U.S.S. BATAAN (CVL 29)
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San Francisco, California

CVL29/20:OWE/ds
A12
Ser CC4
1 JUN 1952

DECLASSIFIED

From: Commanding Officer and Commander Task Element 95.11
To: Chief of Naval Operations
Via: (1) Commander Task Group 95.1
(2) Commander Task Force 95
(3) Commander SEVENTH Fleet
(4) Commander Naval Forces, Far East
(5) Commander in Chief, Pacific Fleet

DOWNGRADED AT 3 YEAR INTERVALS:
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

Subj: Action Report 29 April through 11 May 1952

Ref: (a) Article 0705 Navy Regulations
(b) OPNAV INSTRUCTION 3480.1
(c) CINCPACFLT INSTRUCTION 3480.1
(d) CTG 95.1 OpOrder 2-51 (revised)
(e) CTE 95.11 OpOrder 2-51

Encl: (1) Sample Air Schedule

1. In accordance with reference (a), (b), (c) and (d), the action report of Task Element 95.11 for the period 29 April through 11 May 1952 is submitted herewith. The Commanding Officer, USS BATAAN (CVL-29) was OTC West Coast Korea and CTE 95.11 during this period.

PART I - GENERAL NARRATIVE

1. During the period 29 April through 11 May 1952, the USS BATAAN (CVL-29), under the command of Captain H. R. HORNEY, 61175/1310, USN, with the Marine Aircraft Squadron, VMA-312 embarked, operated as a part of the U.S. SEVENTH Fleet in Task Force 95, under the operational control of the Commander Task Group 95.1.

2. The Commanding Officer, USS BATAAN (CVL-29) was OTC West Coast of Korea and Commander Task Element 95.11 from 2100I 29 April to 2100I 10 May 1952 at which time the command of the Task Element was shifted to the HMS OCEAN and OTC shifted to Commanding Officer, HMS CEYLON. During the reporting period, TE 95.11 consisted of USS BATAAN (CVL-29), and a maximum of three destroyers, HMCS CAYUGA (DDE-218), HMS CONSTANCE (DD-71) and USS LOWRY (DD-770), acting as screening vessels. The screen was reduced to less than three ships when required by operational demands. Each night one destroyer was ordered to CTE 95.12 to make a patrol of the islands south of Haeju. The code name for this patrol is Worthington. Ships were detached late in the afternoon to proceed on this patrol returning the following morning after fueling from a tanker located near Taechyong Do.

[redacted]
SECURITY INFORMATION

a. The mission of the Task Element is as follows:

(1) Assist in enforcing the United Nations blockade and in the defense of friendly islands of the West Coast of Korea.

(2) Assist in protecting sea communication in the Yellow Sea.

(3) Provide air spotting services for control of naval gunfire in order to support the United Nations effort in Korea.

(4) Conduct air strikes against selected targets.

(5) Conduct air reconnaissance.

(6) Render close air support services to ground forces.

(7) Act in accordance with current directives of CTG 95.1.

b. The mission of the Carrier Unit is as follows:

(1) Conduct armed air reconnaissance of the West Coast of Korea from the United Nations front lines northward to Lat. 39-15N.

(2) Attack enemy shipping and destroy mines.

(3) Maintain surveillance of enemy airfields in the Haeju-Chinnampo region. (ONGJIN, HAEJU, and ONJONG-NI).

(4) Provide airspot services to naval units on request.

(5) Provide close air support and armed air reconnaissance services as requested by Joint Operations Center, Korea (JOC KOREA).

(6) Conduct air strikes against coastal and inland targets of opportunity at discretion.

(7) Be prepared to provide Combat Air Patrol to friendly naval forces operating off the West Coast of Korea.

(8) Render SAR assistance.

[redacted]

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SECURITY INFORMATION

3. No enemy surface or air forces were encountered by this Task Element and, therefore, no surface or air action is related. However, enemy small craft operating in the rivers, estuaries, and along the West Coast of Korea were attacked and destroyed by aircraft of this element when directed or as targets of opportunity. Action of TE 95.11 on Patrol Worthington is reported by CTE 95.12.

4. During this operating period, VMA-312 aircraft flew Armed Reconnaissance, Target Combat Air Patrol, Combat Air Patrol, Pre-briefed Strikes and Air Spot for Naval Gunfire Missions as illustrated by schedule, enclosure (1). Flight operations were carried out for the entire eleven days scheduled. However, on 3 May, 24 flights and 10 May, 8 flights were cancelled due to weather. During these eleven days VMA-312 aircraft flew 419 combat sorties. Two flights aborted. There was a total of 890.6 combat hours flown for an overall average of 81 hours and 38.1 sorties per day. The squadron aircraft allowance was 20, the average aircraft on board 19, and the total average aircraft availability 16. Message drops at Paengnyong Do and Guard Mail pickups from K-16 were made in conjunction with the regularly scheduled CAP mission. Thus administrative flights were included in ship's CAP flights.

5. During this operating period, ships of Task Element 95.11 operated in the Korean Coastal Area "NAN" in the vicinity of Latitude 37° 30' N. and 124° 30' E.

PART II - CHRONOLOGICAL ORDER OF EVENTS

290702I The USS BATAAN with VMA-312 embarked was underway for Operating Area "NAN" off the West Coast of Korea with HMCS CAYUGA and HMS CONSTANCE in company. USS BATAAN was guide.

292100I Captain H. R. HORNEY assumed command of TE 95.11 and duties OTC, West Coast of Korea.

30 April VMA-312 aircraft flew a total of 41 flights this date. Weather clear with haze patches, visibility 4 miles. Wind NW, 5 knots. Sea smooth.

ORDNANCE EXPENDITURE	MISSIONS
24 - 500# GP	14 - CAP
103 - HVAR	11 - Recco
120 - 3.25" Rocket	16 - TARCAP
3 - Napalm	
19,360 - Rounds .50 Cal. Ammo.	

[redacted]

3

[redacted]

SECURITY INFORMATION

010536I Commenced launching aircraft.

010658I HMS CONSTANCE returned from Worthington Patrol and refueling.

011500I HMS CONSTANCE left formation to investigate small surface contact.

011513I HMS CONSTANCE rejoined formation; contact friendly fishing craft. Ordered craft to fishing area.

011655I F4U-4, BUNO 81886 with pilot, Captain John P. THOMAS, 028284, USMCR, crashed, going overboard at Frame 50, Port. Position 36° 55' N. and 124° 29.5' E. Lost: Aircraft and 2 life rafts. Damaged: Barriers No. 3 and 4, antennae No. 1 and 2, Gun Mounts No. 4 and 6 and catwalk in vicinity of Frame 50. FORREST, Richard R., 315 44 85, AD3, USN was injured by flying wreckage. Treated for abrasions, both legs, calves, and shins. Returned to duty.

011659I Helicopter landed with recovered pilot. No injury to pilot.

011725I HMCS CAYUGA retrieved 2 life rafts, and was detached to proceed on Worthington Patrol.

011847I Completed recovery of last flight.

2 May VMA-312 aircraft flew a total of 32 flights this date. Weather cloudy, visibility 2-4 miles. Wind S, light variable. Sea slight.

ORDNANCE EXPENDITURE	MISSIONS
18 - 500# GP	10 - CAP
166 - HVAR	10 - TARCAP
4 - Napalm	12 - Rocco
18,250 - Rounds .50 Cal. Ammo.	

020527I Commenced launching aircraft.

020751I F4U-4, BUNO 8200, pilot, Captain William J. BARBANES, 237785, USMCR, attempted wave off after cut and crashed into barriers, damaging No. 2, 3 and 4 barriers, aircraft sustained extensive damage. No injury to personnel.

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SECURITY INFORMATION

020917I HMCS CAYUGA returned from patrol.

021138I F4U-4, BUNO 82080, pilot Captain John (n) KAPOWICH, 035020, USMCR, crashed into barriers No. 1, 2 and 4. Damage to plane: Extensive. No injury to personnel.

021707I USS LOWRY detached to proceed on Worthington Patrol.

021852I Completed recovery of last flight.

3 May VMA-312 aircraft flew a total of 20 flights this date. Weather cloudy, visibility 8 miles. Wind E, 18 knots. Sea moderate.

ORDNANCE EXPENDITURE	MISSIONS
5 - 1000# GP	6 - CAP
6 - 500# GP	6 - TARCAP
72 - HVAR	8 - Recco
32 - 3.25" Rocket	
5 - Napalm	
14,550 - Rounds .50 Cal. Ammo.	

030530I Air Operations delayed due to weather.

031000I USS LOWRY returned to formation from Worthington Patrol.

031256I Commenced launching aircraft.

031739I HMS CONSTANCE detached to proceed on Worthington Patrol.

031828I Completed recovery of final flight.

4 May VMA-312 aircraft flew a total of 41 flights this date. Weather cloudy, visibility 8-10 miles. Wind N, 10 knots. Sea slight.

ORDNANCE EXPENDITURE	MISSIONS
2 - 1000# GP	14 - CAP
21 - 500# GP	13 - TARCAP
12 - 260# Frag.	14 - Recco
24 - 100# GP	
150 - HVAR	
8 - 3.25" Rocket	
23,585 - Rounds .50 Cal. Ammo.	

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SECURITY INFORMATION

040538I Commenced launching aircraft.

040820I HMS CONSTANCE returned from patrol.

041513I F4U-4, BUNO 81254, pilot, Captain Frank MOISTER, USMCR, engaged barrier. Ship on course 025° (T), speed 22 knots. Wind over the deck 26 knots at 010° relative. Aircraft was stopped at No. 2 barrier; damage to plane slight, and damage to barrier negligible. No injury to personnel.

041615I HMCS CAYUGA was detached to proceed on Worthington Patrol.

041851I Completed recovery of final flight.

5 May VMA-312 aircraft flew a total of 42 flights this date. Weather clear, visibility 10 miles. Wind E, 10-15 knots. Sea slight.

ORDNANCE EXPENDITURE	MISSIONS
7 - 1000# GP	14 - CAP
20 - 500# GP	14 - TARCAP
238 - HVAR	10 - Recco
2 - Napalm	4 - NGS
20,400 - Rounds .50 Cal. Ammo.	

050404I HMS CONSTANCE left screening station to investigate fishing vessel bearing 088° (T) distance about 4 miles.

050521I HMS CONSTANCE returned to screening station.

050532I Commenced launching aircraft.

050800I Oriented the screen for gunnery exercises. USS LOWRY stationed ahead 1500 yards, and HMS CONSTANCE 1500 yards astern.

050839I Completed gunnery exercise. Ammunition expended: 31 rounds HET.

051001I HMCS CAYUGA returned from patrol.

051332I Landed 2 COD aircraft from Seoul.

051423I Launched 2 COD aircraft for Itazuke.

051600I USS LOWRY detached to proceed on Worthington Patrol.

051856I Completed recovery of final flight.

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SECURITY INFORMATION

6 May — VMA-312 aircraft flew a total of 44 flights this date. Weather high overcast, visibility 8 miles. Wind SE, 4 knots. Sea slight.

ORDNANCE EXPENDITURE	MISSIONS
32 - 500# GP	14 - CAP
12 - 260# Frag.	12 - TARCAP
181 - HVAR	12 - Recco
6 - 3.25" Rocket	6 - Strike
5 - Napalm	
30,725 - Rounds .50 Cal. Ammo.	

0605331 Commenced launching aircraft.

0610301 USS LOWRY returned from patrol.

0616071 HMS CONSTANCE detached to proceed on Worthington Patrol.

0618341 Completed recovery of final flight.

7 May — VMA-312 aircraft flew a total of 43 flights this date. Weather cloudy, visibility 10 miles. Wind N, 12 knots. Sea slight.

ORDNANCE EXPENDITURE	MISSIONS
23 - 500# GP	15 - CAP
16 - 100# GP	6 - TARCAP
168 - HVAR	13 - Recco
28 - 3.25" Rocket	8 - Strike
5 - Napalm	1 - Abort
30,020 - Rounds .50 Cal. Ammo.	

0705301 Commenced launching aircraft.

0708551 HMS CONSTANCE returned from patrol and rejoined screen.

0715401 Recovered 1 aircraft of VMA-312 with deferred emergency having a rough engine.

0716191 HMCS CAYUGA detached to proceed on Worthington Patrol.

0718541 Completed recovery of final flight.

8 May — VMA-312 aircraft flew a total of 44 flights this date. Weather partly cloudy, visibility 10 miles. Wind N, 16 knots. Sea moderate.

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SECURITY INFORMATION

ORDNANCE EXPENDITURE	MISSIONS
4 - 1000# GP	14 - CAP
27 - 500# GP	14 - TARCAP
8 - 260# Frag.	16 - Recco
31,600 - Rounds .50 Cal. Ammo.	

080531I Commenced launching aircraft.

080839I Commenced gunnery training exercises.

080911I Completed gunnery training exercises. Expended 16 rounds HET.

080940I HMCS CAYUGA returned from patrol.

080950I HMS CONSTANCE and USS LOWRY left the formation to go alongside HMS WAVE PRINCE to refuel.

081056I HMS CONSTANCE rejoined formation.

081125I USS LOWRY rejoined formation.

081558I USS LOWRY detached to proceed on Worthington Patrol.

081848I Completed recovery of final flight.

9 May VMA-312 aircraft flew a total of 41 flights this date. Weather partly cloudy, visibility 4-6 miles. Wind E, 4-6 knots. Sea slight.

ORDNANCE EXPENDITURE	MISSIONS
24 - 500# GP	12 - CAP
184 - HVAR	17 - TARCAP
25,200 - Rounds .50 Cal. Ammo.	8 - Recco
	4 - Strike

090530I Commenced launching aircraft.

091015I USS LOWRY returned from patrol.

091328I F4U-4, BUNO 81243, pilot, Captain John B. THOMAS, 028284, USMCR, crashed into the barriers after arresting cable broke when aircraft landed without flaps. Outboard panelling and hinge damaged by enemy AA fire. Damage to aircraft: Tail

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SECURITY INFORMATION

hook torn off and propeller bent. Damage to ship: No. 2, 3 and 4 barriers damaged. Wind across the deck 23 knots at 005° relative. No. 1 wire broke causing injury to ANDERSON, Alvin B., 989 07 02, AN, USN. He was injured on catwalk, aft starboard side. Nature of injury: Lacerated scalp. Treatment: Cleaned and dressed, 6 sutures applied. Disposition: Admitted to sick list.

0915401 F4U-4, BUNO 81796, pilot, Captain John (n) KAPOWICH, 035020, USMCR, failed to catch a wire, crashed into barrier and overturned. Pilot injured, Class A aircraft damage, barriers No. 2, 3 and 4 damaged. Wind across flight deck 22 knots at 355° relative. Pilot injuries: Brain concussion. Treatment: DU (medical observation concussion). Disposition: Admitted to sick bay.

0915511 Returning flight sent to K-6 because of fouled deck.

0917051 Detached two aircraft for K-6. BUNO 97144, pilot Captain Carl FRANSON, 025477, USMCR, crashed into barrier No. 2. Damage to plane: Cowling and propeller. No injury to personnel. Wind 19 knots across deck, 355° relative.

0918411 Recovered five aircraft from K-6 as final flight.

10 May VMA-312 aircraft flew a total of 36 flights this date. Weather partly cloudy, visibility 6-10 miles. Wind N, 7-12 knots.

ORDNANCE EXPENDITURE	MISSIONS
22 - 500# GP	12 - CAP
161 - HVAR	14 - TARCAP
16,820 - Rounds .50 Cal. Ammo.	8 - Recco
	2 - NGS

1005301 Flight operations cancelled due to weather over target area.

1006251 USS LOWRY left formation to investigate and sink a floating barrel. Returned 1007051.

1007451 Commenced launching aircraft.

1007491 HMS CONSTANCE returned from patrol.

1014451 Detached HMS CONSTANCE to go alongside HMS CEYLON (CA-30) for transfer of personnel.

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SECURITY INFORMATION

1015341 Detached USS LOWRY to Worthington Patrol and HMS CEYLON to proceed on duty previously assigned.

1017431 HMCS CAYUGA detached to proceed and report to CTE 95.12.

1018501 Completed recovery of final flight.

1021001 The Commanding Officer of HMS OCEAN assumed CTE 95.11 and CTC West Coast of Korea passed to the Commanding Officer of HMS CEYLON.

11 May Steaming enroute from Korea Operating Area "NAN" to Sasebo, Japan, in company with HMS CONSTANCE.

111116I Commenced gunnery exercise, firing at towed sleeve.

111205I Secured from gun and gun control stations, having completed gunnery exercise and expended 786 rounds of HET and 48 rounds of BL&T.

111232I Launched eleven aircraft of VMA-312 for AFB, Itami, Japan.

111233I Detached HMS CONSTANCE to proceed to Kure, Japan.

111547I Moored to bouy No. 18, Sasebo, Japan.

PART - III PERFORMANCE OF ORDNANCE MATERIAL AND EQUIPMENT INCLUDING AMMUNITION EXPENDITURES

(A) Performance of Ordnance Material and Equipment.

1. No undue difficulties were experienced in the handling of ordnance.

2. It is felt that there was an excessive number of hung rockets, in that, 137 HVAR and 27 WP failed to fire. Investigation revealed many severed electrical leads, due, it is believed, to the cartridge clips being discharged from the .50 caliber guns when firing. One aircraft returned with all rockets due to electrical difficulties in the firing circuit.

3. Five 500 lb. GP, three 1000 lb. GP and two 260 lb. fragmentation bombs failed to explode. Investigation revealed that approximately 75% of the arming wires were returned. It is possible that these bombs had insufficient air travel to arm. Inspection of aircraft that did not return arming wires revealed faulty electrical circuits.

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SECURITY INFORMATION

4. Four napalm duds were reported. The reason for their failure to explode is unknown.

5. Fusing on bombs listed in paragraphs 3 and 4:

Bombs	Nose Fuse	Tail Fuse
1 - 500# GP	AN-M139A1	M116 (8-15 sec.)
4 - 500# GP	AN-M139A1	AN-M101A2
3 - 1000# GP	AN-M139A1	AN-M202A2
2 - 260# Frag.	MK-219	AN-M100A2

4 - Napalm
M15 - Igniter, W.P.
M16 - Igniter, W.P.
Two - M157 Fuse

(B) Ammunition Expenditure

1. During the operating period covered by this report, the following ordnance was expended by VMA-312 aircraft:

24 - 1000# GP	1862 - HVAR
247 - 500# GP	282 - 3.25" Rocket
32 - 260# Frag.	25 - Napalm
56 - 100# GP	265,000 - Rounds .50 Cal. Ammo.

PART IV - SUMMARY OF OWN AND ENEMY BATTLE DAMAGE

(A) Own Battle Damage

1. None of the ships of the Task Element sustained battle damage.

2. For damage sustained by aircraft see Naval Air Warfare Aircraft Vulnerability Report.

(B) Battle Damage Inflicted on the Enemy

1. Ships of this Task Element inflicted no damage on the enemy while operating as part of the Task Element during the period covered by this report.

2. For battle damage inflicted on the enemy by aircraft of the Task Element, see Naval Air Warfare Attack Report.

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(B) Ordnance

RECOMMENDATION: It is recommended that a new type cartridge case and clip deflector be developed for use by the F4U-4s or a new type electrical lead from the rocket to the rocket launcher. In view of the added weight and drag of a shield, the latter would seem more feasible.

COMMENT: Cargo nets were rolled and placed across the flight deck forward of the aircraft barriers to form a rocket barrier. Though bulky and difficult to move rapidly without exposing a large number of men in the catwalks, this barrier was effective in stopping rockets that got by the arresting gear cables. A steel rocket catching net is being devised by the ship to operate on No. 4 barrier.

(C) Communications

COMMENT: It is felt that not all possibilities for the rapid delivery of vital information by radio are being exploited. Manual ship-shore and command nets are saturated with high precedence messages at the same periods of the day.

RECOMMENDATION: More emphasis should be placed on high frequency radio teletype ship-shore circuits and circuits set up for the use of ships (other than high commands) which have equipment installed to utilize circuits in this manner. This is also the very obvious answer to the critical shortage of radio equipment which will continue to be a Navy-wide problem for some time to come.

COMMENT: The timely transmission of OPSUMS continues to be somewhat of a problem. A review of ship-shore circuit logs indicates that there is a general downward trend in operating abilities, borne out by the fact that communication ratings are now critical and that far too much circuit time is being required for the average message.

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SECURITY INFORMATION

RECOMMENDATION: The training of speed key operators should be encouraged and speed keys should be used whenever possible under supervision.

(D) Flight Deck

COMMENT: 1. H-4 Catapult bridles

a. Four bridles became entangled on the tail wheels of F4U-4 aircraft during catapult shots. Two bridles dropped off in flight shortly after take off, the other two were so entangled that the planes were sent to an airfield ashore.

b. It has been noted that as the bridle is arrested at the end of the catapult, it has a tendency to bounce up in the path of the tail wheel, thus occasionally becoming entangled on the tail wheel assembly.

RECOMMENDATION: Due to the length of this report, it is being made directly to COMAIRPAC.

COMMENT: Three aircraft were brought aboard with varying amounts of oil on their windshields restricting visibility to the point where two of the pilots had no possibility of seeing the deck and had to be talked aboard. The F4U-4, BUNO, 81243, was lost over the side as a direct result of the pilot's inability to see the deck for this reason.

RECOMMENDATION: That a type of oil catcher be constructed over the nose area to reduce the amount of oil thrown back onto the windshield.

SECOND-IN-COMMAND
10 JUN 1952
FAR EAST STATION

H. R. HORNEY

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U.S.S. BATAAN (CVL 29)
Care of Fleet Post Office
San Francisco, California

10 May 1952

Sunrise - 0530

FLIGHT SCHEDULE

Sunset - 1942

EVENT	COMP	MISSION	LAUNCH	LAND	AMMO	FUEL
A1	2	CAP	0530	0745	Note 1	380 Gallons
A2	2	TARCAP	0530	0745	Note 3	380 Gallons
A3	2	RECCO (SW)	0530	0745	Note 2	380 Gallons
B4	2	CAP *	0745	0935	Note 1	380 Gallons
B5	2	TARCAP	0745	0935	Note 3	380 Gallons
B6	2	MGS	0745	0935	Note 1	380 Gallons
C7	2	CAP	0935	1125	Note 1	380 Gallons
C8	2	TARCAP	0935	1125	Note 5	380 Gallons
C9	2	RECCO (SC)	0935	1125	Note 4	380 Gallons
D10	2	CAP	1125	1315	Note 1	380 Gallons
D11	2	TARCAP	1125	1315	Note 5	380 Gallons
E12	2	CAP	1315	1505	Note 1	380 Gallons
E13	2	TARCAP	1315	1505	Note 5	380 Gallons
E14	4	RECCO (SE)	1315	1505	Note 6	380 Gallons
F15	2	CAP	1505	1655	Note 1	380 Gallons
F16	2	TARCAP	1505	1655	Note 5	380 Gallons
G17	2	CAP	1655	1845	Note 1	380 Gallons
G18	2	TARCAP	1655	1845	Note 5	380 Gallons
G19	4	RECCO (ROAD)	1655	1845	Note 7	380 Gallons

* Message Drop Paengyong-Do

NOTE
1 - All A/C full load .50 Cal. Ammo - - - - - - - - - - - 13,675 lbs
2 - 1-500# GP, DC Nose, .01 Tail; 8 HVAR - - - - - - - - 15,280 lbs
3 - 1-500# GP .01 Nose, .025 Tail - 8 HVAR - - - - - - - 15,280 lbs
4 - 1-500# GP VT Nose, .01 Tail - 8 HVAR - - - - - - - - 15,280 lbs
5 - 1-500# GP ____ fuse(s) - 8 HVAR - - - - - - - - - - 15,280 lbs
6 - 1-500# GP VT Nose, Inst. Tail - 8 HVAR - - - - - - - 15,280 lbs
7 - 1-500# GP Inst. Nose, .025; WP - - - - - - - - - - - 14,615 lbs

Approved:

J. D. McALLISTER
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Submitted:

J. A. DOWNS
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