UNITED STATES PACIFIC FLEET
AIR FORCE
CARRIER AIR GROUP ONE HUNDRED ONE

FF12/CVG101/A9
HPA:emj
Ser: 02

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DECLASSIFIED

8 January 1953

From: Commander Carrier Air Group ONE HUNDRED ONE
To: Commanding Officer, USS KEARSARGE (CVA-33)

Subj: Action Report of Carrier Air Group ONE HUNDRED ONE for period 6 December 1952 through 8 January 1953; submission of

Ref: (a) OPNAV INSTRUCTION 3480.4

Encl: (1) Subject Action Report

1. This report is forwarded as enclosure (1) for inclusion in the Action Report of the USS KEARSARGE (CVA-33) as required by reference (a).

2. Information, comments and recommendations are presented under the headings indicated below:

I MISSION AND COMPOSITION
II CHRONOLOGY
III ORDNANCE
IV DAMAGE
  Inflicted on the enemy
  Damage to our aircraft
V PERSONNEL PERFORMANCE AND CASUALTIES
VI COMMENTS
  Operations and procedures
  Summary of combat sorties by type and missions
  Summary of average combat flight hours, average number of sorties by squadron
  Maintenance and Material
  Air Intelligence
  Survival
  Aviation Electronics.

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ACTION REPORT

OF

FOR PERIOD

6 December 1952 - 8 January 1953

PART I

MISSION AND COMPOSITION

During the period 6 December 1952 to 8 January 1953, the primary mission of Carrier Air Group ONE HUNDRED ONE was to fly close air support of United Nations ground troops, destroy enemy military supplies in the North-Eastern half of North Korea, interdic enemy main supply routes, destroy supply vehicles and enemy troops, air spot NGF and supply air support of East Coast Blockade and Escort Force. Photographic, night, and all-weather flights were employed in support of these missions as required.

Composition of Forces:

6 December 1952 through 8 January 1953

UNIT	TYPE AIRCRAFT	OPERATING A/C 12-6	OPERATING A/C 1-8	PILOTS 12-6	PILOTS 1-8
VF-11 CDR D. P. PHILLIPS	F2H-2	16	15	26	25
VF-721 LCDR F. R. ROBERTS	F9F-2	15	13	*22	22
VF-884 LCDR R. E. MC ELWEE	F4U-4	13	12	21	21
VA-702 LCDR H. C. MC CLAUGHERTY	AD-4,AD-4L	16	15	**28 1 pilot in hospital	27
VC-3 (Det FOX) LCDR R. F. KANZE	F4U-5N	4	4	5	5
VC-61 (Det FOX) LCDR H. M. GARVEY	F2H-2P	3	3	5	5
VC-35 (Det FOX) LCDR M. G. BRAMBILLA	AD-4N	4	3	5 1 pilot transferred	4
VC-11 (Det FOX) LT T. H. RIGGAN	AD-4W	3	3	5	5

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ENCLOSURE (1)

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* Includes Operations Officer, CVG-101
** Includes Commander Carrier Air Group 101 and Administrative Officer, CVG-101

PART II

CHRONOLOGY

12-6-52 to 12-16-52: Yokosuka, Japan. Upkeep.

12-16-52: Departed NOB Yokosuka, Japan enroute to operating area off eastern coast of Korea.

12-17-52: Enroute to operating area. A total of 44 refresher sorties were flown this date. Conducted special exercise in accordance with COMCARDIV-5 OpOrder 6-52.

12-18-52: 58 sorties. Jet aircraft covered supply routes north of Wonsan. One coordinated strike of jet aircraft and prop-driven aircraft hit supply areas in the central sector along the front lines.

12-19-52: No air operations - Replenishment.

12-20-52: AD's and F4U's hit supply and billeting areas west of Wonsan with excellent results. Naval Gun Fire spot was furnished to the ships at Wonsan. Jet aircraft covered MSR's in all sectors and numerous trucks, ox-carts and buildings were destroyed or damaged. Night heckler pilots covered the coastal routes north of Wonsan destroying 8 trucks. A total of 104 sorties were flown this date.

12-21-52: 90 sorties - NGF spot was furnished to ships at Wonsan. AD's and F4U's hit supply areas along the front lines in the Western sector. Jet aircraft acted as Flak suppression for these strikes. Recco routes in all sectors were covered by jet aircraft and numerous trucks were destroyed or damaged. MIGs were reported North West of Wonsan late in the period.

12-22-52: Propeller driven aircraft hit supply areas north of PUK-CHONG and excellent results were reported. Jet aircraft covered MSR's in all sectors. Numerous ox-carts and trucks were destroyed. NGF was furnished to the ships at the bombline. Night hecklers hit supply lines north and west of Wonsan. Numerous trucks and supply buildings were destroyed. A total of 97 sorties were flown this date.

12-23-52: 103 sorties. NGF was furnished to the bombardment group at Wonsan. CAS was flown in direct support of the front line troops. Jet aircraft covered MSR's in all sectors and numerous ox-carts were destroyed. AD's and F4U's hit supply areas in the Hungnam area. Night heckler pilots covered areas North and West of Wonsan and destroyed seven trucks.

12-24-52: No air operations - Replenishment.

12-25-52: Propeller-driven aircraft hit Marshalling yards and supply areas north of HONGWON. Jet aircraft covered MSR's in the central sector making numerous rail-cuts. A total of 44 sorties were flown this date.

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12-26-52: 99 sorties. Morning heckler pilots covered railroads along the coastal area north of Wonsan. No trains were reported. CAS was flown in support of the front line troops in the central and western sectors. AD's and F4U's hit supply areas in vicinity of the front lines. NGF Spot was furnished to the ships at Wonsan. Jet aircraft covered MSR's in all sectors destroying many trucks and ox-carts.

12-27-52: Morning heckler pilots covered rail lines north of Wonsan and destroyed one train and numerous trucks. Propeller-driven aircraft hit supply areas west of Wonsan. NGF spot was furnished to the bombardment group at Wonsan. Supply areas were bombed north of Hamhung. Jet aircraft covered MSR's in all sectors destroying a few trucks and many ox-carts. A total of 97 sorties were flown this date.

12-28-52: 100 sorties. CAS was furnished to the front line troops in the central sector. Supply areas were bombed by AD's and F4U's in the vicinity of the front lines in the Eastern sector. NGF spot was furnished to the ships at Wonsan. Jet aircraft hit MSR's in the northern sectors.

12-29-52: No air operations - Replenishment.

12-30-52: AD's and F4U's hit supply and billeting areas in the vicinity of UNNGI. Their targets were along the north Korean border. Jet aircraft provided TARCAP and covered MSR's north of SONGJIN and in the southern sector. NGF spot was furnished to the bombardment force at CHONGJIN. A total of 101 sorties were flown this date. One pilot, LT James E. LEE of VF-11 crashed and was reported missing in the vicinity of YANGDOK.

12-31-52: Propeller driven aircraft flew CAS in direct support of the front line troops in the central sector. NGF spot was furnished to the ships at Wonsan. Jet aircraft covered MSR's in all sectors. A total of 84 sorties were flown this date.

1-1-53: No air operations - inclement weather.

1-2-53: AD's and F4U's flew close air support missions in support of front line troops in the Eastern sector. One special strike with jet aircraft acting as TARCAP was made in the vicinity of HACHON. Jet aircraft covered MSR's in all sectors destroying numerous ox-carts and rail cars. A total of 86 sorties were flown this date.

1-3-53: 83 sorties. Close air support missions were flown in direct support of front line troops in the Western Sector by AD's and F4U's and jet aircraft acting as flak suppression. Jet aircraft covered supply routes in all sectors Nort and West of WONSAN. Numerous supply buildings, ox-carts and trucks were destroyed or damaged. NGF spot was furnished to ships in the WONSAN area. Night hecklers reccoed MSR along the coastal areas and West of WONSAN. Numerous trucks were destroyed or damaged.

1-4-53: No air operations - Replenishment and enroute to port.

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PART III

ORDNANCE

PERFORMANCE

a. GUNS: 20MM and .50 Caliber

Fifty caliber gun performance continued to be excellent while 20MM performance can only be classed as very good. Winterization of 20MM feed mechs is being accomplished. Gun performance as a whole has been better than during other operating periods. This might be attributed to little flying at the end of the last tour allowing maximum time for preventive maintenance and also an operating period of much shorter duration.

b. BOMB RACKS

Both the MK 55 Mod 1 and the Aero 14A racks have performed satisfactorily. Of the hung bombs returned, 75% were due to electrical difficulties outside the rack itself. The remaining were due to mechanical failures of these racks; 3 MK 55 Mod 1 and 1 Aero 14A.

c. ROCKETS

Very few rockets were carried by the Air Group during this period. The few that returned hung, had either dud motors or a cut pigtail from flying brass being ejected from the guns of an F4U-4.

ORDNANCE EXPENDITURES

a. 18 December through 31 December 1952:

TYPE ORDNANCE	AD-4	F4U-4	F9F-2	F2H-2	F4U-5N	AD-4N	TOTAL
100 lb. GP	18	22	309	504	0	95	948
250 lb. GP	752	216	325	462	0	43	1,798
500 lb. GP	184	101	0	8	26	22	341
1000 lb. GP	342	40	0	0	0	0	382
2000 lb. GP	18	0	0	0	0	0	18
260 lb. Frag	262	196	296	148	156	30	1,088
5"Mk 25	16	59	0	50	0	0	125
11"75	4	3	0	0	0	0	7
3"25 ASAR	0	0	0	0	0	9	9
Napalm Tanks	8	0	0	0	0	0	8
Napalm Mix	320 lbs.	0	0	0	0	0	320 lbs.
Flares	0	0	0	0	48	147	195
20MM	30,044	0	29,388	46,580	13,000	6,475	125,487
.50 Cal.	0	98,800	0	0	0	0	98,800
Pounds	730,160	209,760	189,110	215,380	53,560	39,725	1,437,695
Tons	365.08	104.88	94.51	107.69	26.78	19.66	718.85

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b. 1 January through 4 January 1953:

TYPE ORDNANCE	AD-4	F4U-4	F9F-2	F2H-2	F4U-5N	AD-4N	TOTAL
100 lb. GP	0	32	56	88	0	16	192
250 lb. GP	100	13	101	74	0	11	299
500 lb. GP	10	18	0	0	3	4	35
1000 lb. GP	61	0	0	0	0	0	61
2000 lb. GP	0	0	0	0	0	0	0
260 lb. Frag	24	32	14	14	18	0	102
3"25 ASAR	6	0	0	0	0	0	6
Napalm Tanks	10	4	0	0	0	0	14
Napalm Mix	400 lbs.	160 lbs.	0	0	0	0	560 lbs.
Flares	0	0	0	0	6	24	30
20 MM	6,444	0	4,274	7,274	400	1,600	20,292
.50 Cal.	0	15,700	0	0	0	0	15,700
Pounds	102,790	26,170	34,940	30,940	6,180	6,350	206,920
Tons	51.4	13.08	17.24	15.47	3.09	3.18	103.46

HUNG ORDNANCE REPORT

a. 18 December through 31 December 1952:

TYPE ORDNANCE	MK 55 Mod 1	Aero 14A	MK 51	TOTAL
100 lb. GP	4	0	-	4
250 lb. GP	3	4	-	7
260 lb. Frag	2	0	-	2
1000 lb. GP	-	-	2	2
5" Mk 25	-	7	-	7
TOTAL	9	11	2	22

b. 1 January through 4 January 1953:

TYPE ORDNANCE	MK 55 Mod 1	Aero 14A	MK 51	TOTAL
100 lb. GP	2	-	-	2
250 lb. GP	-	1	-	1
260 lb. Frag	1	-	-	1
TOTAL	3	1	-	4

DISPOSITION OF HUNG ORDNANCE

a. 18 December through 31 December 1952:

Number remaining on racks upon landing 22
Number dropping off during landing 0

b. 1 January through 4 January 1953:

Number remaining on racks upon landing 4
Number dropping off during landing 0

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PART IV

DAMAGE

a. Damage inflicted on enemy 18 December 1952 to 4 January 1953:

TARGET	DESTROYED	DAMAGED
TROOPS	597 KIA	
TROOPS		144 WIA
BUILDINGS	185	126
POWER PLANTS		2
DOCK FACILITIES		1
SUPPLY & PERSONNEL SHELTERS	221	108
LOCOMOTIVES		4
RAIL CARS	4	72
RAIL CUTS		157
RAIL BRIDGES	17	
TRUCKS	121	43
HIGHWAY BRIDGES		3
WAGONS		35
OX-CARTS	85	46
ARTILLERY POSITIONS	9	2
COASTAL GUNS		1
MORTARS	6	4
BUNKERS		13
PENSTOCKS		1
STORAGE TANKS	2	1
CONSTRUCTION EQUIPMENT		1
SUPPLY STACKS	24	3
FISHING BOATS		72

b. Damage to own aircraft:

(1) Aircraft losses:

DATE	SQUADRON	MODEL	BUNR	CAUSE
27 Dec	VF-884	F4U-4	80996	Engine Failure (Probable AA) - Ditched
28 Dec	VF-721	F9F-2	123636	Flame out - Ditched
30 Dec	VF-11	F2H-2	125060	Probable AA - Crashed

(2) Aircraft damaged by enemy action:

DATE	SQUADRON	MODEL	BUNR	CAUSE	DAMAGE
18 Dec	VF-884	F4U-4	81317	AA	Port wheel door
22 Dec	VA-702	AD-4	123887	AA	Engine cowling
22 Dec	VA-702	AD-4	123924	AA	Starboard wing
23 Dec	VF-884	F4U-4	97338	AA	Rudder
23 Dec	VC-3	F4U-5N	122185	AA	Port wing
23 Dec	VF-11	F2H-2	125060	AA	Fuselage
23 Dec	VA-702	AD-4	123831	AA	Starboard wing

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DATE	SQUADRON	MODEL	BUNR	CAUSE	DAMAGE
23 Dec	VA-702	AD-4	123884	AA	Port Flap
24 Dec	VF-11	F2H-2	125060	AA	Fuselage
25 Dec	VF-11	F2H-2	125663	AA	Port L.G. door, stbd electric control box
27 Dec	VA-702	AD-4	123887	AA	Stbd wing, fuselage, dive brakes, port elevator
28 Dec	VF-11	F2H-2	125017	AA	Port tip tank
28 Dec	VA-702	AD-4	123884	AA	Oil tank
31 Dec	VF-11	F2H-2	125663	AA	Stbd wheel door

(3) Operational damage:

DATE	SQUADRON	MODEL	BUNR	CAUSE	DAMAGE
22 Dec	VA-702	AD-4	128928	*Landing	Engine, prop, stbd wing
23 Dec	VF-721	F9F-2	123574	Landing	Stbd wheel
27 Dec	VF-721	F9F-2	125117	Bomb fragments Tail hook assy pulled out on landing; Engaged Barriers; caught fire.	Overhaul
27 Dec	VF-721	F9F2	122565	Bomb Fragments	Tail Assy, Port flap
27 Dec	VF-721	F9F-2	123078	Bomb Fragments	Fuselage, port wing
28 Dec	VC-35	AD-4N	125715	Collapsed landing gear	Engine, prop
30 Dec	VF-721	F9F-2	123694	Bomb Fragments	Port elevator
2 Jan	VA-702	AD-4	123833	Bomb Fragments	Port elevator
2 Jan	VA-702	AD-4	123960	Bomb Fragments	Wings, Fuselage, Elevators
3 Jan	VC-3	F4U-5N	122183	Mid-Air Collision	Tail cone, stbd elevator

* Engaged barrier

(3) Other Damage:

DATE	SQUADRON	MODEL	BUNR	CAUSE	DAMAGE
16 Dec	VC-11	AD-4W	125780	Handling	Rudder
21 Dec	VF-884	F4U-4	80996	Bomb skid	Port Elevator
21 Dec	VA-702	AD-4	123887	Taxied into slipstream	Rudder
21 Dec	VF-884	F4U-4	82177	Spread wing	Port aileron
21 Dec	VF-884	F4U-4	81871	Struck by wing of F4U-4 No. 82177	Vertical fin
23 Dec	VF-721	F9F-2	123573	Handling	Stbd stub wing
27 Dec	VA-702	AD-4	123924	Handling	Rudder, port elevator
30 Dec	VF-721	F9F-2	123694	Handling	Stbd elevator
30 Dec	VF-884	F4U-4	82027	Handling	Port elevator
30 Dec	VF-721	F9F-2	127190	Handling	Port elevator
30 Dec	VF-721	F9F-2	122573	Handling	Port elevator
1 Jan	VF-721	F9F-2	123694	Handling	Stbd Elevator

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ENCLOSURE (1)

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DATE	SQUADRON	MODEL	BUNR	CAUSE	DAMAGE
1 Jan	VF-721	F9F-2	123576	Handling	Tail Skag
2 Jan	VF-721	F9F-2	122568	Handling	Port Tip Tank
2 Jan	VF-884	F4U-4	82027	Handling	Stbd Elevator
2 Jan	VF-11	F2H-2	125668	Taxied into	Stbd Elevator

PART V

PERSONNEL PERFORMANCE AND CASUALTIES

PERFORMANCE

a. Fairly severe (cold) weather operations were encountered during this period but the working efficiency of the Air Group personnel as a whole was entirely satis factory. An excellent performance was displayed by Ordnancemen and Metalsmiths. I is believed that approximately a three week tour on the line during these winter months would contribute a great deal to the aforementioned results, and is highly recommended. Morale was exceptionally high during this period.

b. Current breakdown of Air Group personnel assigned to ship's divisions remains unchanged from the previous action report.

CASUALTIES

12-30-52: Lieutenant T. F. LEE, USN of VF-11 was lost this date. While attacking camouflaged supply buildings east of MAJON-NI his aircraft was observed to crash in the target area and burn. The cause of the crash is unknown, but was probably due to enemy ground fire. LT Lee was reported as missing in action.

PART VI

COMMENTS

OPERATIONS

a. Range of F2H-2 Aircraft

The long range capability of the Banshee was exploited by using the F2H-2 aircraft for long range armed reconnaissance missions. These flights usually proceeded north to Chongjin (approximately 180 miles) to begin the recco of points to the extreme north. Chongjin could be reached in 25 minutes, and the return from end of route could be made in 35 minutes. Therefore, 30 minutes remained to be spent along the assigned route fro attacks on prebriefed targets or targets of opportunity Similarly, F2H type aircraft can comfortably attack any target in Korea without the necessity of moving the Task Force from its normal operating area.

b. Operational comments of the previous action report of this Air Group remain unchanged during this period.

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SUMMARY OF COMBAT SORTIES BY TYPE AND MISSION

a. 16 December through 31 December 1952:

	F2H	F9F	F4U	AD	F4U-5N	ADN	ADW	F2H-2P
STRIKE	62	63	97	143				
RECCO	85	90						
RR HECKLERS					9	8		
ASP (DAY)							19	
ASP (NIGHT)						2	3	
HECKLERS (NIGHT)					13	12		
NGF SPOT			6		14			
PHOTO								35
PHOTO ESCORT	33	1						
CAP	57	49						
ECM						4		
CAS			49	53		3		
SPECIAL				4				
RESCAP								
TARCAP	7	14						
OTHER		4	10	12	2	13		1
TOTALS	244	221	162	212	38	42	22	36
GRAND TOTAL 977								

b. 1 January through 4 January 1953:

	F2H	F9F	F4U	AD	F4U-5N	ADN	ADW	F2H-2P
STRIKE	14	22	4	11				
RECCO	7	7						
RR HECKLERS								
ASP (DAY)							2	
ASP (NIGHT)								
HECKLERS (NIGHT)					3	3		
NGF SPOT			2					
PHOTO								6
PHOTO ESCORT	6							
CAP	12	16						
ECM								
CAS			14	15				
SPECIAL						1	1	
RESCAP								
TARCAP	11							
OTHER				2	3	6	1	
TOTALS	50	45	20	38	6	10	4	6
GRAND TOTAL 169								

SUMMARY OF AVERAGE COMBAT FLIGHT HOURS, AVERAGE NUMBER OF SORTIES BY SQUADRON (TYI

a. 16 December through 31 December 1952:

PER PILOT DATA

	F2H	F9F	F4U	AD	F4U-5N	ADN	ADW	F2H-2P
Sorties	9.6	10.0	8.3	8.1	9.4	7.0	4.6	7.2
CV Landings	9.5	10.0	8.25	8.0	8.2	7.0	4.6	7.0
Hours	16.0	16.7	23.4	22.9	27.4	19.2	11.5	12.3

Group Average

Sorties	8.0
CV Landings	7.8
Hours	18.7

Aborted Sorties this period

F9F-2	5
F2H-2	9
F4U-5NL	1
F4U-4	1
	16

b. 1 January through 4 January 1953:

PER PILOT DATA

	F2H	F9F	F4U	AD	F4U-5N	ADN	ADW	F2H-2P
Sorties	1.9	2.2	2.0	1.1	1.2	0.9	0.9	1.2
CV Landings	1.8	2.2	1.1	1.2	1.2	2.0	0.1	1.2
Hours	3.1	3.5	2.7	3.3	2.7	4.7	2.7	1.7

Group Average

Sorties	1.4
CV Landings	1.4
Hours	3.1

Aborted Sorties this period

F2H-2	1
F4U-4	1
	2

MAINTENANCE AND MATERIAL

a. Due to original outfitting shortages of F2H engine air duct screens, R82MDA-MED1507-1-2, plus non-replacement of operational attrition, only seven sets of screens are on hand, which resulted in three J34-WE-34 engines being damaged during this period by catapult hold-back rings during launching. It is strongly recommended that upon deployment, Aircraft Carriers supporting Banshee squadrons and units be completely outfitted with engine air duct guard assemblies as prescribed in the F2H-2 Section "B" Allowance List (NavAer 00-35QB-82) and the Section "G" Allowance List (NavAer 00-35Q-9).

b. It is recommended that consideration be given to extending the period of J34-WE-34 compression inspections from 60 hours to 120 hours. So few compressor troubles have been experienced that it is believed the period between inspections could be extended safely.

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c. The only aircraft polish and cleaner available is Blue Ribbon Water proof, R52-C-3126, which is poor in quality, difficult to apply, and limited in quantity. It is recommended that an adequate supply of cleaner R51-C-1601-50 be provided. Six cans of cleaner per airplane per month are required for the preventative maintenance of carrier based aircraft.

d. There was a marked decrease in aircraft handling accidents during this period as compared to the previous two operating periods.

e. F9F-2 fuel controls continue to be a major source of trouble. Seven were changed during this period, bringing the total to fourteen for the three operating periods. Seven have been changed because of surging, three due to sticking aneroids, and four due to the speed density spool. The change of two additional controls is anticipated, and sporadic instances of malfunctioning were experienced almost daily.

f. Aircraft availability for this period was as follows:

F4U-5N	96%	F9F-2	90%
F2H-2P	95%	F2H-2	89%
AD-4W	95%	F4U-4	88%
AD-4N	94%	AD-4	85%

AIR INTELLIGENCE

a. No major difficulties were encountered during the third tour on the line and comments of previous action report remain the same.

SURVIVAL

Two survival incidents occurred during this period. Each case involved ditching and successful rescue with no difficulty involved.

AVIATION ELECTRONICS

The Aviation Electronics personnel continued to perform their duties in a most proficient and excellent manner during the third tour on the line in Korean waters. Neither major nor minor discrepancies were encountered during this period, which it is felt, can be attributed to the fine cooperation between the technicians of the squadrons and VC Units themselves, as well as with the technicians attached to the ship's company. It is hoped that future tours on the line will run as smoothly as this one.

H. P. ADY, Jr.

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