



# Fist of the Fleet Association

a non profit 501 (c) (19) military organization

## NEWSLETTER

April 2017

Preserving the Past Providing for Today  
Promoting the Future

### SPRING EDITION

By: Jerry "Ricochet" Fritze

Usually, when creating with writing, it is always imperative to answer the 6 basic questions of who, what, when, where, why and how. In dealing with the Korean War, however, much of this early period Naval Air information was never really researched, collated and stored in anything like a series of concise repositories. Instead, it's spread all over the place like popcorn when you take the lid off the pot before it's done. When I lay out the operational records of the *USS Boxer (CV-21)*, VA-65 and Carrier Air Group 2 (CVG-2) for the period 15 Sept to 21 Oct 1950 the data omissions are evident. They all contain some, but never all of the pertinent data. You never find anything like "Four AD-4 of VA-65 struck a factory near Pyongyang with 500 lb GP bombs and HVAR causing significant damage." For that, you need to dig in to the records, books and the web, and I mean dig deep in order to put it together, and it will still be incomplete.

For WWII and Vietnam you can find target info, weather or sea state, accurate strike composition data, enemy anti-air activities or ground dispositions, BDAs; the lot of it. But for the 50's? Good luck. But why? Names are hardly ever mentioned, unless to record a pilot MIA/KIA. The more I dig, the more I sense a reluctance to record events as they are happening. Naval records requirements aside the immediacy of the actions and their historical importance seems to be ignored. I discussed this aspect with Michelle one night. One opinion is that this lack of information was intentionally left out or disseminated across various venues due to "Red Fear": the anxiety that the godless commies could somehow lay their hands on this stuff and use it against us. Back then "Red Fear" was very real. In 1950 Senator Joe McCarthy took Washington by storm with his aggressive, bulldog approach against the "Red Menace" accusing practically everybody of being a closet commie. Unfortunately the heartache he caused with his baseless, groundless and tactless claims lasted for years and the term "McCarthyism" (the practice of making accusations of subversion or treason without proper regard for evidence) entered the lexicon of the American political system.

Of course the other reason, far less ominous, is that we were caught so damned unprepared for this. As the war progressed more photos were taken by strike aircraft and reconnaissance birds; and as we proceed through 1951 more facts are recorded but still, not enough about Naval Air in Korea exists. Most historical books on the Korean War center on the US Army and Air Force and the Navy air activities seem hardly to register at all. Which brings up the remaining point: the photographic record. It is basically non-existent for the early days of Naval Air in Korea, and later it was the jets which captured all the attention. So given that I can only use what photo resources there are and were left to deal with that. The series *Korea-Perilous Days* doesn't recount the entire history of squadron operations during the Korean War and will wrap up after VA-65's second combat deployment which began in December 1950 on *Valley Forge (CV-45)*.

~Ricochet~



[www.fistofthefleet.org](http://www.fistofthefleet.org)

#### Mission Statement

Perpetuate the history of Naval Aviation Squadrons VT-17, VA-6B, VA-65, VA-25 and VFA-25,  
Remember deceased veterans and comfort their survivors,  
Conduct charitable and educational programs,  
Foster and participate in activities of patriotic nature,  
Assist current active squadron members, and  
Provide assistance to family members in times of emergency.

PAGE 1

## PRESIDENT'S MESSAGE

I hope that it's been a great winter and a busy one for everyone. The snow is melting in Park City, I logged 16 ski days this season but the skis are now hanging on the garage wall and I'm getting the boat ready for a few short summer cruises on San Diego Bay where the USS Midway Museum is setting attendance records and the newly commissioned destroyer USS Zumwalt is ironing out the bugs in her new gear. Meanwhile, "Dome" Kerans is hard at work scheduling activities for the upcoming reunion in Charleston, SC on November 9-12, 2017. Hotel reservations can be booked through our "FOFA" website, with 22 of the 50 room block already reserved and registration information with all the cost info coming to the "FOFA" website soon. If you have local knowledge of the area, shoot "Dome" an email and give him suggestions about possible activities. Other than visiting the USS Yorktown, the "Fist" admin suite and the usual social events, I think the schedule is wide open.

There's also a great aviation event coming up this summer, the annual Experimental Aircraft Association (EAA) Fly-In at Oshkosh, WI running July 24-30, 2017. There are going to be some great aircraft displays, presentations and airshows. The Blue Angels will perform, the newly restored B-29 "Doc" will be open for tours and they will celebrate 50 years since Apollo with the largest gathering of Apollo astronauts to include Jim Lovell and Fred Haise from Apollo 13, Frank Borman, and Buzz Aldrin to name a few that have confirmed attendance. Last year I got to see a few of them at an event at the San Diego Air and Space Museum, and the inside stories and ready room tales were worth the cost of the event. If you've never been to an Airventure at Oshkosh, let me say that you will be on information overload. There are always planes in the sky, either performing or in large formations, WWII warbirds are taxiing just 10 feet in front of you on grass, not to mention about 10,000 aircraft parked on the grass apron and lots of hospitality chalets hosted by the industry. The schedule is so packed with good stuff that you find yourself wanting to be in two places at once. Maybe we'll organize an off reunion year outing if there is any interest.

Now for my "Twilight Zone" sea story. *While going through jet training at NAS Beville and prepping for my upcoming carrier qualification, one of my instructors recounted an embarrassing tale about his night CQ as a nugget in the A-7 RAG. He had been ferried out to the boat and hot seated into the A-7 that dark, high overcast night and took his first night cat shot when something went flying by his head in the cockpit, scaring the poop out of him. Yet he was so busy in the night pattern that he didn't have time to worry about it. Then he comes aboard and sure enough something dark goes flapping by his head from behind the ejection seat as he traps and this really rattles him. But he's so busy with the checklist and taxiing up to the catapult and just looking around that he can't bother with it and doesn't want to call for maintenance and look like a rookie nugget. But you guessed it, same dark object goes flapping by on the cat shot and again on the next trap. That does it, he gets on the radio to the Air Boss and confidently proclaims that he has a "bat flying around in the cockpit" and his aircraft is down. They taxi him behind the island, where he opens up the canopy and a green shirt and a yellow shirted*

*flight deck director come over to find the "bat", but low and behold, what they find is his black metal kneeboard up on the glare shield so far forward they could barely reach it. Yep, that black metal kneeboard with its black elastic straps can sure flap and look like a "bat" in the dark of night. Apparently, he had forgot to strap it on his leg upon entering the cockpit; instead, he had placed it up on the glare shield and forgotten about it, that's how nervous he was about his night CQ. By the way, he went on to complete his CQ and two cruises on Yankee Station.*

Now let's have all of you get on the website and book your room for the upcoming reunion. I'm sure there will be some hilarious action in the admin suite that you won't want to miss, and hopefully we'll have some squadron attendance from VFA-25 to bring us up to date on their activities. And of course, I look forward to seeing all of you and renewing our friendships and hearing your sea stories, which may end up in my President's Message someday.



### Blue Angels Tour Dates

May 13/14 Memphis Air Show TN	
May 20/21 Wings Over Wayne/Johnson AFB Open House Goldsboro NC	
May 24/66 USNA Air Show/Graduation Flyover Annapolis MD	May 27/28 Millville Air Show NJ
Jun 3/4 Duluth Air Show MN	Jun 10/11 Airpower Over The Midwest Air Show Scott AFB IL
Jun 17/18 Ocean City Air Show MD	Jun 24/25 Westmoreland County Air Show Latrobe PA
Jul 8 Pensacola Beach Air Show FL	Jul 15/16 Milwaukee Air & Water Show WI
Jul 22/23 Idaho Falls Air Show ID	Jul 29/30 EAA AirVenture Oshkosh WI

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## **SKIPPER'S CORNER**

Good day to you, Fist of the Fleet Association! I hope that this edition of Skipper's Corner finds you excited about the Spring season. I trust that you all had a Happy Easter and that the change in weather is making for some beautiful days. As for VFA-25, we are continuing to do some great work here in Lemoore despite some challenging times. In this era of reduced personnel, being a low priority for parts, and having limited funding, Team Fist was able to execute all of its flight hours for the 2<sup>nd</sup> quarter of FY17 and then some. Through the creative thinking of maintenance and operations personnel, we executed a plan that allowed for maximum efficiency at work, yet still providing ample time for home life with family and friends. The eye-watering way in which the Sailors of this command came together allowed for some tremendous strides to be made. While work-ups are still about a year away, the flying, maintenance actions, and administrative support we are doing now will shape the future for this great squadron.

In the near term, VFA-25 will head to NAS Fallon, NV, for a week's worth of Fighter Integration flights with F-35s and F-22s from the 422<sup>nd</sup> Test and Evaluation squadron from Edwards AFB, CA. Scheduled for the third week in April, this will be the first detachment we have executed since going to Hawaii last November, and will be a welcome change of scenery for all hands involved. Following that det, we anticipate going to Portland, OR, for some dissimilar air combat training (DACT) with the F-15Cs at the Portland Air National Guard. This should be another exciting excursion for Fist Sailors towards the end of June. At some point this summer we expect to proceed to the USS Lincoln for a short underway period to carrier qualify and revisit shipboard life. Dates are still fluctuating for that one, but another very important detachment for us during this extended turnaround training time. We are always mindful that being at the tip of spear for Naval Aviation means operating from the carrier environment. It's vital that we continue to train there whenever we can.

In the meantime, it is business as usual for VFA-25 at hangar 2 in Lemoore. It's still a great time to be a part of this squadron, the smiles and high achievement I see every day from the team is a constant reminder of that. Rest assured that the defense of the country still lies in the most capable hands and that VFA-25 remains a unit that is second to none. The machine that is the Fist of the Fleet keeps on turning and remains the touchstone by which all other squadrons are measured.

**FROM THE COCKPIT** By: LT Chad "IRIS" Duncan

Strike Fighter Squadron TWO FIVE continues to maintain high levels of tactical readiness. Over the past few months, VFA-25 has conducted training operations in the air-to-air and air-to-surface environment, keeping its pilots tactically sharp. Additionally, several VFA-25 pilots have advanced their tactical qualifications, completing highly demanding training syllabi.

### **Night Operations**

After many months of executing day operations both on detachment and at NAS Lemoore, VFA-25 shifted to night operations during the month of March. Operating at night, while challenging, enables our military to maintain a lethal edge over our adversaries. U.S. Navy strike fighter pilots must hone this crucial skill to operate at night safely and successfully. Additionally, every type of mission that F/A-18E pilots can execute during the daytime, they must be able to execute at night. Thus, it is imperative for aircrew to sharpen night flying skills such as bombing, air-to-air intercepts, and even basic formation and instrument flight. VFA-25 conducted night operations for two weeks, facilitating both combat section lead and night vision goggle qualifications for pilots.

### **Cross Country Flights**

During the months of February and March, VFA-25 conducted cross country flights throughout the United States. During most training flights out of NAS Lemoore, aircrew use local ranges that offer familiarity. These cross-country flights, however, enable Fist aircrew to gain experience operating in unfamiliar airspace and airfields across the United States. These pilots gained wide-ranging experience, from interaction with different air traffic control agencies to making divert decisions based on weather. In the last quarter, VFA-25 executed over 200 flight hours of cross country flights to destinations from Los Angeles, CA to NAS Oceana, VA. Cross country flights will continue in the coming months, supporting further development of essential piloting skills for Fist aircrew.

### **Multi-Service Integration**

VFA-25 has also developed its pilots' skills through joint flight operations with U.S. Air Force (USAF) active and reserve components. In the month of March, the squadron participated in an exercise with USAF Joint Terminal Attack Controllers (JTACs) from the 22<sup>nd</sup> Air Force Special Operations Command out of Joint Base Lewis-McChord, WA. Also in March, VFA-25 conducted dissimilar air combat training (DACT) with the F-15C from the 142<sup>nd</sup> Fighter Wing of the Air National Guard based out of Portland, Oregon. The Fist of the Fleet was proud to train with our USAF bretheren and bolster the joint strength of the United States military.

### **Hail and Farewell**

LT Justin "Neuman" Reece left VFA-25 in March for a follow-on assignment to VFA-122 where he will train junior aviators learning to fly the F/A-18 E/F Super Hornet. The Fist of the Fleet was fortunate to have Neuman in the ready room for three years. Neuman was awarded the Navy and Marine Corps Achievement Medal in recognition of his outstanding performance while assigned to VFA-25, and he will doubtlessly carry his strong work ethic with him to VFA-122. Though the Fist ready room had to say farewell to Neuman, they gained two new officers: LCDR Bryan Lingle and CWO3 Jordan "Griswold" Wiermaa. LCDR Lingle came from CVW-1 stationed at NAS Oceana, where he served as CAG paddles. CWO3 Wiermaa was most recently assigned to VFA-122.



## FROM THE HANGAR DECK

Hello to all. I am Aviation Electronics Technician Second Class Michael D. Doherty, assigned to VFA-25 work center 210.

I joined the Navy in October of 2005 as a Boatswain's Mate and was assigned to USS Benfold (DDG-65), homeport San Diego. In June 2007, I cross rated to an AT and was sent to NAS Lemoore, CA. My first aviation command was VFA-137 Kestrels. From there, I went to Strike Fighter Weapons Pacific Detachment Fallon. After my three year duty there, I chose my orders to become a member of the Fist of the Fleet. I reported to VFA-25 in December 2013.

My primary responsibility is shop supervisor for the AT shop. On a day to day basis, we maintain the avionics components installed on our aircraft. This includes such systems as RADAR, COMMS, Mission Systems, and Weapons Systems. These systems are ever changing and can prove to be a bit complex at times. With our technology changing daily to meet the goals of our mission, we have to stay current on what the fleet requires so that we maintain the highest quality of mission capable aircraft.

When I first reported to VFA-25, I was met with open arms as the squadron had recently transitioned from the F/A-18C to the F/A-18E. The move between the two platforms was a challenging endeavor that required in depth training and knowledge of the differences the aircraft have. With my previous experience in Super Hornets, I was met with the challenge of helping with the training and qualification of junior Sailors with little to no knowledge of the Super Hornet. I knew the task at hand would take a lot of hard work and dedication, and I received an abundance of support from up and down my chain of command. This to me set a high bar that I would soon learn was the "Fist Standard".

My time on board the command has taught me that hard work and dedication can and will help in obtaining the success you strive to meet for yourself. The command as whole has a superior outlook on Pride and Professionalism that comes in second to none. I am both blessed and humbled by the opportunity I've had here at VFA-25. Once a Fist, Always a Fist!



AT2(AW) Michael Doherty



LT Wickware conducting night operations for an NVG flight.



Jets on cross country stopping at Williams Mesa Gateway in Phoenix, Arizona



VFA-25 taking off from Portland to conduct Dissimilar Air Combat Training against F-15s



VFA-25 parked in Portland, Oregon waiting to take off for DACT

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## **DID YOU KNOW: NAVY, MILITARY AND OTHER INFORMATION**

**Brazil is Retiring Its Only Aircraft Carrier** By: Kyle Mizokami Feb 16, '17 Popular Mechanics

Brazil has decided to permanently sideline its sole aircraft carrier, the flat-top *São Paulo*. The decision leaves the United States the only aircraft carrier power in the Americas. The Brazilian government has said the cost of updating the ship and purchasing new planes was prohibitive and will seek to replace them in the future. The decision underscores the point that aircraft carriers are a rich country's game.

The *São Paulo* began life as the French aircraft carrier Foch. It served for 37 years until it was replaced by the nuclear-powered carrier *Charles de Gaulle*. Brazil bought the vessel from the French government in 2000. More than 860 feet long and displacing 32,000 tons fully loaded, the carrier was capable of carrying up to 39 fixed-wing aircraft and helicopters. Once in Brazilian hands, *São Paulo* underwent a refurbishment program that included repairs to propulsion, electricity generation, and flight operations equipment. The Brazilian Navy also purchased a fleet of obsolete A-4 Skyhawk jets from Kuwait, and used even more obsolete aircraft on board including the S-2 Tracker and C-1 Trader. These are American designs originally flown from U.S. Navy carriers but retired decades ago. Brazil's Navy also purchased and planned to refurbish six S-70B Seahawk helicopters.

All this sprucing up can't change the fact that *São Paulo* is now more than 50 years old. According to the Brazilian Navy, it needs another ten years of work at an unknown cost to get moving again and the service has decided it's just not worth the effort. Brazil has long been an aircraft carrier power. *São Paulo* was meant to replace the carrier *Minas Gerais*, which was formerly the British Navy's HMS *Vengeance* and served that country from 1957 to 2001. None of Brazil's carriers have ever seen combat. Brazil was one of the few aircraft carrier powers in the Western Hemisphere: aside the United States and Brazil, Canada maintained aircraft carriers until 1970, and Argentina until 1990. Oddly enough, Brazil was a mentor to China's fledgling carrier program—in 2009, Brazil agreed to train Chinese navy officers on the *São Paulo*. In 2013, according to the Xinhua state media service, a cadre of Brazilian Navy carrier pilots were training China's People's Liberation Army Navy in carrier flight operations.

Will Brazil's naval aviation recover from the blow? According to *Combat Aircraft*, Brazil will purchase a new aircraft carrier down the road, but the purchase of nuclear attack submarines and a new class of corvettes are higher priorities. In other words, naval aviation is not exactly a high priority anymore. The path forward is murky at best. Brazil's economy has been in recession since mid-2014 and the cost of a new carrier and new airplanes will be in the billions—far more than going ahead with *São Paulo*'s 20-year refit. Brazil would have to buy a new carrier from India, the U.K., Russia or France. By the time a new carrier will be ready, the recently purchased older planes will be truly obsolete. On the plus side, the country is currently buying 36 Gripen fighters from Saab of Sweden, which recently revealed a carrier-capable version of the single-engine fighter, Gripen-M.



### **VFW to Testify In Support of Blue Water Sailors**

On April 5th, 2017, the VFW testifies in front of the House Veterans' Affairs Subcommittee on Disability Assistance and Memorial Affairs. While the testimony concerned a total of six bills, this is the first testimony in the 115th Congress on H.R. 299, the Blue Water Navy Vietnam Veterans Act of 2017. Those veterans who served in the U.S. Navy during the war in Vietnam are impacted by an arbitrary and capricious decision by VA to not be included under presumptive coverage unless they were operating on land or inland water ways. This decision prevents veterans who suffer from the same conditions as other Vietnam veterans from receiving care for these conditions and ending this exclusion is a major priority for the VFW.

[www.bluewaternavy.org](http://www.bluewaternavy.org)

[www.vfw.org](http://www.vfw.org)

F/A-18E/F Super Hornet and EA-18G Growler pilots across the fleet are conducting pre-deployment workups using the Navy's revolutionary aircraft carrier landing software—Magic Carpet—with great success and several years ahead of schedule. "That was the smoothest night trap I've ever flown, send me up again," said Lt. Zach "Bamboo" Hutchings, VFA-87, CVW-8.

Last fall, air wings began training with Magic Carpet—the Maritime Augmented Guidance with Integrated Controls for Carrier Approach and Recovery Precision Enabling Technologies—and LSOs are witnessing improved performance at a much lower pilot workload. Renamed Precision Landing Modes (PLM) by aircrew, it provides improved safety, efficiency and success rates in recovering fixed-wing aircraft on board aircraft carriers while easing pilot workload, improves overall boarding rates, creates the potential to reduce tanker requirements and improves Naval Aviation's effectiveness.

Lt. Jaime "Eeyore" Moreno, CVW-8 Paddles, is currently certifying pilots using PLM aboard USS George H.W. Bush (CVN-77) as they prepare for deployment. "PLM is probably the biggest advancement to carrier aviation since the IFLOLS was installed," Moreno said. Deployed on all carriers by 2004, IFLOLS—the improved Fresnel lens optical landing system—is a stack of 12 light cells, which produce a single ball-shaped image used by carrier pilots to determine the glideslope as they approach the carrier to land. "Every aircraft is continually on glideslope with a stable and predictable energy state. Ultimately, this makes landing at the aircraft carrier safer," said Lt. Greg "Cinder" Blok, CVW-8 Paddles.

As part of the early software release, the fleet is giving NAVAIR engineers operational feedback in both the flight control modes and the head-up display. "Now we have the opportunity to incorporate desired enhancements for the final software release scheduled in fiscal 2019," said James "Buddy" Denham, a NAVAIR senior aeromechanics engineer. NAVAIR engineering developed the flight control algorithms and new head-up display symbology. In October CVW-2 was the first carrier air wing during a COMPTUEX aboard USS Carl Vinson (CVN-70) with PLM.

In November, CVW-11 conducted Tailored Ship's Training Availability using PLM aboard USS Nimitz (CVN-68), and now CVW-8 is training with PLM. Pilot experience has been positive across the fleet so far. Roughly 35 eligible fleet pilots flew PLM aboard CVN-77, and found little to no difference in day and night flights. "Flying at night on the first PLM would have been fine, although we started with day flights," said Lt. Zach Pleis, CVW-11 Paddles. "I think it went better than our Powered Approach Control Augmentation System players because PLM pilots are developing habit patterns of flying a centered ball vice bumping it up," which is the desired outcome.

#### *Flight Test Background*

Magic Carpet was first tested at sea in April 2015, when VX-23 pilots and NAWCAD aeromechanics division engineers from NAS Patuxent River, Maryland, demonstrated the software aboard CVN-77. The demonstration was so successful that Naval Aviation Enterprise leadership directed NAVAIR to deliver an initial capability earlier than fiscal 2019. To meet that demand, engineers made minor changes to the flight control system based on CVN-77 results and delivered an initial capability that provides the control modes but does not have the full redundancy planned for the fiscal 2019 release. The program office expedited a revision to the mission system software to provide the head-up display symbols tailored for shipboard landing tasks. The program office set September 2016 as the initial production delivery target. The upgraded flight control software and head-up displays were tested in ground-based labs during March 2016, clearing the software for flight test in April, and from May through June, shore-based flight test was conducted.

By 2019, the fleet's Super Hornet and E-18G Growler squadrons will have the full capability.



Landing Signal Officers evaluate an F/A-18F Super Hornet pilot landing aboard USS Washington (CVN 73) using the Precision Landing Modes software also known as Magic Carpet



Magic Carpet RIDE trainer.



On 1 Oct VA-65 conducted its most spectacular strike against P'yongyang, hitting hidden revetments on the airfield and scoring a direct hit on a large electrical power plant. The bombing and rocket attacks were exceptionally accurate. When the planes departed the area the plant was in flames with columns of smoke rising several thousand feet in to the air. This choice target was located by ship photo interpreters from photos taken by *Boxer's* planes. The next day another big strike the large railroad bridge at Sinanju, 40 miles north of P'yongyang. *Boxer* then spent Oct 3rd-14th in drydock in Japan for repairs and received replacement aircraft for the Air Group. Meanwhile on Oct 10th the carrier force moved into action off the east coast of Korea with strikes and sweeps from Wonson to Chongjin in preparation for amphibious landings at Wonson. When a heavy concentration of mines in the harbor delayed the scheduled landings, the carrier attack shifted northward and inland to assist the advance of the U.N. Forces which by the time the landings were made on the 26th, had swept past the intended objective are and were advancing on the Yalu River.



Chongjin Industrial area after air-sea attacks



A Skyraider on one of the bombing attacks on the bridges across the Yalu River at Sinuiju



Skyraider Gun Camera Film



Carrier planes strike Wonson

On 15 Oct *Boxer* rejoined TF-77 and CVG-2 flew over 100 sorties from *Boxer* over Wonsan, dropping the bridges around the port and plastering the enemy batteries on Sin Do Island. Pilots noted that 20mm guns were adequate against heavier targets such as tanks and ships, but on the deep runs they were making against personnel and lighter buildings and vehicles, 50-caliber guns did the trick. The following day, CVG-2 aircraft went to work on the railroad, tearing up dozens of cars and several locomotives and even hitting a train with HVARs while it was attempting to hide in a tunnel. VA-65 conducted armed road sweep and strikes against enemy vehicular traffic, personnel, and lines of communication.

On 22 Oct *Boxer* was detached from TF-77 to proceed to San Francisco for repairs in drydock. During the VA-65 line periods the squadron flew over 250 combat sorties, and an additional 35 anti-submarine patrols, with a total of 379 arrested landings and 1180.2 hrs flown. To illustrate the tremendous buildup of Naval Aviation and its impact on this fighting, during June 1950 Navy and Marine aircraft flew only 15 sorties, but in July that number rose to 229; 3,422 in August; 7,592 in September; 6,441 in October; 6,725 in November; and 6,781 in December. In October, 3,574 of the sorties were launched from CVs, 539 from CVEs/CVLs, 604 from shore-based Navy aircraft and 1,724 from Marine aircraft ashore. Approximately 20 percent of the UN air sorties flown during October were close support, 30 percent interdiction, and the remaining 50 percent comprised reconnaissance, transport and other operational missions. Five aircraft were lost to enemy action, and 20 were lost operationally.

**NEXT TIME IN FISTORY: A SHORT REST AND THEN BACK TO WORK**