FF12/A16-3 ATG-2:ffc Serial: 016

## UNITED STATES FACIFIC FLEET AIR FORCE AIR TASK GROUP TWO

26 November 1952



From:

Commander Air Task Group TWO

To:

Commanding Officer, USS ESSEX (CVA-9)

Sub j:

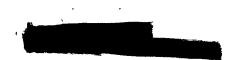
Action Report of Air Task Group TWO for period of 1 Movember 1952 to 24 November 1952

Ref:

(a) CPNAV INST. 3480.4 of 1 July 1951

Encl: (1) Subject Action Report

1. This report is forwarded as enclosure (1) for inclusion in the action report of the USS ESSEX (CVA-9) as required by reference (a)



#### CHRUNGLOGY

- 1 to 12 November restricted availability Yokosuka Japan
- 13 November underway to operating area 14 November Total Sorties 42 Operational refresher flights.
- Total Sorties 79 operational refresher flights. 15 November
- 16 November Total Sorties - 80 - joined CTF-77.
- 17 November Total Sorties - 96
- 18 November Total Sorties - 43
- 19 November Replenishment - No air operations.
- Total Sorties 91 lost one F2H-2P due to malfunction-20 November ing of the catapult, pilot rescued.
- 21 November Total Sorties 108 F9F-2 crashed in water following catapult launch - pilot killed.
- Total Sorties 97 F9F-2 disappeared over enemy 22 November territory - pilot missing in action
- Total Sorties 102 AD-4 crashed as result of AA 23 November fire while on search for a missing pilot. Pilot killed in action.
- 24 November replenishment No air operations.

## COMPOSITION OF FUNCES

| <u>UNIT</u> <u>T</u>               | YFE A/C        | OPERATI<br>11-1       | ONAL A/C | PILO<br><u>11-1</u> | rs<br>11-24 |
|------------------------------------|----------------|-----------------------|----------|---------------------|-------------|
| VF-23<br>LCDR. C. C. AIKINS        | F9F <b>-</b> 2 | 15                    | 13       | 23                  | 21          |
| VF-821<br>CDR. D. W. CCCPER        | F9F-2          | 14                    | 13       | 24*                 | 24*         |
| VF-871<br>LCDR. F.C. HEARRELL      | F4U-4          | 14                    | 13       | 24**                | 24**        |
| VA-55<br>CDR. L. W. CHICK          | AD-4           | 14                    | 12       | 22                  | 21          |
| VC-3 (DET I)<br>LT. C.W. CHACMAN   | F4U-5N         | 4                     | 4        | 5                   | 5           |
| VC-11 (DET I)<br>LCDR. D.W. KNIGHT | AD-4W          | . 3                   | 3        | 5                   | 5           |
| VC-35 (DET I)<br>LCDR. E.H. POTTER | AD-4N          | <i>L</i> <sub>4</sub> | 4        | 6                   | 6           |
| VC-61 (DET I)<br>LT. T.L. NEILSON  | F2H-2P         | 3                     | 2        | 4                   | 4           |

\*Includes Commander Air Task Group TWO
\*\*Includes Operations Officer Air Task Group TWO

#### MISSION

The mission of Air Task Group TWO is that set forth in CTF-77 OP Order NR. 2-52. The mission of this Air Group is to perform close air support, reconnaissance interdiction and air bombardment missions in order to destroy enemy forces, communications, and installations in support of United Nations forces.





Flight Summary by Sorties.

|                       | F9F              | F4U       | нD-4      | F4U-5N     | ADW | ыDN | F2H-2P       | TOTAL      |
|-----------------------|------------------|-----------|-----------|------------|-----|-----|--------------|------------|
| Strike                | 105              | 67        | 89        |            |     | 1   |              | 262        |
| Recco                 | 56               |           |           | edus despi |     |     | *** ***<br>/ | 56         |
| ASP (Day)             |                  | ***       |           |            | 9   |     |              | 9          |
| ASP (Night)           | ****             |           |           | and the    | 2   |     |              | 2          |
| Night Heckler         | P=4 PF6          | ~-        |           | 11         |     | 14  | ***          | 25         |
| NGF Spot              | many desire      | 13        |           |            |     |     |              | 13         |
| Photo                 | 919 150          |           |           | -          |     |     | 22           | 22         |
| Photo Escort          | 22               |           |           |            |     |     | ***          | 22         |
| ASP (Escort (Day)     |                  | 1         | 4         | ung ###    |     | 2   | took the     | 7          |
| ASP Escort (Night)    |                  |           |           | 2          |     | 2   | 44A          | 4          |
| CAP                   | 90               | -         |           |            |     |     | ***          | <b>9</b> 0 |
| TARCAP                | 19               | 2         | 2         |            |     |     | 400 000      | 23         |
| CAS                   |                  | 24        | 16        |            | *** | *** |              | 40         |
| Pilot Search          |                  | 4         | 4         | -          | -   | *** |              | 8          |
| E CIVI                |                  |           |           |            |     | 8-  |              | 8          |
| ECM Escort            | -                | .6        |           |            |     |     |              | 6          |
| AEW                   |                  | ***       | 1         |            | 1   |     |              | 2          |
| <u>Other</u><br>Total | <u>47</u><br>339 | 32<br>149 | 40<br>156 | 11<br>24   | 7   | 7   | ***          | 144        |

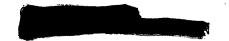
Per Pilot Data.

| Per Pilot             | F9F  | F2H-2P | F4U-4 | F4U-5N | ьD <b>-</b> 4 | AD-4N        | AD-4W |
|-----------------------|------|--------|-------|--------|---------------|--------------|-------|
| Sorties               | 7•7  | 5.5    | 6.2   | 4.8    | 7.0           | 5.7          | 4.0   |
| Flight Mrs.           | 11.9 | 9•5    | 16.4  | 10.7   | 19.3          | 15.0         | 8.1   |
| Carrier Land-<br>ings | 7.7  | 5•3    | 6.1   | 4.4    | 7.0           | 5 <b>•</b> 7 | 4.0   |



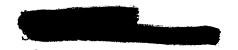
Damage Inflicted by Enemy.

| DATE              | SON    | TY. E | <b>DUNR</b> | CAUSE  | POSITION OF DAMAGE                        | CODE         |
|-------------------|--------|-------|-------------|--------|---|--------------|
| NC7<br><b>1</b> 6 | VT-23  | F9F-2 | 127194      | hh     | Port stub wing                            | D <b>-</b> 3 |
| 17                | 5ز - ۳ | AD-4  | 129016      | AA Med | Propeller & Fuselage                      | D-2          |
| 20                | VF-321 | F9F-2 | 123054      | AA Med | Port stabilizer                           | D <b>-</b> 3 |
| 21                | VF-821 | F9F-2 | 123425      | AA Med | Nose cone                                 | D-3          |
| 21                | VA-55  | 4-64  | 129013      | AA Med | Empanage                                  | D <b>-</b> 3 |
| 22                | VA-55  | n)-4  | 128920      | AA Med | Stbd wing stub                            | D-2          |
| 22                | VF-23  | F9F-2 | 123033      | Undt   | Aircraft disappeared over enemy territory | L            |
| 23                | VA-55  | AD-4  | 129012      | AA     | Aircraft crashed in enemy territory       | L            |
| 23                | VF-821 | F9F-2 | 125106      | ÅA     | Empanage fuselage                         | D-2          |



Damage Inflicted on Enemy.

|                     | DESTROYED  | PROBABLY<br>DESTROYED | DAMAGED        |
|---------------------|------------|-----------------------|----------------|
| Trucks              | 22         | 7                     | 33             |
| Trocks              | 15         | 50                    |                |
| RR Cars             | ક          |                       | 4              |
| Boat                | 13         | <b>400 47</b> ~       | 3              |
| Bldgs (Small)       | 32         | 10                    | 31             |
| RR Bridges          | 1          | 1                     | 4              |
| Hwy Bridges         | 2          |                       | 6              |
| Warehouses          | <b>5</b> 0 | 33                    | 22             |
| Gun Positions       | 12         | 24                    | 3              |
| Supply Dumps        | 4          |                       | 3              |
| RR Cuts             | 15         |                       | dip no         |
| Locomotive          |            | ***                   | 2              |
| Barracks            | 12         | ***                   | 8              |
| Factory             | 3          |                       | ı              |
| Saw Mill            |            | nea drin              | 1              |
| Bunkers             | 12         | 3                     |                |
| Ammo Dumps          | 1          | Was 100               | un to          |
| Vehicle Shelters    | 2          |                       | ** <b>**</b>   |
| Transformer Station | 1          | Next dains            | wa <b>4</b> 00 |



## **OPERATIONS**

The development of semi-coordinated strikes (those of two or more groups by carriers on targets within 3 to 5 miles of each other) have eliminated the mandatory requirement of conferences between strike leaders and further eliminates the all to frequent "briefly in the Air". On this type of strike the land-launch frequent your must be utilized by individual groups, making the strike of efficient and less complicated. A common channel, for "time of strike coordination" between strike leaders, can be assigned at the Staff level.

Proper radio channelization of flights between operating units is assuming more importance as the targets shift from the strategic to the tactical.

### JET OFERATIONS

On missions involving an Air Controller, within the immediate vicinity of the main line of resistance, it is extremely important that the "time on target" be specified and that the controller is on station, on time. Any delay forces jet aircraft to crbit and can only be accomplished at the expense of the mission involved and in many instances has forced jets to completely abort the flight and dump ordnance on relatively unimportant targets.

## MAINTENANCE

Average availability for Squadrons attached to Air Task Group TWO were as follows:

| VF-23  | 92.4% |
|--------|-------|
| VF-321 | 93.7% |
| VF-871 | 99.3% |
| VA-55  | 90.0  |

Composite Detachments are included in squadron aircraft availability.

## ORDNANCE

| ODDNAMAS BAPFING LORE | NCE EXPENDITURE | ANCE EXPENDITURE | ŝS |
|-----------------------|-----------------|------------------|----|
|-----------------------|-----------------|------------------|----|

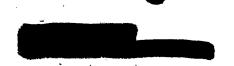
| Type<br>Ordnance  | ÁD4                     | F4.U/           | F9F2       | а <b>ДЦ</b> N  | F4U5N         | I TOTAL                        |
|---|-------------------------|-----------------|------------|----------------|---------------|--------------------------------|
| 2000 #GP<br>1000 #GP<br>500 #GP<br>250 #GP<br>100 #GP<br>350 #Depth<br>Doub | 34<br>155<br>141<br>244 | 29<br>73<br>236 | 352<br>283 | 14<br>42<br>84 | 10<br>54<br>1 | 34<br>184<br>238<br>874<br>421 |
| 260 #Fhag<br>3"•25 aSan<br>5" ATah  | 102<br>12<br>36         | 64<br>136       | 320<br>56  | 14             | 38<br>12      | 524<br>38<br>278               |
| MK 6 Flares<br>20MM<br>.50 CAL.   | 16,223                  | 33,000          | 22,485     | 76<br>5,900    | 4,500         | 76<br>49,113<br>33,000         |
| TOTAL<br>LbS  | 438,899                 | 181,680         | 238,226    | 37,397         | 26,945        | 923,129                        |
| TCTAL<br>TONS   | 219,449                 | 90.84           | 119.113    | 18.639         | 13.474        | 461.565                        |

## HUNG ORDNANCE REPORT

| Туре                |          |         |                |            |
|---------------------|----------|---------|----------------|------------|
| Ordnance<br>100 %GP | AERO 14A | MK 55-1 | MK 9 LAUNCHERS | TOTAL      |
| 100 %GP             | _        |         |                | 1          |
| 250                 | 2        | 1       |                | 3          |
| 200 FFRAG           | 7 (      | 3       |                | 3          |
| ATAR<br>TOTAL       |          |         | 5              | <u> 19</u> |
| JULAL               | 10       | 5       | 5              | 26         |

## DISPOSITION OF HUNG ORDNANCE

| Ordnance                                 | Remained<br>on rack | Dropped<br>off at<br>Landing | TOTAL    |
|--|---------------------|------------------------------|----------|
| 100 #GP<br>250 #GP<br>260 # FRAG<br>ATAR | 3                   |                              | 1 3 2    |
| ATAR" TOTAL                              | 18<br>25            | 1.                           | 19<br>26 |



## ORDNANCE

## 1. 20MM and .50 Caliber Guns

The performance of all guns installed in aircraft was excellent. Very few stoppages and only two malfunctions have occurred. The barrel of one 20MM gun installed in an AD4 aircraft exploded about four above from muzzle causing minor damage to wing of aircraft. And barrel was found to have a slight bulge about 4 inches from the above a 49.113 rounds of 20MM and 33,000 rounds of .50 cm reammunition were fired during this period. In only two cases were stoppages reported that might have been caused by cold weather.

## 2. Bombs and Bomb Racks

A total of 2,275 bombs of all types were dropped during this period. Only five bombs failed to release properly. These were returned aboard and all remained on racks during recovery. The overall performance of all types of bomb racks was considered excellent.

## 3. Rockets

A total of 316 rockets of all types were carried by aircraft during the operating period. Of this number carried, nineteen rockets failed to fire and were returned aboard, all except one remaining on launchers during recovery. Broken pigtails attributed to the return of nine rockets, six rockets came unplugged and the remainder failed for various causes. The overall performance of rockets and launchers was considered to be good.





## MEDICAL

### 1. Performance

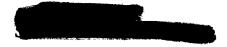
a. Performance has been excellent and morale outstanding during this period of operation. However the loss of three pilots in a very short period of time during the latter part of the period severely impaired the motivation of the air group personnel in general. This drop was noted with the loss of the third pilot on the last hap of the period, and it is believed that the effect will be only temporary.

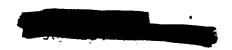
## 2. Illness

a. There have been 23 pilots grounded during this period; 14 for short medicals of time, 9 for longer periods. Upper respiratory inflections were the predominant causes for grounding the various personnel. Of the 9 grounded for longer periods of time, 2 were grounded for Thrombosed Hemorrhoids, 1 for severe burns, 1 for a fractured arm, 1 for a generalized Fruritis of undevermined origin, 1 for respiratory illness. No pilots have been grounded more than once for this period.

### 3. Casualties

- a. Wounded in action.
- 1. There were no personnel wounded in action during this period of operation.
  - b. Missing in action.
- l. LTJG Daniel Lorenz MUSETTI, 507308/1315, USNR was reported as missing in action following a strafing run over communist territory, North Korea, 22 November 1952, in which he was flying "tail end Charlie" position. Last radio contact with him was made just prior to commencing the run, and upon pulling out, it was noted that he was no longer with the flight group. Repeated searches for evidence of the pilot and the aircraft proved unsuccessful.
- 4. Psychiatric Disorder.
  - a. There were no man hours lost due to psychiatric disorders.
- 5. Venereal Disease.
- a. There were 10 cases of veneral disease; 8 of which were gonorrhea, 2 of which were chancroid.





## 6. Deaths.

- a. LTJG Leo Thomas FREITAS, 508154/1315, USNR, was declared dead on 21 November 1952 when the F9F-2 he was flying was seen to strike the water about 250 yards off the port bow following a normal catapult shot. The plane disintegrated instantly, and no trace of the pilot was found.
- b, LTJJ John William HEALY, 486199/1310, USN was declared dead on 23 November 1952 following a search mission over communist territory, North Korea. His plane was seen to explode into flames, the toil scotion break off, and the aircraft go into a spin prior to crashing and exploding on the ground. His wingman followed him down and did not notice any evidence of a parachute opening. He reported that there was no chance for survival.

