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Over 6 miles	[illegible]
3 to 6 miles	5%
Less than 3 miles	1%

4. Photography

Photo missions were flown on fourteen days with an average of five sorties per day using F2H-2P aircraft. The scheduling of three F2H-2P aircraft, each flying two sorties per day and carrying three cameras, considerably increased the amount of film used.

The use of K-18 and K-38 cameras with A-8 magazines modified to recycle in 1.6 seconds and 390 foot rolls of film resulted in many camera malfunctions. On nine sorties a camera either failed to operate or failed in the middle of a photo run. One or more cameras or magazines required major repairs daily. Since the A-8 magazines have been the major cause of breakdowns, it is recommended that all A-8 magazines be replaced with A8-B magazines as soon as possible. The lack of adequate space for the large cameras and the increased amount of repair work considerably handicapped all camera repair personnel. The following parts were worn and had to be replaced. They were not available and were necessarily manufactured aboard to keep the cameras in operation.

6 Cam Rollers for the A8 Magazine
2 tripping studs on the Cam and tripping lever, of the K-18 camera shutter.

In addition 1 ratchet drive assembly and 1 ratchet assembly for a K-18 case drive had to be case hardened.

Photographic print production for this period was as follows:

8 x 10 inch prints	3742
4 x 5 inch prints	2618
9 x 9 inch prints	1108
Total cut prints	7468
9 x 18 inch sonne prints	36,000
9 x 9 inch sonne prints	47,000
Total sonne prints	83,000
Total sonne Footage	89,250
Grand Total Prints	90,468

Average number feet of sonne paper per day (17 operating days) 5250

Largest single days production of sonne paper (feet) 8344

A bottleneck in photo lab production was the drying of sonne paper and aerial film. This was partly alleviated by installing rubber squeegees and Infra-Red lamps on the A 10A dryer used for sonne paper. However, sonne paper and aerial film drying with two A 10A dryers continues to be a major bottleneck. For the quantity of work now being done, four A 10A dryers are needed. Only two are aboard. Two more are on order.

Throughout this period, squadron VA-75 has continued to take strike photographs with a K-17, 24 inch camera mounted on the wing of a Skyraider in a 1000 lb. water filled bomb pod. None of these photographs have been sharp and attempts are being made currently to insert rubber pads between the pod and its mount to correct this condition.

B. AIR DEPARTMENT

1. Flight Deck

a. Nylon tie-downs, as developed by the VALLEY FORGE (CO, USS VALLEY

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FORGE ltr ser 1352 of 23 May 1952), were evaluated during this [illegible] were found to be superior to the wire reel and manila tie-downs for the following reasons:

(1) Easier to attach and remove.
(2) Will not jam under tension.
(3) Easier to stow.
(4) Stronger.
(5) Will not become hot in jet blasts.
(6) Easier to handle by plane captain after removal from aircraft during launch.

However, at least one reel tie-down is used in conjunction with the nylon tie-downs on jets on the flight deck to provide a satisfactory ground for the plane for gasing.

2. Catapults

a. Catapult Change No. 36.

(1) During this reporting period Catapult Change No. 36 (permitting 4,000 psi pressures) was utilized for the first time. Although the change was incorporated during the last yard availability of the ship in February, its utilization for F9F aircraft was delayed pending receipt of the new F9F forged-eye launching pendants and F9F Catapult Bulletin No. 93. Both the pendants and the bulletin were received during the last in-port period of the ship.

(2) The use of this change has definitely increased the battle efficiency of the F9F aircraft on CV-9 class carriers having H4-B catapults. The F9F aircraft can now be considered independent of true wind for all external ordnance loadings up to 1100 lbs.

(3) The utilization of this increase in catapulting pressure was invaluable during this reporting period, particularly during the first week when an unusually high number of calm or light and variable wind days were encountered. During this period 196 catapult shots of F9F's in 23 launches were made in which the velocity of the relative wind was such that accumulator pressures above 3500 psi were required with the majority of the shots being made at 4000 psi. If Catapult Change No. 36 had not been available for use, some or all of the external ordnance would have had to be removed to catapult the F9F's.

(4) With an external ordnance loading of 1100 lbs it has been determined that a minimum of 31 knots relative wind is required to launch the F9F-2 at 4000 lbs psi at 70° F.

(5) The bungee pendant arresters for the forged-eye pendants assembled in accordance with Catapult Bulletin No. 93 were found to be entirely unsatisfactory. The seizing, securing the ends of the six strands of 5/8" bungee, did not hold during the first few launches, resulting in parted arresters and lost pendants. It was found more desirable to seize the ends of each strand separately rather than to seize the ends of all strands together. Arresters so constructed have not parted during launches. However, one strand of bungee did part on four different arresters used, but these strands were easily replaced. Two arresters have been used for 46 launches each without failure of the seizing of bungee. A letter will be submitted recommending this change.

3. Aircraft Maintenance

a. RB19-R2 spark plugs, both new and reconditioned, have been used in excessive numbers during this operating period. The total number used was 1186. The below list indicates usage by type of aircraft:

	No. A/C	No. NEW	AV. LIFE HOURS	No. RECON	AV. LIFE HOURS
F4U-4	16	180	86	278	30-40
AD-4	16	180	60-70	180	30-40
F4U-5N	4	90	120	72	30-40
AD-4W	3	72	60-70	None	--
AD-4N	4	108	70-80	36	30-40

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b. Some ignition manifold trouble has been experienced, but not more than normal. RUDMs have been submitted.

c. The supply of aircraft parts has improved during this period. However, the length of time for delivery from CONUS has caused lengthy AOG periods for some aircraft.

d. The Aviation Metal Shop has set up a small O & R for surfaces. All minor and some major parts have been successfully fabricated to keep aircraft available.

4. Aviation Ordnance

a. The armor plate around the center Douglas bomb rack on the AD-4 aircraft has been modified so the MK 10 suspension band can be used with 2000 lb. GP bombs. However, during this period the MK 10 band has not been available on replenishment.

b. M-1 fin lock nuts have been used only on bombs for jet aircraft due to the limited quantity available.

C. EXECUTIVE DEPARTMENT

a. Divine Services

Twenty-two services were held each week: Protestant, Catholic, Jewish, Christian Science, and Latter Day Saints. Special services were held for Jewish personnel in observance of the High Holy Days. Personnel contributed $780.40 for the support of a Japanese orphanage, the greatest portion of this amount being contributed at services on one Sunday.

b. Welfare and Recreation

Motion pictures continued to be the main form of recreation. Seven showings were scheduled each night. Reading was also popular. A daily press news and a weekly paper were published. Approximately 1,000 pocket books and 16 boxes of current magazines were distributed. Enroute to port, a combination Happy Hour and Smoker was held. A daily two hour disc jockey show, followed by two hours of recorded radio programs proved very popular. A boxing and wrestling team is being formed and rifle and pistol teams are preparing for matches while in port. Other in port recreation plans include sightseeing tours, a Japanese variety show, departmental or divisional beach parties, and the completion of inter-divisional softball league play.

During this operating period, work was begun on the Ship's Cruise Book, which is to be printed in Japan and delivered in December. Each person on board will receive a copy, the cost being borne by the Recreation Fund.

Due to the uncertainty of the operating schedule, it was not possible to request rest hotel reservations as far in advance as would have been desirable. No reservations for either enlisted or officer personnel could be obtained. Some spaces at Camp Yokohama were obtained but these are inferior to those of the rest hotels. The lack of rest hotel reservations will be offset to a degree by the fact that personnel may be granted leave to stay at Japanese operated hotels, but the cost of such hotels is considerably greater than for rest hotels.

D. SUPPLY DEPARTMENT

a. Flight Deck Jerseys

The extreme shortage of flight deck jerseys created a situation which called for prompt action. The problem was solved by sewing colored patches on N-1 Foul Weather Jackets. This also saved a considerable sum of money. The requirement involved 882 jerseys @ $2.20 each; the cost of the bunting used in the patches is $184.05 thereby effecting a savings of $1755.95. A photograph of these modified jackets is printed on the inside of the back cover of this report. The accomplishment of the above is not yet completed, however, it is expected that the jackets will be ready for use for cold weather operations upon return to the operating area.

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b. Personnel

During the previous and current operating periods it has been necessary to serve meals at odd hours to coincide with the flight schedules. This procedure has increased the workload of the S-4 division beyond all expectations. The situation is further aggravated by the over-all shortage of stewardsmates on board. The S-4 division has maintained an admirably low sick list percentage, which has helped the situation somewhat; however the strain is beginning to show in the fumbling of mess gear and resultant breakage and a general slow down in work performance. It is recommended, that if feasable to do so, the complement of the S-4 divisions of carriers on the line be kept up to at least the full allowance, even if at the expense of other vessels which have less active wardrooms.

c. Procurement

This vessel has experienced considerable difficulty in procuring supplies by priority "C" requisitions. If the material is not carried or not in stock at the supplying activities, the requisitions have been automatically cancelled by the issuing activities instead of being passed to the next echelon of supply or obligated against stock due. This has increased the paper work of the Supply Department due to the fact that a new requisition must be submitted for the same material and results in further delay in obtaining needed material. In a great many instances, the new requsition has received the same treatment. As a consequence, this method of handling requisitions forces the use of higher priorities, when in fact they are not justified until the need for the item concerned becomes critical. When the item does become critical the time involved in shipment from CONUS is too lengthy to satisfy the immediate need and causes undue strain on the lines of communication as well as unsatisfactory supply support. A secondary, but equally serious result is that demand data of supporting activities is understated by the failure to record legitimate obligations of stock.

d. Banshee and Photographic Parts

The critical shortage of F2H-2P section Baker spares, as well as related photographic equipment and supplies, in WesPac has caused considerable concern and has, on several occasions, generated extreme apprehensiveness in conjunction with carrying out assigned missions. Ingenuity and substitution has saved the day in all instances so far to date.

e. Provisions

Requisitions submitted to the ALSTEDE for provisions, during the present tour, have only been filled approximately 40% of the total requested. In addition most of the fresh provisions which were received were in an advanced stage of ripeness. The delivery of provisions in the above state is considered a waste of time, money and manpower.

In the port of Yokosuka there is a bountiful supply of fresh provisions available from vendors who have been certified as complying with required sanitation standards. It is felt that procurement of such local produce by the Service Squadron to augment the stocks now available to them would greatly increase the quality of service to the operating forces and at the same time effect considerable economy of cost, labor, time and shipping space. Losses of highly perishable items, such as tomatoes, could be greatly reduced if local produce were utilized to the maximum extent.

E. DENTAL DEPARTMENT

a. General

During this period the dental department carried on its normal work load plus 2 emergency cases from the USS SKIGET (AK 105) on which 2 apicoectomy, surgery, 2 root canal therapy and 2 fillings were accomplished.

F. MEDICAL DEPARTMENT

a. Admission to the Sick List during 38 day Operating Period

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(1) 286 patients admitted to the sick list.

(2) Total of 603 sick days out of a possible 119,010 work days.

(3) .5% of possible work days lost to sick days.

(4) One pilot was admitted to the sick list.

Diagnosis: (a) Fracture, Compound, n.e.c. right radius, radial nerve involvement, no artery involvement. 0 days.

(5) There were four patients admitted to the sick list from other vessels with a total loss of 27 sick days.

b. Treatments Accomplished - Non-Admission

(1)	Medical	2,271
(2)	Surgical	518
(3)	Veneral Disease	103

c. Pilot and Crewman Status

(1) Killed in Action

None

(2) Missing in Action

None

(3) Wounded in Action

One

(4) Grounded Personnel

	Physical		Post Accident Psychological		Disp. Board	
	No.	Days	No.	Days	No.	Days
Crewmen	0	0	0	0	0	0
Pilots	14	25	0	0	0	0

Total Pilot days possible 5,092

Total Pilot days lost to sick days and grounding 25

0.4% Pilot days lost to sick days and grounding

d. Accidents Involving Plane Loss, Injury or Death

(1) Combat

(a) On 21 September 1952, an F2H-2P plane piloted by Lt. Carl Howard Yeagle, NAN Detachment VC-61 was struck by an anti-aircraft projectile which penetrated and exploded in the cockpit, producing a compound fracture of the bones of his right forearm and a minor laceration above his left eye. The plane was damaged sufficiently to prevent extension of the landing gear and flaps, but he managed to fly the plane with his broken arm, to a friendly airfield where he executed a successful wheels up, flaps up landing.

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(2) Operational

None

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e. Condition of the Crew

With the advent of cooler weather the expected rise in upper respiratory infection has occured among the pilots and other personnel.

G. AIR GROUP COMMENTS

1. Operations

a. General

(1) A great deal of unnecessary radio conversation could be avoided if the "Carrier One Letter Signals" were used. ASP pilots attempting to use such a signals have found few DD's that understand the meaning of the signal. Consequently, confusion and greater radio traffic results.

The following signals are suggested as being of interest to ASP flights:

(a) KING - Proceed on mission assigned.

(b) EASY - Conduct A/S patrol in accordance with doctrine.

(c) NAN - Obtain more positive identification of vessel reported.

(d) PETER - Discontinue search - Remain near ship.

(e) MIKE - Proceed to home base or base designated.

Use of these signals would improve radio discipline. At present there seems to be little effort directed toward even the simplest of security measures.

(2) The A-8 magazines are considered unacceptable for use on K-18 or K-38 cameras modified for 1.6 seconds recycle. Since a major percentage of magazine and camera malfunction could be eliminated by exclusive use of the A-8B magazines, it is recommended that a sufficient number of these magazines be obtained for each photo unit.

(3) Naval units along the North Korean coast and most control ships in the area consistently direct pilots to targets giving them UTM coordinates in plain language. It is recommended that all commands use the shackle system when using VHF as the UTM grid system could be used by the enemy to alert the AA in the proposed target area, and in addition, could be used to vector interceptors if he so desired.

Similarly, the constant use of the same code name for control ships in specific areas tends to alert the AA batteries when the strike leader complies with CTF-77's directive of reporting in and out with "CLANSMAN" or "MONTE CARLO". It is recommended that these code names be changed periodically as the code names have undoubtedly beem compromised.

(4) ECM flights provided a great deal of information and should continue to be scheduled. Although the crewmen continue to gather ECM information during night heckler hops, it is found that much can be accomplished by two plane flights scheduled each day. The team on each carrier can supply one two-plane flight daily without decreasing its availability or tiring its crewmen or pilots. In addition the flight aids in maintaining pilot and crew member proficiency.

(5) Armed reconnaissance missions require the RECCO ROUTES be covered at low altitude for better target sighting. A relatively high power setting is required to reduce vulnerability from AA fire. This combination coupled with heavy ordnance loads is conducive to high fuel consumption. If targets worthy of attack with heavy ordnance are not sighted early on the assigned route only partial coverage of the route results.

To alleviate this situation, it is recommended that where feasible, heavy ordnance be expended against a pre-assigned target early in the flight. This system would be particularly applicable where the route to be covered does not include rail lines. When rail lines are included as a portion of the route, it is recommended that flights be planned so as to cover that portion first, expending heavy ordnance early in the flight on targets of opportunity

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and/or rail cuts, as the 20MM has proved adequate for destruction of vehicles on the roads. It is considered that flash reports of lucrative targets that might be sighted after heavy ordnance has been expended, and diversion of future RECCOS to these targets, adequately covers this situation. It is further recommended that RECCO assignments involving more than one route be composed of routes close enough together so that the flights can be flown as round robin flights without requiring back-tracking.

(6) It is recommended that pre-dawn strikes scheduled against heavily defended priority targets, be coordinated to hit the targets at times when there is ample light for accurate bombing and sufficient darkness for spotting heavy gunfire on the ground, making flak suppression more effective. If the same target is to be hit by a strike later in the day, more accurate flak positions from pre-dawn observation will be available.

(7) During the past tour ComCarDivONE commenced using a procedure at the daily morning conference that proved both informative and beneficial to the Air Group. In addition to receiving the Air Plan for the following day, tentative target plan was presented for two days in advance. The Air Group representatives were then able to discuss with their squadrons the various aspects of the Air Plan, such as numbers of planes, ordnance loading, etc.

On the following day well considered and constructive comments and suggestions were then offered, and were considered by the CarDiv Staff and used as practicable in preparing the final Air Plan.

It is believed that this procedure not only allowed the Air Group the advantage of thorough advance planning and briefing, but also enabled the Air Group to be part of a well integrated team.

(8) The design of the black boards in squadron ready rooms were considered inadequate. Many unnecessary items were included, resulting in wasted space. A new design has been very satisfactory. See the inside of the front cover of this report for a diagram of this board.

2. Ordnance

a. General

Of a total of 5,696 bombs expended(exclusive of incendiaries and napalm) the following malfunctions occured:

Dropped on catapult launch	17
Dropped when aircraft landed on board	3
Hung bombs	3
(1) All malfunctions occurred on F9F aircraft.	23

(2) All malfunctions occurred from the MK 55 Mod 0 bomb racks.

(3) All bomb rack malfunctions occurred with 250 lb GP bombs suspended except three and those were 260 Lb. fragmentation bombs.

(4) The Mark 55 Mod 0 bomb rack is considered dangerous and undependable. The steps taken to increase its reliability are as follows:

(a) Spot welding strap iron to the sway braces to increase their bracing effect on 250 lb GP bombs.

(b) Tighten down the sway braces when the wings of the aircraft are extended just prior to catapulting.

(c) Insure that the suspended bomb is sway braced so that its longitudinal axis is parallel with the bomb rack.

(5) Two hundred and fifty pound general purpose bombs drop on the catapult from MK 55 mod 0 bomb racks with greater frequency on low or no wind

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day conditions when more catapulting pressure must be exerted to launch aircraft safely.

(6) Very little difficulty has been experienced with the Aero 14A bomb rack. It has been discovered that practically all the attention this rack requires is that it be operated by hand daily when not being used. This hand action will serve to loosen the bearing and pivot points of the rack enabling it to function smoothly. Another desirable feature of the rack is its rocket launching capabilities. The following benefits are derived from this design:

(a) Less wear and tear on electrical fittings (and consequently less electrical trouble) by eleminating the necessity of making and breaking electrical connections each time a bomb rack is removed to be replaced by a rocket launcher or "vice versa", to meet operational requirements.

(b) Reduces stowage and supply problems.

(c) Valuable time saved by eliminating the time necessary to accomplish the exchange of two pieces of equipment to meet the operational requirements of schedules.

(7) Rockets expended:

ATAR	1746	
A.R.	20	
	1766	Total

Of a total of 1766 rockets expended the following malfunctions occured:

Duds	54	
Pig tails becoming unplugged	4	
Broken pigtails	23	
Aircraft circuit	6	
	87	Total

Of the above malfunctions seventy-three (73) occured on jet aircraft. The greater number of rocket malfunctions occuring on jet aircraft is believed due to the speed. The rocket now in use was designed for lower speed aircraft.

To reduce the number of dud rockets on jet aircraft the following field fix has been developed. A loop of the rocket pig tail is dipped through the after tunnel lug of the rocket. The ignitor or free end of the pigtail is then dipped through the loop to form a knot. After the ignitor plug is inserted and locked in the ignitor the knot is then pulled through the tunnel lug so that the slack cable will trail to the rear of the rocket. To insure that the pigtail is not tightened excessively between the wing of the aircraft and the rocket tunnel lug, the after end of the rocket is pulled downward as the slack is removed from the pigtail.

The following ammunition expenditures were made:

20MM	289,092
50 Cal	208,320

With few exceptions 50 cal. and 20 MM guns have performed satisfactorily under the air group maintenance policy. No exceptionally great usage or breakage of gun parts has occured other than that which would be normally expected in the fulfilment of a heavy operational program. However, with the return of cold weather it is anticipated that maintenance problems will increase, requiring greater effort on the part of the squadrons to keep abreast of the increase in gun malfunctioning. The F9F aircraft 20MM gun malfunctioning is centered in the two inboard guns due to short link shutes causing link jams. This condition coupled with the unsatisfactory performance of the Davis Feed Mechanism account for about 50 percent of 20MM gun stoppages. The Oldsmobile Feed Mechanism gives much better results. It maintains its operational tension for longer periods of time when using the new M8E1 ammunition links. The Oldsmobile Feed Mechanism is unobtainable in this area.

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MK 6 Mod 0 aircraft fire control system is not being used by the pilots of this Air Group for the following reasons:

(a) The pilot is normally strafing at the same time and on the same runs on which rockets are launched. It is much simpler to use the fixed sight and correct for mil leads on the graduated mil scale.

(b) Pilots have not been sufficiently trained in the use of this sight system prior to arrival in this area. This condition is partly influenced by the lack of spare parts and trained fire control men at home bases.

3. Electronics

a. Performance

The performance of airborne electronics during this period was very satisfactory. It is felt that this condition is primarily due to the high degree of competence of Air Group and ship's company electronics technicians. No major maintenance problems were encountered.

b. Allowance Lists

Allowance lists for various types of electronic equipment are below that required to maintain all equipment in service under combat conditions. A list of required electronic equipment not on any allowance list was submitted to Aviation Supply for action. Through their assistance the most critical pieces of electronic material were obtained, including parts for ARC-1 transceivers, ARR-2, and APX-6 equipment. It is felt that a review should be made of the allowance lists for combat squadrons in order that a sufficient allowance can be furnished to ships initially. It is also felt that inadequate allowance lists have been allotted in the case of control panels for electronic equipment in the new type of AD-4 (127 series and beyond) aircraft.

c. Countermeasures

Extensive and valuable use has been made of electronics countermeasure equipment in AD-4NL aircraft. The BON HOMME RICHARD now utilizes ECM intelligence data supplemented by Navy, Marine and Air Force intelligence sources. ECM intelligence is now considered an integral part of Air Intelligence particularly in regard to flak information. So far, only passive countermeasures have been used by the airborne ECM unit (VC-33 Detachment 41) based aboard. However, it is felt that valuable long range benefits, and better tactical information, could be realized if specially configured ECM aircraft were used on primary mission ECM flights.

4. Personnel

a. General

Since the deployment of the Air Group from San Diego a total of fourteen enlisted personnel have been transferred to shore duty in accordance with BuPers orders. Of these, twelve were higher rates occupying key positions in the squadrons and their transfer has had an adverse effect on combat efficiency.

Prior to deployment, each squadron in the Air Group was over allowance. All men were interviewed and screened carefully before requests were made to AirLant for the transfer of excess personnel in order that the Air Group could deploy with the authorized enlisted allowance, and with a crew that could be expected to remain stable during the combat tour. Following the transfer of excess men, the complements of the squadrons were frozen by AirLant with the result that the Air Group deployed with a well-trained and carefully apportioned enlisted rate structure. Replacements for most of the fourteen men have either been received from AirPac or have been ordered to the Air Group. However, the time factor involved in effecting the transfers to the Air Group, and the fact that the replacements are usually not familiar with type aircraft, squadron organization and personnel characteristics have tended to reduce squadron efficiency.

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ComAirPac's efforts to prevent personnel in the combat area from being transferred to shore duty (except for extremely urgent and isolated cases) are greatly appreciated and it is hoped that BuPers will concur.

5. Materiel

a. General

One F4U-4, Bu.No 80822, was AOG for fourteen (14) days of this period for a front windshield panel, R82 CVVS 37830, and for a left slide panel, R82 CVVS 37831 L. The parts were finally received from the USS KEARSARGE on 23 September. Evidently the stocks in this area are sufficient for large canopy Corsairs but not for those with small canopies. Six out of the sixteen aircraft in this squadron have small canopies.

6. Maintenance

a. General

(1) Three F9F flame-outs were experienced during the operating period, two at 20,000 and one at 30,000. In each case the flame-out was caused by a sticking aneroid shaft in the Bendix TJ-C1 Fuel Control. Successful air starts were obtained.

(2) J42 Turbo-Jet Engine Bulletin #90 provides for the replacement of the aneroid shaft and bushing assembly in the fuel control with a newer, corrision-resistant type designed to prevent the shaft from sticking. However, the new type parts are not yet available in the supply system. As an interim measure, all fuel controls are being inspected every ten hours, and faulty aneroid shaft and bushing assemblies are being replaced with new parts of the old type.

(3) In order to exercise the aneroid shaft, it is recommended that part of each combat air patrol flight be conducted at 30,000 feet. This procedure will help reduce the possibility of sticking shafts until replacement parts are available.

(4) During the twenty-four (24) days in the operating area, there was a total of fifty-four (54) aircraft days lost due to non-availability of parts (A.O.G.), broken down as follows:

Type Aircraft	Days A.O.G.
AD-4	28
AD-4NL	5
F4U-4	14
F9F-2	4
F2H-2P	3

7. Survival

a. Recommendations

(1) It is recommended that units operating in the Korean area replace the solar stills or desalting kits currently provided in PK-2 pararafts with two (2) pint cans of water. It is felt that the small amount of sunlight experienced during summer months in the Japan Sea and the unsuitability of solar stills on land warrant their removal from the raft kits. Desalting kits are of little or no value to pilots forced to evade the enemy in Korea.

(NOTE: One hundred and fifty of these sealed pint cans of water were requested from Commander Fleet Air Japan in August and immediate delivery was promised, but as of this date no cans of water have been received.)

(2) It is recommended that the 24-foot parachutes be retained and modified for use on ADSK-1 kits. The present 12-foot parachute permits a too rapid descent which has resulted in mutilation of equipment dropped to survivors.

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(3) It is recommended that all items of survival equipment provided on life vests be equipped with "tie-ties" both top and bottom, and that sufficient loops be attached to the bottom of the vests during construction to insure proper securing of such items. At present only makeshift methods are used for securing items to prevent facial injuries to pilots in the case of bail-out.

(4) It is recommended that pilots engaged in combat flights over enemy territory discard the blue liner of the MK 3 anti-exposure suit and wear forest green winter flight gear which provides suitable warmth and greater camouflage protection. It is felt that evasion or escape would be difficult if the downed pilot is clad only in the MK 3 anti-exposure suit and its accompanying liner. It is further recommended that, in case a pilot goes down in enemy territory and is forced to evade, the legs of the MK 3 suit be cut off just above the knees, the crotch cut out and the wrist and neck seals removed. This alteration will leave a waterproof jumper and allow freedom of movement. A knee-type boot can be created by turning down the bottoms of the cut trouser legs.

(5) Technical Note 20-51, paragraph 4, line 2, mentions a check valve designed to prevent entry of water into the anti-blackout suit in case of emersion. Information concerning the availability of the check valves was requested from ComFair Japan by dispatch on 8 September, but as yet no answer has been received. Until such time as the check valves are provided for all anti-blackout suits, it is recommended that the oral inflation tube (normally carried in the left breast pocket of the suit) be attached to the "G" suit extension by means of a strong, light line. The oral inflation tube should hang not more than six inches away from the end of the "G" suit extension and in case of emersion it may be easily fitted to the extension forming a water-tight plug.

(6) The ADSK-1 kit containers have been excessively dented by the sway braces of the Aero MK 14A bomb racks, and when installed for long periods the thin shell of the container would eventually be punctured. To remedy this defect, a metal strip was welded to all available kit containers covering the area that contacts the sway braces. (NOTE: A RUDM was submitted recommending that this modification be made to all ADSK-1 kits prior to issue.)

(7) With the approach of cold weather it was realized that if use of the PK-2 life raft was required, paddles would be needed to keep the hands from freezing. Two aluminum paddles have been made for each raft and inserted in the equipment compartment.

b. Suggestions

(1) It is suggested to parachute riggers fitting MK 3 anti-exposure suits that when cementing the boots onto the legs of the MK 3 anti-exposure suit that a 514 cubic inch oxygen cylinder be used in lieu of the wooden plugs. After the boots and the cuffs are lined up on the cylinder, the inside seams of the cuffs are cemented. Then the cuffs are turned back and cemented along with the tops of the boots and the cement is allowed to set for the required time before the cuffs are folded back over the boot tops for the final bond. This method eliminates the troubles experienced when using the method recommended by the manufacturer. (It is mandatory that the hands be entirely free of cement when the rolling action takes place.)

PART VII - OPERATING STATISTICS

1. Summary of Sorties

Type Mission	F2H/F9F	F4U-4	F4U-5N	AD	ADN	ADW	Total
Strike/Recco	461	318		296			1075
CAP	253						253
Photo/Photo esc.	143						143
RESCAP							0
Fish Net Recco		1	1				2
CAS		24		36			60

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Type Mission	F2H/F9F	F4U-4	F4U-5N	AD	ADN	ADW	Total
NGF		14	1	1			16
ECM Recco					11		11
Heckler			30		39		69
ASP/AEW					1	47	48
Gator		4	3	21	18		46
WX Recco							0
Misc. (Slow Time)							
(Abort)							
(Ferry, etc)	19	12	17	14	10		72
Totals	876	373	52	368	79	47	1795
						Aborts	16

Total Sorties Flown 1779

Total Sorties Scheduled	1829
Total Sorties Flown	1779
Percent Sorties Flown	97.21%
Total Hours Flown	4019.6
Days of Operations	17
Average hours per Operation Day	236.45

2. Flak Damage Analysis

	F9F/F2H	F4U	AD	TOTAL
Sorties	604	389	383	1376
Med. & Heavy AA Hits	3	3	6	12
Med. & Heavy Hits/100 Sorties	.50%	.77%	1.55%	.87%
SA Hits	5	3	2	10
SA Hits/100 Sorties	.83%	.77%	.52%	.73%
Total Hits	8	6	8	22
Total Hits/100 Sorties	1.32%	1.5%	2.1%	1.60%
A/C Lost	0	0	0	0
Losses/100 Sorties	0	0	0	0

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