression paving the way for the AD with heavy bombs to hit the target. The jets and F4U's bombed and strafed pre-briefed AA positions immediately prior to the AD attack. The jets were launched 15 minutes after the prop strike group and rendezvous was affected enroute.

The jet squadrons were also assigned rail cutting missions. Four 250# GP bombs with .01 second delay fuzes were used on the F9F. The F2H's carried two 250# GPs plus two 100# GPs or four 100# GPs fuze with .01 second delay. Twenty degree glides with dive brakes extended and bombs released at 800 to 1000 feet above the track at 300 to 330 knots resulted in high percentage of cuts. After expending all bombs the flight reconnoitered a specified route in the time available.

The 100# GP bomb is not considered an adequate bomb for rail cutting. The 250# GP bomb is an excellent general purpose bomb for current operations and is very affective on rail cutting missions.

Recently hostile aircraft have been reported operating in the WONSAN area. The F4U squadron while operating with attack bombers on rail cutting missions has incorporated the practice of placing two F4Us over the target area to act as CAP.

With the water temperature lowering each day the pilots of the Air Group have resorted to emersion suits on practically all flights. One pilot bailed out over WONSAN Bay without an emersion suit. The air temperature was approximately 65° and the

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water 58 degrees. Although the pilot was in the water only three minutes he became so numb that he could not climb the ladder of the ship that picked him up and had to be helped aboard.

PART VII: MAINTENANCE

a. CONVENTIONAL MAINTENANCE

ComAirPac F4U Aircraft Technical Bulletin No. 6 (BuAer Change 449 (Gun Heater Change)) has been incorporated in all aircraft in this squadron. In the limited time of operation, this change has proven extremely successful and its value to operations far overcedes the time necessary to make the change.

b. JET MAINTENANCE

The most serious problem encountered during the reporting period for VF-51 was that of surging engines. The surging occurred in eleven instances in varying degrees fluctuating 10% to 15% in the most extreme cases. Trouble of this nature is indicated by rough engine operation and uneven acceleration with a minor condition invariably becoming serious after four or five flights if allowed to continue. The cause has been attributed to fouling of one or more of three wire-coil type filters. These filters are located in the servo bleed, isolating valve, and stall pressure valve in the main fuel pumps. If surging occurs while operating in the normal fuel system, the servo bleed filter or isolating valve filter is at fault, while stall pressure valve filter clogging produces a surge while operating in the emergency fuel system. Cleaning these filters has invariably eliminated surging tendencies. In an effort to preclude further filter clogging, additional seals were installed on the top and bottom of the low pressure fuel filter sleeve to prevent possible by-passing of impurity carrying fuel. No conclusive results have been noted to date. As a result of the engine surging, every 30 hour check includes a turn-up with pressure gauges installed on the fuel pumps. Any indication of a surge requires the cleaning of the filters which is also accomplished on every 60 hour inspection.

Although extreme care is exercised, the removal of these filters in some instances has resulted in damage to their seating seals which are unobtainable at present through regular supply channels. This has become increasingly serious since a by-passed filter due to a faulty seal causes surging equivalent to that resulting from a fouled filter and there is an extreme shortage of replacement pumps in the area.

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The malfunction of the barometric controls section of the TJC causing an over-rich fuel supply as reported in the previous Action Reports has re-occurred, resulting in over-speeding to 102% in one instance and very rough acceleration characteristics in several other cases checked at from 20,000 to 30,000 feet altitude. Inspection and lubrication of the aneroid valve shaft has been placed on the 30 hour check sheet which should alleviate the difficulty. Innerliner life has been noticeably shortened since commencing carrier operations. At present, the innerliners are discarded because of excessive metal erosion after an average life of seventy hours although ceramic coated innerliners are being used. The possibility of innerliner life being affected by the corrosive action of salt spray in the atmosphere is suggested.

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FLIGHT SUMMARY BY COMBAT SORTIES

A/C TYPE	F9F-2	F9F-2P	F2H-2	F4U-4B	F4U-5NL	AD-4	AD-4NL	AD-4W	TOTALS									
NOV	128	176	11	32	128	172	146	150	31	25	131	131	31	36	18	16	62	738
DEC	43	300	296	56	262	67	34	1362										
TOTALS	171	476	407	88	427	327	217	186	62	50	162	162	67	54	34	16	122	1376

NOTE: PERIOD COVERED 12 NOV 1951 - 14 DEC 1951
 NOVEMBER COLUMN FOR PERIOD 12 - 30 NOV
 DECEMBER COLUMN FOR PERIOD 1 - 14 DEC



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SQUA- DRON	TOTAL COMBAT HOURS			AVERAGE COMBAT HOUR PER PILOT			AVERAGE COMBAT SORTIE PER PILOT		
	NOV	DEC	TOTAL	NOV	DEC	TOTAL	NOV	DEC	TOTAL
VF-51	195.2	307.9	503.1	9.0	14.3	23.3	5.7	8.0	13.7
VF-172	227.7	285.4	513.1	10.4	13.0	23.4	5.7	7.8	13.5
VF-53	431.3	465.8	897.1	20.5	23.3	43.8	6.8	7.4	14.2
VF-54	389.1	406.2	795.3	15.5	16.3	31.8	5.2	5.6	10.8
VC-3	91.6	79.8	171.4	18.3	16.0	34.3	4.7	5.0	9.7
VC-11	52.4	49.3	101.7	10.5	9.9	20.4	3.8	3.4	7.2
VC-35	93.0	112.8	205.8	18.6	22.6	41.2	6.2	7.4	13.6
VC-61	15.9	51.6	67.5	4.0	8.9	12.9	2.8	8.2	11.0
TOTAL AVER	1496.2	1758.8	3255	13.4	15.5	28.9	5.1	6.6	11.7

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