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**UNITED STATES PACIFIC FLEET
AIR FORCE
FIGHTER SQUADRON ONE HUNDRED NINETY-TWO
% Fleet Post Office
San Francisco, California**

30 July 1950

From: Commanding Officer, Fighter Squadron ONE HUNDRED NINETY TWO
To: Chief of Naval Operations
(Aviation History Unit)

Subj: Historical report of VF-192, submission of

Ref: (a) ACL 18-49

Encl: (1) Historical report of VF-192

1. In accordance with reference (a), Enclosure (1) is hereby submitted.

W. S. Van Meter
W. S. VAN METER

CC-COMAIRPAC
COMFAIRLAMEDA

*VF-151 redesignated
VF-192
15 Feb 50*

FIGHTER SQUADRON ONE HUNDRED NINETY TWO
c/o Fleet Post Office
San Francisco, California

30 July 1950

HISTORICAL REPORT
OF
FIGHTER SQUADRON ONE
HUNDRED NINETY TWO

CHRONOLOGY

1. Jan. 1950 Fighter Squadron ONE HUNDRED FIFTY ONE based at NAS Alameda, California with sixteen (16) F8F-2 type aircraft assigned. Twenty nine (29) officers and one hundred eighty-five (185) enlisted men attached.

2. Jan. LTJG J. P. RUCKEL, USN nosed over while making a final landing from a Field Carrier Landing Practice Approach due to a blown tire. The accident occurred at NAAS SANTA ROSA. The pilot was uninjured.

9. Jan. LCDR J. L. NAFTZGER, USN departed under orders to General Line School, Monterey, California.

ENS D. F. FRAZIER, USNR departed under orders to FASRon 8.

10. Jan. LTJG R. P. KLUGER, USNR departed under orders to FASRon 8.

Squadron moved aboard U.S.S. Boxer (CV-21) with 16 Aircraft, 24 Officers and 87 men.

11. Jan. LTJG M. G. MADDOX, USN departed under orders to FASRon 8.

LTJG B. E. SMITH, USN departed under orders to Chief of Naval Air Advanced Training, Corpus Christi, Texas.

14. Jan. F8F-2 BUNO 122634, piloted by ENS G. B. ROTHROCK, USN sustained class "B" damages from a hard carrier landing. No injuries to the pilot.

16. Jan. F8F-2 BUNO 122622 piloted by CDR F. C. PERRY, USN sustained class "B" damages from a hard carrier landing. No injuries to the pilot.

18. Jan. Transferred F8F-2's BUNO's 122634 and 122622 to FASRon 117.

25. Jan. F8F-2 BUNO 122653 piloted by ENS F. S. NEWMAN, USN hit a 20 MM gun mount after taking off aft of the starboard bow and crashed into the water. Pilot was recovered by the Plane Guard Destroyer and sustained minor lacerations about the face.

2. Feb. F8F-2 BUNO 122647 piloted by ENS F. S. NEWMAN sustained class "B" damages from a hard carrier landing. The pilot was uninjured.

15. Feb. Squadron designation changed to Fighter Squadron ONE HUNDRED NINETY TWO.

19 Feb. 1950 Sent two (2) F8F-2's, LTJG J. P. RUCKEL, USN, LTJG G. M. COHAN Jr., and five (5) enlisted men to Clark A.F.B. to be based there temporarily for field carrier landing practice.

20. Feb. ENS R. C. MC COLLOCH departed under Temporary Additional Duty Orders to Clark A. F. B.

25. Feb. LTJG G. M. COHAN Jr., returned from Temporary Additional Duty at Clark A.F.B.

26. Feb. LTJG J. P. RUCKEL and five (5) enlisted men returned from Temporary Additional Duty at Clark A.F.B.

27. Feb. Recovered two (2) F8F-2's from Clark A.F.B. piloted by ENS R. C. MC COLLOCH, USN and LCDR D. BRUCE, USN, VC-190.

13. Mar. 1950 Vice President LOPEZ and members of governmental bodies of the Philippines Republic were guests on board for the observations of flight operations.

16. Mar. Launched twelve (12) planes for an air parade over Saigon and Pnom-Penh, French Indo-China.

19. Mar. Launched two (2) F8F-2's to Sangley Point Naval Base to be temporarily based ashore.

Four (4) enlisted men departed on Temporary Additional Duty to Sangley Point for maintenance of aircraft.

21. Mar. COMCARDIV 5 conducted an Administrative/Material Inspection of the squadron and assigned a mark of excellent.

26. Mar. Recovered two (2) F8F-2's from Sangley Point Naval Base.

Four (4) enlisted men returned from Temporary Additional Duty at Sangley Point.

4. Apr. 1950 Launched ten (10) planes for an air parade over Pusan and Chin Hai, Korea.

8. Apr. Launched twelve (12) planes for an air parade over Inchon and Seoul, Korea.

13. Apr. The squadron was inspected as to operational readiness by Commander Carrier Division FIVE.

14. Apr. LT W. K. COKER, ENS G. B. ROTHROCK Jr., ENS R. C. MC COLLOCH, and ENS J. J. SPARKS departed in four (4) F8F-2's for Temporary Additional Duty at Naval Air Station Sangley Point, P. I.

19. Apr. 1950 LTJG J. P. RUCKEL departed for Temporary Additional Duty at Naval Station Sangley Point, P. I.

20 Apr. All personnel returned from Temporary Additional Duty at Naval Station Sangley Point, P. I.

22 Apr. Recovered four (4) aircraft from Naval Station Sangley Point, P. I.

26 Apr. Held "Crossing the Line Ceremonies". All Pollywogs duly initiated. Crossed the Equator at Long. 106° 64' E.

8 May 1950 Launched two (2) F8F-2's flown by LTJG G. M. COHAN and LTJG J. P. RUCKEL to land at Naval Station, Sangley Point, P. I.

20 May Recovered two (2) F8F-2's from Naval Station, Sangley Point, P. I.

12 Jun 1950 Launched thirteen (13) aircraft to fly to NAS, Alameda.

13 Jun. Off loaded squadron gear and personal baggage and completed transfer of the squadron to Hanger 22, NAS Alameda, California.

LTJG A. JULIAN and LTJG F. S. PETERSEN departed under orders to USNA Annapolis, Maryland.

LT H. G. DERSAM, USN departed under orders to General Line School, New Port, R. I.

17 Jun. LT. W. K. COKER departed under orders to NROTC Unit, Texas University, Austin, Texas.

18 Jun. ENS T. P. BUTZEN and ENS P. B. HAMILTON reported for duty.

19 Jun. ENS D. G. THOR and ENS W. H. ELLIS reported aboard for duty.

26 Jun. LCDR K. S. VAN METER relieved CDR F. C. PERRY as Commanding Officer, Fighter Squadron ONE HUNDRED NINETY TWO.

ENS H. W. WESTERVELT Jr., departed under Temporary Additional Duty orders to Naval All Weather Flying School, Corpus Christi, Texas.

CDR F. C. PERRY departed under orders to Air Command and Staff School, Maxwell Air Force Base, Alabama.

27 Jun. The following officers departed under orders to U. S. Naval Receiving Station, Treasure Island, San Francisco, California.

LTJG R. M. TUCKER	ENS R. G. FOAGE
ENS W. (n) CLIFFORD	ENS W. E. PATTON
ENS J. J. SPARKS	ENS R. C. MC COLLOCH
ENS M. A. HOLGREN	ENS G. E. JACOBSEN
ENS F. S. NEWMAN	ENS A. T. BARR Jr.

27 Jun. 1950 ENS J. S. MC CLELLAND, Midshipman, R. D. JACKSON, and Midshipman R. M. RUPPENTHAL reported for duty.

29 Jun. Midshipman R. D. JACKSON and Midshipman R. M. RUPPENTHAL received commissions as Ensign, USN.

30 Jun. The following officers were returned for duty from U. S. Naval Receiving Station, Treasure Island, San Francisco, California in accordance with SECNAV Disp. 282151Z of Jun 1950.

ENS M. A. HOLGREN
ENS F. S. NEWMAN
ENS W. H. PATTON
ENS G. E. JACOBSEN Jr.
ENS A. T. BARR

crisis six experience Ensigns slated for inactive duty with the reserve were returned. The squadron began at once the intensive training necessary for an early return to carrier duty.

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AIR FORCE
FIGHTER SQUADRON ONE HUNDRED NINETY-TWO**

% Fleet Post Office
San Francisco, California

INT: SBF/olf
A9-2
Ser 11
23 Jan 1951

From: Commanding Officer, Fighter Squadron ONE HUNDRED NINETY TWO
To: Chief of Naval Operations (Attn: Aviation History Unit)
Subj: Historical Report; submission of for the period of 1 July 1950 to 31 Dec 1950
Ref: (a) Aviation Circular Letter No. 18-49
Encl: (1) Historical Report (Chronology - Narrative) of Fighter Squadron ONE HUNDRED NINETY TWO

1. In accordance with reference (a), enclosure (1), is forwarded herewith.


K. S. VAN METER

Copy to:
ComAirPac
ComFairAlameda
ComCarDivFIVE
CO, USS PRINCETON (CV-37)
ComCarAirGrpNINETEEN

HISTORICAL REPORT (Chronology)

- 1 Jul 1950 - Fighter Squadron ONE HUNDRED NINETY TWO based at NAS Alameda, California with eighty three men and twenty-one officers, Lieutenant Commander K. S. VAN METER, commanding.
- Aug 1950 - With exception of two F8F-2 and one SNB aircraft, change to F4U-4 aircraft was completed.
- 27 Aug 1950 - Squadron deployed to NAS El Centro, California for close air support training and practice with live ordnance.
- 2 Sep 1950 - Returned from NAS El Centro, California.
- 17 Sep 1950 - Squadron deployed for qualification cruise on board to
22 Sep 1950 - the U.S.S. BATAAN (CVL-29) in the San Diego area.
- 25 Sep 1950 - Lieutenant Commander K. S. VAN METER, was promoted to temporary rank of Commander.
- Oct 1950 - Continued training at NAS Alameda, California.
- 29 Oct 1950 - Squadron deployed for shake-down cruise on board to
2 Nov 1950 - U.S.S. PRINCETON (CV-37).
- 8 Nov 1950 - Transferred the squadron from NAS Alameda to U.S.S. PRINCETON (CV-37).
- 13 Nov 1950 - Participated in air group maneuvers and basic to
25 Nov 1950 - weapons training in the Hawaiian area.
- 25 Nov 1950 - Departed Hawaii on board the U.S.S. PRINCETON (CV-37) bound for Sasebo, Japan.
- 3 Dec 1950 - Arrived Sasebo, Japan.

- 5 Dec 1950 - Joined Task Force SEVENTY SEVEN in Sea of Japan.
- 5 Dec 1950 - Participated in close and deep air support operations in Korea in the Chosen Reservoir, Hamhung, and Hungnam areas in support of the Tenth Corps.
- 24 Dec 1950 - Conducted close and deep air support for the Eighth Army to troops along eastern portion of front lines on generally East of 128° E. and North of 38° N.

ENCL. (1)

HISTORICAL REPORT (Narrative)

Fighter Squadron ONE HUNDRED NINETY TWO with eighty-three men and twenty-one officers, LCDR K. S. VAN METER, USN, Commanding, was home based at N.A.S. Alameda, California, on 1 July 1950. The squadron is one of the four fighter squadrons in Carrier Air Group NINETEEN.

In the latter part of July 1950, the squadron changed from F8F-2 to F4U-4 type aircraft and with the exception of two F8F-2's and one SNB aircraft, the change-over was completed in August 1950.

On 27 August 1950, the squadron deployed to El Centro, California, for concentrated bombing, rocket, and close air support training and returned to N.A.S. Alameda on 2 September 1950.

LCDR K. S. VAN METER, USN was promoted to the rank of Commander on 25 September 1950.

During September and generally in the fall of each year, the San Francisco Bay Region experiences IFR weather nearly every day until approximately 1100. Consequently flight time and carrier squadron training is reduced considerably during this period. In an attempt to solve this training problem the squadron concentrated on instrument flight training and prior to the bad weather season had all pilots qualified for operational IFR clearances in carrier aircraft. This permitted "Operational climb-through" and training operations in VFR areas.

From 17 September 1950 until 22 September, eight planes were embarked in the U.S.S. BATAAN (CVL-29) for qualification landings. The latter part of September, and the majority of October was spent in general training which included night FCLP and air to air gunnery.

ENCL. (1)

The remaining two F8F-2 aircraft were transferred in October. The squadron embarked in the U.S.S. PRINCETON (CV-37) for a shake-down cruise on 29 October with eighteen F4U-4 aircraft and returned to N.A.S. Alameda on 2 November 1950.

On 8 November 1950 the squadron transferred to the U.S.S. PRINCETON (CV-37) with sixteen F4U-4's, twenty four pilots, one ground officer, and one hundred twenty three enlisted men and departed for the Hawaiian operating area arriving on 13 November. No flight operations were conducted enroute. An Air Intelligence Officer reported for duty on 18 November 1950. The squadron participated in air group maneuvers and training in basic weapons until 25 November when the ship departed for Sasebo, Japan; arriving on 3 December 1950.

We joined Task Force SEVENTY SEVEN off the eastern coast of Korea near Wonsan, on 5 December 1950, and commenced combat operations. The squadron participated in close and deep air support in the Chosen Reservoir, Hamhung and Hungnam areas until 25 December 1950.

The squadron also furnished naval gunfire spotters during the evacuation of Hungnam by the Tenth Army Corps.

During the period 28 December 1950 to 1 January 1951, we participated in close and deep air support of United Nations Forces in Korea along the eastern portion of the front lines near the Thirty-Eighth Parallel. For the period 5 December 1950 to 1 January 1951, the squadron flew two hundred one close and deep air support missions, nineteen Combat Air Patrols and three Courier Missions.

ENCL. (1)

NARRATIVE

The final preparations for the extended cruise to the far East were made during the first week in January. Although there was very little time, all pilots were considered qualified in Field Carrier Landings and the average readiness per pilot was 74%.

The squadron was limited to an enlisted compliment of eighty-five men due to berthing facilities aboard ship; however, it was found upon embarking that another eleven (11) could have been accomodated. The ship made additional demands for squadron personnel to be assigned temporary duty with the Ships Company as follows: six hanger deck plane pushers, one to hanger deck for cleaning detail, and one to ships laundry. This personnel demand caused a shortage of non-rated men so that third class petty officers had to be taken from maintenance to act as plane captains. Generally flight operations were restricted so that good availability was maintained, however during heavy operating periods the availability dropped rapidly when discrepancies on returning planes could not be promptly remedied. It is reccommended that ships being ordered to the forward area be allocated sufficient personnel so that demands are not made on the air group; otherwise the overall proficiency of the air group is lowered and the primary purpose of the carrier is impaired.

After putting to sea the pilots who had previously qualified in the F8F-1 began refresher landings and then normal operations. An unusually high accident rate was experienced during the first two months of the cruise, (four accidents the first month and two the second month). It is believed that the high incidence of accidents was partially due to the lack of time for sufficient familiarization and field carrier landing flights to familiarize

the pilots and Landing Signal Officers with the unanticipated difference in carrier landing characteristics of the F8F-1 and the F8F-2. The squadron also had a pilot compliment of twenty-four. This resulted in an average of 4.96 carrier landing per month per pilot and 13.05 hours of flight time per month per pilot for the period of the cruise. It is believed that these figures are below the minimum necessary to maintain adequate pilot proficiency for carrier flying.

The squadron also experienced difficulty in maintaining plane availability due to unexpected usage of the following items; oil pressure relief valves, I.F.F. antennas, and canopies. These items have been reported previously by RUDM'S.

In March the U.S.S. Boxer and Air Group 19 held joint operations with the British carrier H.M.S. Triumph and her embarked air group. While the squadrons of Air Group 19 did not get to land on the H.M.S. Triumph they never the less gained valuable and interesting experience in multiple carrier operations.

The squadron also had joint operations with the U.S. Air Force in a strike against Okinawa while enroute to Sasebo, Japan. We also took part in the air defense of Luzon in a joint operation between the Air Force units of Okinawa, Guam and the Phillipines. The squadron flew numerous high altitude Combat Air Patrols under control of Air Force Ground Control Intercept Stations, however no targets appeared so no conclusion can be drawn concerning the efficiency of the joint effort. Upon our return to NAS Alameda in early June we lost over fifty percent of our experienced personnel and began assimilating new pilots for the training Command, however with the advent of the Korean