



## CRUISE REPORT



LIGHT PHOTOGRAPHIC SQUADRON

SIXTY-TWO

DETACHMENT 31-56

AUGUST 1956

FEBRUARY 1957

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UNITED STATES ATLANTIC FLEET  
AIR FORCE  
LIGHT PHOTOGRAPHIC SQUADRON SIXTY-TWO  
DETACHMENT 31-56

11 February 1957

From: Officer-in-Charge  
To: Commanding Officer, Light Photographic Squadron SIXTY-TWO  
Subj: Cruise Report  
Ref: (a) VFP-62, Instruction 3120.1D  
Encl: (1) Cruise Report of VFP-62, Detachment 31-56 covering the  
period from 13 August 1956 to 11 February 1957.  
1. In accordance with reference (a) enclosure (1) is herewith  
submitted.

John W. BROWN

Copies to: VFP-62 (15)  
CO USS CORAL SEA (1)  
CAG-10 (1)  
CNO (OP-553c) (1)  
VFP-61 (1)

## 1. INTRODUCTION

### 1-1 Period of Report

This report covers the period from 13 August 1956 to 11 February 1957 during which time VFP-62 Detachment 31-56 was under the operational control of Commander Carrier Air Group TEN embarked aboard the U.S.S. CORAL SEA (CVA-43).

### 1-2 Composition

The composition of VFP-62, Detachment 31-56 was three F2H-2P aircraft, five officers and twenty-seven enlisted men. LCDR John W. BROWN, USN was designated Officer-in-Charge.

### 1-3 Allowance

Officer: Four pilots, 1 LCDR, 3 LT. One EMS Photo Interpreter. TAD was terminated for one LT on 11 January 1957. No replacement was requested.

#### Enlisted:

	CPO	PO	NON-RATED	TOTAL
AD	1	3	6	10
AM		1	2	3
AE		1	1	2
AT		1	1	2
PH		2	2	4
AK or YN		1	1	2
SN or AN			3	3
SD		1		1
	<u>1</u>	<u>10</u>	<u>16</u>	<u>27</u>

### 1-4 Chronology

<u>Date</u>	<u>Days</u> (Port-P) (Sea-S)	<u>Employment</u>
5 Aug		2 officers and 27 men walk a board CORAL SEA at Mayport, Fla.
8 Aug		3 officers flew aboard CORAL SEA in detachment aircraft.
8-11 Aug	3-S	ISE off Mayport, Fla.
11-12 Aug		Mayport, Fla.
13 Aug.		Depart CONUS
13-27 Aug	15-S	Crossed Atlantic with air ops near Bermuda and Azores. Brief turn over with USS INTREPID at Golfo de Palmas, Sardinia, 25 Aug.

<u>Date</u>	<u>Days</u>	<u>Employment</u>
28 Aug-4 Sept	8-P	Naples, Italy
5-14 Sept	10-S	Sept. STRIKEX
15-17 Sept	3-P	Palermo, Sicily
18 Sept	1-S	Air Ops
19-23 Sept	5-P	Palermo, Sicily
24 Sept-2 Oct	9-S	Operation WHIPSAW
2 Oct		RADM F.T. WARD Jr. ComCarDiv TWO relieved RADM R.B. PIRIE ComCarDiv SIX.
2-7 Oct	6-P	Genoa, Italy
8 Oct		CAPT. J.A. JAAP relieved CAPT W.E. GENTER Jr. as CO CORAL SEA
8-14 Oct	7-S	Air Ops
15-19 Oct	5-P	Athens, Greece
20 Oct	1-S	Air Show for King and Queen of Greece
21 Oct	1-P	Athens, Greece
22-23 Oct	2-S	air Ops
24-26 Oct	3-P	Istanbul, Turkey
27 Oct-22 Nov	27-S	Operation BEEHIVE cancelled. SIXTH Fleet ordered to protect evacuation of U. S. Nationals. Operating under wartime conditions awaiting developments in Suez crisis.
23-25 Nov	3-P	Augusta Bay Sicily
26 Nov-6 Dec	11-S	Operation MEDLANTEX
7-10 Dec	4-P	Taranto, Italy
11-19 Dec	9-S	Air Ops
20-26 Dec	7-P	Cannes, France
27 Dec	1-S	Air Ops
28 Dec-1 Jan	5-P	Cannes, France
2-10 Jan	9-S	Air Ops
11-20 Jan	10-P	Naples, Italy
21-25 Jan	5-S	January STRIKEX
26-27 Jan	2-P	Pollensa Bay, Majorca. SIXTH Fleet Conference
28-31 Jan	4-S	Air Ops
1-2 Feb	2-P	Gibraltar, B.C.C., relieved by FORRESTAL on 2 Feb.
3-11 Feb	9-S	Enroute Norfolk, Va.

## 2. PRE-EMBARKATION

### 2-1 Forming the detachment

The detachment was formed approximately seven months prior to the final deployment. This was due to several changes in deployment dates. During this period personnel and aircraft changes occurred but caused no particular difficulties. Final aircraft assignment was made about one month prior to departure. Pilots of the detachment, when possible, flew assigned aircraft during this period. Aircraft and personnel assignment were generally satisfactory. No detachment material problems arose during the formation period.

## 2-2 Detachment Movements

The detachment moved aboard the CORAL SEA at Mayport, Florida, by bus and truck. Aircraft were flown aboard. No unusual problems were encountered. Return to the parent squadron was by air-lift from Norfolk, Virginia. Heavy gear was transported by van.

## 3. ADMINISTRATION AND PERSONNEL

### 3-1 Correspondence

Mail correspondence was handled in the detachment office. Dispatches were received in Ready Room #2 Port. All detachment officers were either action or information addressees on all correspondence. All dispatch traffic was initialed by the detachment officers. Outgoing dispatches were released by the O-in-C and sent to CAG for further release. Normal chain of command was employed for mail correspondence.

### 3-2 Reports

Rough reports were submitted by departments concerned, processed by the yeoman, and signed by the O-in-C. A "tickler" file was maintained for all reports.

### 3-3 Rate Structure

The rate structure was considered adequate. It is, however desirable to deploy the highest rated men available to assist the detachment in functioning as an individual unit.

### 3-4 Personnel Records

Personnel records were maintained by the detachment Personnel Officer and yeoman. The records were kept in the squadron office under lock and key.

### 3-5 Watches and Working Parties

The detachment CPO working with the CAG-10 CPO arranged the enlisted watch and working party list. Officer watches were assigned by a representative of CAG.

### 3-6 Uniform

Uniform regulations of the ship were complied with in all cases. Dress uniforms for officers and men were required frequently.

### 3-7 Assignment of Personnel to Duties with the Ship

Detachment photo mates were sent on TAD to the ship. The SD1 was assigned to the wardroom. One non-rated man was assigned to the crew's mess.

### 3-8 Training and Education

Four men were advanced in rating during November 1956. Nineteen men qualified for and were recommended for advancement in rating in time to participate in the February 1957 examinations. Personnel regularly attended lectures given by the ship.

### 3-9 Space and Berthing Assignment

The detachments assigned to the air group shared a single office. A single desk and a cruise box provided filing space. The space proved adequate and was conveniently located.

Berthing: Eighteen bunks and lockers were assigned in compartment C-322-L. This space was shared with another detachment. Six bunks and lockers were assigned in compartment C-0208-ACL for senior petty officers. This space was also shared with other units. The CPO, steward and messman were berthed by the ship. Spaces were adequate.

Officers were assigned staterooms as follows: 1 LCDR and 1 LT, WRSR 0219; 2 LT's WRSR 0217; 1 ENS Bunk Room #7.

A maintenance cage in hangar bay #3 and a jointly operated (with the ship) Photo Interpreting Room complete the list of spaces. The Photo Interpreting Room also served as a camera storage space.

## 4. ORGANIZATION

### 4-1 Detachment Organization

BROWN, John W.	LCDR	407545	O-in-C
EGERT, Marlin V.	LT	470389	Maintenance and Material
DORMAN, "R" "H"	LT	329544	Personnel
GILLEN, William V.	LT	496465	Operations
KROPF, Charlie W.	ENS	597702	Photo Interpretation
CHEZICK, L. E.	AE3		Electric
CLARKE, M. J.	AM3		Structures
DANENHOWER, F. J.	AA		Plane Captain
DEMURO, A. A.	AN		Maintenance
GAYNOR, C. L.	AN		Plane Captain
GREEN, R. L.	ADJ3		Maintenance & Plane Captain

GRESS, L. R.	PN3	Yeoman
HAAS, H. B.	AN	Maintenance
HAIGHT, R. J.	SN	Photo
HEATON, J. C.	SN	Photo
KENNELLY, J. C.	AT3	Electronics
KOWALSKI, G. A.	AD2	Maintenance
LAYNE, J. W.	PH2	Photo Interpretation
LONG, C.	AD2	Maintenance
MATTHEWS, R. E.	AN	Plane Captain
MURPHY, R. S.	PH1	Photo
PARKER, E. L.	AN	Plane Captain
PETITPAS, G. R.	AE1	Electric
ROSS, V. J.	AN	Plane Captain
RYALS, T. A.	AN	Structures
SALTER, H. L.	AM1	Structures
SCOTT, J. W.	ADC	Leading Chief
SIMMONS, J. O.	AN	Plane Captain
SOSEBEE, D. A.	AN	Storekeeper
SOUTHERN, C. A.	AD1	Maintenance
THOMAS, N.	SD1	Wardroom Mess
WISEMAN, H. P.	AN	Electronics

#### 4-2 Air Group Organization

<u>NAME</u>	<u>RANK</u>	<u>BILLET</u>
CLARKE, Douglas A.	CDR	CAG-10
WELSH, John D.	LCDR	Operations-Administration
PATTERSON, George	LCDR	Maintenance-Material
LAYTON, Jake "W"	LCDR	Ordnance
DURFEY, John Q.	LT	Flight Surgeon
DEVER, Edward B.	LCDR	Landing Signal Officer

#### 4-3 Ship's Roster

<u>NAME</u>	<u>RANK</u>	<u>BILLET</u>
JAAP, Joseph A.	GAPT	Commanding Officer
RYND, Robert W.	CDR	Executive Officer
SHIPMAN, Charles A.	CDR	Operations Officer
JOHNSON, Ace (n)	CDR	Air Officer
FAUST, E. B.	CDR	Air Operations Officer
SCHWAN, Harold C.	LT	Aircraft Maintenance Officer

#### 4-4 ComCarDiv and Fleet Staff

<u>NAME</u>	<u>RANK</u>	<u>BILLET</u>
BROWN, Charles R.	VADM	COMSIXTH Fleet
WARD, Frank T. Jr.	RADM	COMCARDIVTWO



## 5. MORALE

### 5-1 Recreation

Upon departure from Jacksonville, a check for \$75.00 was received by the detachment. Additional welfare money was received from the ship during the deployment. A beach party was held at Palermo, Sicily; a dinner party held at Athens, Greece, and a dinner party held at Naples, Italy. The detachment formed a basketball team for intra-ship competition.

### 5-2 Information

Information was published in the Plan of the Day and broadcast over the 1 MC circuit. The ship's P. I. O. office provided pamphlets on most of the ports.

### 5-3 Leave and Liberty

Leave and liberty ~~were~~ granted to the crew on a percentage basis determined by the fleet commander. Controlling factors were the size of the port visited and the number of ships present. Organized tours were popular among the men of the detachment.

## 6. MATERIAL

### 6-1 General Procedures

This detachment performed all of the functions of a squadron insofar as material was concerned, with the exception of submitting reports to higher authority.

### 6-2 Usage

For an itemized list of all parts requisitioned while deployed see Requisition Log Book. (Available in VFP-62 Material Office). The section "B" allowance adequately covered required parts with a few minor exceptions.

### 6-3 Surveys

No surveys were required during the deployment.

### 6-4 Statistics and Summary

During the deployment the detachment used 366 NSA and APA stubs, 8 AOCF stubs, 4 ANFE stubs and 4 SKED stubs. A total of 177,705 gallons of Avgas and 55 gallons of 1010 oil were used. NSA cost was \$34,850.82 while total APA cost was \$22,201.39. It took 20 days to complete action on the longest AOCF stub, while the average time was 7 days.

The ship was very cooperative in assisting the detachment with material problems.

## 7. OPERATIONS

### 7-1 Flight Tactics

Upon the request of the Carrier Division Commander, flight data was submitted to the staff. This data included our desired maximum range for missions based on various fuel loadings and flight durations. To arrive at these figures we estimated average cruise altitudes and weather conditions to provide a safety factor.

<u>FUEL LOADING</u>	<u>DURATION</u>	<u>RADIUS</u>
Internal	1 hr. 15 min.	180 N. Mi.
Internal	1 hr. 30 min.	225 N. Mi.
Internal plus tips	2 hr. 30 min.	410 N. Mi.
Internal plus tips	3 hr. 00 min.	480 N. Mi.

These radii were generally adhered to. If they were exceeded our pre-flight planning was intensified to preclude navigational difficulties.

Dead reckoning navigation outbound and the ship's low frequency homer inbound were the normal methods of navigating. DR errors were generally less than 20 miles.

Normal cruise and photography altitude was between 20,000 feet and 25,000 feet. This procedure allowed easy single engine operation. The usual target distance was about 300 miles. When there were many targets the section was split for either part or all of the flight. Otherwise the section of two planes was the normal operating unit.

An acceptable escort doctrine was never established. The air group had F2H-4 and F9F-8 aircraft available but their flight characteristics differed too greatly from the F2H-2P to be of value as an escort. In the event an escort was absolutely necessary it was felt that the F9F-8's could rendezvous with the photo planes in the target area.

Unescorted photo planes were limited in evasive tactics. Cruise below the contrail level and protection from cloud cover constituted our principal evasive methods.

### 7-2 Types of Missions Assigned

Most of the flights were of the training variety. On air defense exercises photo planes were utilized as aggressor aircraft. These flights were profitable since the pilot's evasion techniques were improved. During all flights photo planes were considered "fair game" and we were frequently attacked by units of the air group. These unexpected attacks sharpened our look-out doctrine.

The number of photo flights on this deployment was reduced due to the Suez crisis. During this period several of the Mediterranean countries instituted strict ADIZ's and we were required to stay near the force.

### 7-3 Assignment of Missions

All missions were scheduled by the Air Operations Office. Requests for various missions by the detachment were always considered and often approved. Photo mission targets were passed down by the fleet and carrier division staffs. Frequently it was necessary to plan photo missions several days in advance to provide a flight clearance from the country involved. During large scale fleet exercises we were "on call" for assigned targets and targets of opportunity.

### 7-4 Statistics

Number of missions	239
Number of hours flown	413.5
Number of hours shore based	0
Number of CV landings	239
Av. number CV landings per pilot	59
Av. Flight hours per pilot	103.4
Instrument hours, total (A and S)	44.2
Pre-dawn launches	2

### 7-5 Aircraft Spot

Aircraft were spotted either aft of the island on the starboard side or aft of the deck edge elevator on the port side. Normal jet launch procedure was to launch the F9F's then the F2H-4's and then the F2H-2P's.

### 7-6 Survival

Standard survival gear was worn or carried on all flights.

### 7-7- Diverting Procedure

Pilots were briefed prior to each flight on diversionary fields. This briefing included radio aids, size of field, service facilities and approaches.

The only diversion was made when a tiptank failed to transfer. The pilot drained the tank and returned to the ship without further difficulty.

## 8. PHOTO

### 8-1 Camera and Material

The detachment deployed with the following equipment:

<u>MOUNTS</u>	<u>CGNES</u>	<u>BCDY DRIVES</u>
3 General Reconnaissance	6 K17-6"	6 K17 (3 sec recycle)
1 Mapping Reconnaissance	4 K17-12"	4 K17 (1.16 sec recycle)
1 Beach Reconnaissance	4 K38-24"	4 K38 (1.6 sec recycle)
	4 K38-36"	

MAGAZINES

12 A9B  
 6 A8B  
 2 MA10a

SPARE PARTS

2 Actuators  
 1 E-C-D

CAS-2

1 Cone (7") (regular)  
 1 Cone (12") (AEC)  
 1 Body Drive  
 3 Film Cassettes  
 2 Scanner Units  
 2 Scanner Converters  
 2 Servo Power Units

MISC. EQUIPMENT

1 Tool Kit (#28)  
 1 Developing  
 outfit Type B-6

## 8-2 Space Assignment

The space assignment was adequate. Little used items were stowed under the work tables in the P.I. Compartment. Cameras and loaded magazines were stowed in the camera repair space, forward on the 2nd deck, and in the photo lab, aft on the 3rd deck. These three locations are not close to each other and only the P.I. space was anywhere near the flight deck. As a result, our few short notice sorties, and 30 minute "recover-gas-launch" periods were trying experiences because of the 200-odd yard run between needed items and/or places. All of the Sonne equipment and our few spare parts were stowed on a wooden platform, just under the hangar deck overhead. The Beach and Mapping mounts were lashed to the bulkhead in various vacant spots about the hangar deck.

## 8-3 Photo Maintenance

No major problems were encountered in cameras or photo installation on the aircraft. We experienced several broken taper-pins in both the K17 and K38 body drives but they were repaired without difficulty. The crew changed a solenoid that had been overheated and in so doing used the only spare solenoid. Three micro switches were replaced and it was necessary to change the <sup>ECP</sup> unit twice. The photographers were able to isolate the faulty circuit and repair one of these units for possible future requirements. The A8B magazines all had some sort of mal-function. Proper spare parts were not available. We had four K38 body drives and had all four in use at one time, which allowed no replacement in case of breakdown. Six A8B magazines were available which meant that four were in use at all times and two had to be ready for installation at each recovery. Six A8B mags were not adequate and breakdowns usually resulted in our losing the use of a camera until the magazine could be repaired. Future units could eliminate much of this difficulty by allowing two A8B magazines for each K38 type camera installed.

The two actuators supplied as spare parts, upon deployment, were not usable due to different wiring and terminal voltages although outward appearance was identical. Consequently, we were without any actuator spares. This situation was later remedied by locking the aft bays in vertical position and utilizing those actuators, as spares, to keep the other camera bays rotating properly.

The solenoid locking and actuator rotation system on the aft bays are not constructed of heavy enough components to support, and properly rotate the K38-24" camera with a full magazine load. A catapult shot exerts just enough force on the aft bay to disengage the solenoid which allows the mount to rotate to its limit switch and thus causes the pilot to lose the vertical service of his 24" camera.

It was discovered that none of the squadron supplied maintenance manuals contained the wiring changes and modifications of the Retrofit camera mount and this made circuit tracing difficult. The only continuity tester available to assist in circuit tracing was a home-made series tester employing a battery and small flashlight bulb. No cannon plug pin voltages could be checked and no continuity test could be made through any sort of coil, relay, transformer, or resistor. Since the system components are mostly of electronic nature the best trouble-shooting method, for non-technicians, is parts substitution. Future detachments should procure wiring diagrams of their particular aircraft, a multimeter with spare batteries, and see that the Photo "A" Kit has a few more electrician's tools and camera repair tools.

#### 8-4 Relation with Ship's Photo Lab

No serious problems were encountered in relations with the ship's photo lab. The detachment photographers who were on TAD to the lab supervised all of the processing of detachment film.

#### 8-5 Aircraft Configuration

The general reconnaissance mount with a K17-6" in the forward bay, a K17-12" in the mid bay, and a K38-24" in the aft bay was the standard configuration used during the entire cruise. This equipment was capable of meeting all photographic requirements.

#### 8-6 Statistics

##### Expenditures

Film, Super XX	11,392 Feet
Film, Aero Color	270 Feet
Paper, Sonne	7,200 Feet
Paper, Contact 9" X 9"	7,417 Sheets
Paper, Contact 9" X 18"	5,341 Sheets
Total sorties forwarded	71

Numerous photo sorties were flown for the ship and air group which were not indicated as forwarded sorties. These included air to air, landmarks of interest, and air group formations.

## 8-7 Handling of Film

The detachment Photo Interpreter and photo mates handled all aerial film from loading to delivery of the finished prints.

## 9. PHOTO INTERPRETATION

### 9-1 Space Assignment

An adequate room on the O2 level was turned over to the detachment by the Air Intelligence Department and was used by the photo interpreter. Benches on which to lay mosaics were built into the bulkhead, proper lighting was provided and a large bulletin board for displaying charts was available.

### 9-2 Handling of Film

After each photo flight the photo mates removed the magazines from the plane and took them to the photo lab for processing. In every instance when a magazine was removed from the plane, a fresh one was installed along with data cards to be ready for the next flight. The developed negatives were brought to the P. I. for viewing and the pilots called in when positive identification was needed. In only a few cases was a some print needed for verification. Titling of the negatives was done in the P. I. Office. Necessary prints were run off and forwarded along with all paper work to the proper commands. The Whipple machine did not prove practical for titling since changing of the type holder had to be done often for each sortie. Due to so many short runs in a sortie it was decided to hand-title to save time and effort.

### 9-3 Post Flight Briefing with Pilots

Post flight briefing was conducted by the detachment P. I. in the P. I. room. The ship's Air Intelligence Officer assisted the P. I. when necessary.

## 10. MAINTENANCE

### 10-1 Space Assignment

Spaces assigned were adequate for the requirements of the detachment.

### 10-2 Relations with the Ship's Aircraft Maintenance Officer

Relations with the ship's Aircraft Maintenance Officer were excellent. He was at all times helpful and ready to extend assistance.

### 10-3 Relations with Hangar, Flight and Aircraft Handling Crews.

After a rough start, relations constantly improved. A period of familiarization was required to learn each others problems. By the middle of the cruise all was functioning smoothly. There were no serious problems in obtaining deck spots and turn-ups.

#### 10-4 Engines

Three engines were changed during the cruise. One engine was changed due to failure of the turbine assembly. Two engines were changed because of internal oil leaks. One of these engines was defective when issued. The ship's V-6 division assisted by detachment personnel provided the engine build-up service. This was usually an overnight job. A tail cone shortage existed but by means of salvage and swaps with another squadron no time was lost due to this shortage.

#### 10-5 Airframes

One canopy was lost on a catapult shot. The canopy struck the tail section causing considerable damage. Repair was effected locally with the exception of one piece of fairing which was obtained from a stateside shore activity.

One wing overfold occurred after recovery on a high wind day. (See AAR 5-56). The aircraft was transferred to N. A. F. Naples for repair by AERFER. After repairs further transfer to Fasron 104 at Port Lyautey was directed. COMFAIRELM instructed the detachment to retain reporting custody until Fasron 104 accepted the aircraft.

Three incidents of nose wheel cocking occurred. The trouble was corrected by servicing the nose gear mechanism and by having the pilots keep the aircraft's wings level for a short period after the catapult shot.

#### 10-6 Electrical

Electrical problems occurred after several days of no-flight operations and in direct proportion to the amount of moisture in the air

One wing fold actuator failed electrically. Five aileron boost motors were replaced due to drive shaft failures.

Micro switches were cleaned and sealed prior to embarkation and periodically during the cruise. It is felt that this practice kept micro switch troubles at a minimum.

Only two electrical discrepancies occurred during flight. A tail hook warning light stayed on after lowering the hook. This was due to a bent fairing not actuating the micro switch. A discrepancy with more serious implications was a defective micro switch on a main gear door. This defect coupled with a bent mechanical door release nearly caused a wheel up landing.

## 10-7 Electronics

Electronic troubles were minor with the exception of the ARN-6 installation in the forward firing configured aircraft. Operation of this piece of equipment was completely unreliable due to the re-location of the antennae aft of the engines. No ARA-25 was installed in this aircraft. It is recommended that ARA-25 be installed in all aircraft being deployed.

The majority of the trouble found in the APX-6 was blown AC and DC 3 amp. fuses. A shortage of these fuses developed.

## 10-8 Preventive Maintenance

Routine checks were conducted as required. Detachment pilots observed and assisted maintenance operations when possible.

By careful checks on tire pressures no tire failures were experienced during the cruise.

Duct screens remained installed until aircraft were on the catapult. No personnel injuries or foreign object damage occurred due to lack of duct screens.

The use of the battery was strictly prohibited except for canopy operation and fuel gauge readings. An APU was used for all other ground electrical work. Only one battery failed during the cruise.

## 10-9 Shop Facilities

Shop facilities were adequate and well utilized. Shop personnel were helpful and cooperative.

## 10-10 Availability

Aircraft availability averaged 68% for the cruise. This low figure was due mainly to the wing over fold accident which occurred early in the cruise. AOCF stubs were generally filled promptly. The low availability did not seriously affect flight operations or the completion of assigned missions. The normal photo launch called for two aircraft and no spare. Our two undamaged aircraft were in practically all instances in an "up" status and the flight schedule was met.

## 11. CONCLUSION AND RECOMMENDATIONS

### 11-1 Conclusion

The enlisted personnel assigned to this detachment were of the highest caliber. There were no weak spots. We feel this was due to a longer than average time as a detachment prior to deployment and to the assistance of the parent squadron in helping us select



desirable personnel. There were no disciplinary cases or report slips throughout the cruise. All hands were exceptionally cooperative in their work and got along well with each other and with the ship's personnel.

To the best of our knowledge, 100 per cent of the photographic requirements within the area of responsibility of CVA-43 were accomplished.

The high level of flying and professional experience of the pilots assigned to the detachment was of great value in the functioning of the detachment.

The efforts of the detachment Photo Interpreter resulted in the excellent quality of finished photographic work that was delivered.

#### 11-2 Recommendations

Detachments should be completely formed as early as possible prior to deployment.

Only refresher and training flights should be required during the air group shakedown period.

Photographic aircraft should be used more for their primary mission and less for training missions while deployed.

When possible, detachments should be assigned more men with previous detachment duty or recent shipboard duty.

#### 12. ACKNOWLEDGEMENTS

The detachment wishes to extend to the Coral Sea, CAG-10, VF-11 and VF-103 its thanks for above average cooperation and assistance.