U.S.S. BOXER (CVA-21)
c/o Fleet Post Office
San Francisco, California

CVA-21/02-jsj
A4-3
Ser: 0415

10 August 1953

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

From: Commanding Officer
To: Chief of Naval Operations
Via: (1) Commander Task Force SEVENTY-SEVEN
(2) Commander SEVENTH Fleet
(3) Commander Naval Forces, Far East
(4) Commander in Chief, U. S. Pacific Fleet

Subj: Action Report for the period 1 July through 27 July 1953

Ref: (a) OPNAV Instruction 3480.4 dated 1 July 1951
(b) OPNAV Notice 5215 dated 20 May 1953

Encl: (1) ATG-1 conf ltr ser 011 dtd 7 August 1953; Action Report of Carrier Air Task Group ONE (1 July - 27 July 1953)

1. Since the forms for Operational Reports, NWIP 10-1, have not been received by this command, this Action Report is submitted in compliance with references (a) and (b) to cover the period from 1 July through 27 July 1953.

PART I Composition of Own Forces and Mission

a. Composition

(1) On 1 July 1953, in accordance with CTF-77 confidential dispatch 300834Z June 1953, the U.S.S. BOXER (CVA-21) with Air Task Group ONE embarked, departed Yokosuka, Japan enroute to the operating area.

(2) Rendezvous with Task Force SEVENTY-SEVEN was effected the morning of 4 July 1953. The SOPA, OTC, and CTF-77 was RADM R. E. BLICK, USN, Commander Carrier Division THREE in PRINCETON. Ships present at the time of rendezvous included the PRINCETON and PHILIPPINE SEA. The LAKE CHAMPLAIN joined the force on 13 July and operated with it for the remainder of this period. At various times during this period the NEW JERSEY joined the force.

b. Mission

The mission of the BOXER, as a component of Task Force SEVENTY-SEVEN, is set forth in Commander Task Force SEVENTY-SEVEN Op-Order 2-52. Briefly stated it is as follows:

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(1) Assist in the program for the systematic interdiction of enemy movement and resupply over the Northeast Korean railroads, road complexes, and storage areas.

(2) Destroy electric power generating plants and electric distribution systems in Northeast Korea.

(3) Furnish Close Air Support to and air strikes in support of front line ground forces, coordinating operations with Fifth Air Force, Korea, through the Joint Operations Center, Korea.

(4) Protect the Task Force against air, surface, and submarine attacks.

(5) Assist the UN Blockading and Escort Force in over-all defense and local ground defense of friendly Korean Islands as required using air support.

(6) Conduct Photo and armed reconnaissance in support of the interdiction program, providing photographs and photographic interpretation studies.

(7) Provide air cover for UN Naval Forces as directed.

PART II Chronological Order of Events

1 July 1953

At 1809, in accordance with CTF-77 confidential dispatch 300834Z June 1953, the BOXER underway, enroute to the operating area via Taugara Straits.

2 July 1953

Steaming independently enroute to the operating area.

3 July 1953

Enroute to the operating area. At 0755, the RADFORD (DD446) joined the BOXER as escort. Captain M. B. GURNEY, USN was OTC.

4 July 1953

BOXER joined Task Force SEVENTY-SEVEN at 0850. RADM R. E. BLICK, USN, Commander Carrier Division THREE, in PRINCETON was CTF-77. Scheduled air operations were cancelled due to inclement weather over Northeast Korea.

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5 July 1953

Commencing at 0309, forty-five (45) combat sorties were launched and a new record of 60,000 landings was set. Weather precluded afternoon air operations. The Task Force replenished.

At 0311 LT C. R. JOHNSON, USN, 290729, VC-35, flying an AD-4N BuNo 126944, was forced to ditch his plane forward of the ship due to a power failure. LT JOHNSON and crewman D. G. KENNEDY, ACAN, USN, 431 12 64 were rescued by the U.S.S. SUMNER (DD-692), but crewman M. J. WRIGHT, AO1, USN, 250 72 91, was not recovered. LT JOHNSON sustained injuries of the right leg and back.

At 0741 LT(jg) J. L. AKAGI, USNR, 505124, VF-194, flying an AD-4Q BuNo 124055 was forced to ditch forward of the ship due to loss of power. The pilot was rescued uninjured by the BOXER's helicopter.

6 July 1953

Inclement weather limited the day's air operations. Commencing at 0307 six (6) sorties were launched.

7 July 1953

Weather precluded air operations early in the day. Commencing at 1456 a total of fifty-five (55) sorties were launched.

The following voice communication from CTF-77 was received:

"THE EXPEDITIOUS MANNER PREPARATIONS WERE MADE FOR LAUNCH WAS NOTED WITH PLEASURE X WELL DONE"

8 July 1953

Commencing at 0630, one hundred and twenty (120) sorties were launched.

At 1421, LT T. F. O'CONNOR, USNR, 430961, VF-52, flying an F9F-2 BuNo 122579 was forced to ditch at sea due to an engine flame-back. The pilot was rescued uninjured by the U.S.S. SMALLEY (DD-565).

The Task Force replenished at night.

9 July 1953

No air operations were conducted due to non-operational weather. In connection with the BOXER's recovery of the PRINCETON's

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aircraft, the following dispatch was received:

CTF-77 090330Z

"PILOT AIR DISCIPLINE AND CIC AIR CONTROL PERFORMANCE DURING IFR RECOVERIES TODAY WAS OUTSTANDING X WELL DONE"

Replenishment was conducted during early afternoon and evening.

10 July 1953

Weather seriously hampered the day's scheduled air operations, but commencing at 1026 forty-five (45) combat sorties were launched.

The Task Force replenished during the night.

11 July 1953

Commencing at 0727, a total of one hundred and one (101) combat sorties were flown.

Replenishment was conducted during the night.

12 July 1953

Early morning air operations were cancelled due to inclement weather. Beginning at 0726 one hundred and seventeen (117) sorties were launched.

13 July 1953

Commencing at 0304 a total of sixty-one (61) combat sorties were launched. Weather precluded late afternoon and evening air operations.

At 0309 LT W. A. HAYES, USNR, 485783, VC-3, flying an F4U-5N BuNo 121912, was forced to ditch forward of the ship due to loss of power. The pilot was rescued uninjured by the U.S.S. CARPENTER (DD-825).

Replenishment was conducted during the night.

14 July 1953

Inclement weather limited the day's scheduled air operations to forty-nine (49) sorties.

At about 0500, routine radio contact was lost with an AD-4N BuNo 125738 piloted by LT R. A. SMITH, USNR, 320896, VC-35, and

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aircrewmen J. S. KENNEDY, AEAN, USN, 460 77 50, VC-35 and T. H. GUYN, ADAN, USN, 433 44 29, VC-35. Radio contact was not regained and they are listed Missing in Action.

At 1606 RADM W. D. JOHNSON, USN, Commander Carrier Division ONE, in LAKE CHAMPLAIN relieved RADM R. E. BLICK, USN, Commander Carrier Division THREE, in PRINCETON as Commander Task Force SEVENTY-SEVEN.

15 July 1953

Weather prohibited early morning air operations and limited the day's sorties to thirty-one (31).

16 July 1953

Weather precluded early morning air operations, but commencing at 0631 a total of one hundred and eleven (111) sorties were flown.

At 0606 the BOXER and the PRINCETON, accompanied by four destroyers, left Task Force SEVENTY-SEVEN, and formed Task Unit 77.3.1. RADM R. E. BLICK, USN in PRINCETON was OTC and CTU 77.3.1.

17 July 1953

Weather delayed scheduled air operations until 1630. Twenty-eight (28) combat sorties were launched.

At 2127, Task Unit 77.3.1 joined Task Force SEVENTY-SEVEN and Task Unit 92.1.1. RADM W. D. JOHNSON, USN in LAKE CHAMPLAIN was CTF-77.

18 July 1953

Weather limited the day's combat sorties to thirty-four (34).

At 1310 RADM R. E. BLICK, USN, assumed OTC Task Force SEVENTY-SEVEN. At 1707 RADM W. D. JOHNSON, USN, assumed OTC Task Force SEVENTY-SEVEN.

19 July 1953

Inclement weather delayed air operations until 1330. A total of forty-four (44) combat sorties were launched.

20 July 1953

The Task Force replenished during non-operational weather

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in the morning. Commencing at 1500, twenty-four (24) combat sorties were flown.

21 July 1953

No air operations conducted due to inclement weather over the Task Force and Northeast Korea.

The Task Force replenished during the night.

22 July 1953

Commencing at 0532, a total of seventy-seven (77) sorties were flown.

23 July 1953

Air Operations began at 0459 and one hundred and fifteen (115) combat sorties were launched.

At 1047 LT D. R. PAUL, USN, 321131, VC-61, flying an F2H-2P BuNo 12879 crashed into the sea upon entering the landing pattern. The cause of the crash was undetermined and LT PAUL was not recovered.

The 61,000th landing was made this date.

The Task Force replenished during the night.

24 July 1953

Commencing at 0500, one hundred and twenty (120) sorties were flown. At about 0520, LCDR J. J. KINSELLA, USN, 114399, VF-52, flying an F9F-2 BuNo 123672 crash landed in friendly territory after his aircraft was damaged by bomb blast, when he inadvertently dropped his bombs on a rocket run. LCDR KINSELLA suffered second degree burns of the face and hands and was evacuated to the U.S.S. REPOSE (AH-16)

The Task Force replenished during the night.

25 July 1953

Commencing at 0500, a total of one hundred and fifty-two (152) sorties were launched.

At about 1155, LT(jg) J. W. INGRAM, USNR, 496331, VF-151, flying an F9F-2, BuNo 123619, was unable to parachute from his plane after being hit by enemy anti-aircraft fire. LT(jg) INGRAM ditched

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his plane about four (4) miles south of TANCHON. An AMS recovered his body which had been thrown clear of his aircraft. He died of multiple wounds.

The Task Force replenished during the night.

26 July 1953

One hundred and fifty-one (151) combat sorties were flown.

What? distances? altitudes?

At 0305, CTF-77 directed the Task Force to set Condition One-Able-Able when numerous unidentified air contacts appeared on Force radar scopes. The Task Force engaged in evasive maneuvers and at 0356 the BOXER launched two (2) night Corsairs. No enemy contacts were observed by the night fighters and at 0438, CTF-77 signalled WARNING WHITE and the Task Force secured from Condition One-Able-Able.

At 1641 ENS T. F. LEDFORD, USNR, 554380, VF-151, flying an F9F-2 BuNo 127210 ditched forward of the ship. The cause of the accident was not determined and the pilot was not recovered.

The Task Force replenished during the night.

27 July 1953

Commencing at 0613, a total of seventy-seven (77) combat sorties were flown.

At 2200 the Korean cease-fire went into effect.

The Task Force replenished at night.

PART III Performance of Ordnance Material and Equipment

(See Part VI, para c. below)

PART IV Battle Damage

No battle damage was sustained by the ship. See Enclosure (1) for damage inflicted on the enemy and for that suffered by BOXER aircraft.

PART V Personnel

a. Casualties

There were no combat casualties suffered by Ship's Company personnel as a result of enemy action. Air Group casualties are reported in enclosure (1).

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b. Performance

(1) Morale was excellent although personnel were afforded very little time for recreation due to intensive air operations. BOXER in port seven (7) days in the last ninety (90) days. Forty-six (46) men reported for duty and twenty (20) were transferred comprising an average of 2016 enlisted in ship's company over the period of this report. Fifteen (15) men returned from temporary additional duty and one departed on temporary additional duty. At present a total of forty-five (45) men are absent on temporary additional duty, including four (4) on annual leave to the Philippines, one (1) to Guam, and thirteen (13) on emergency leave to the continental U.S.. RM, FC/FT and ET ratings are still critically short although one (1) FTC reported and one (1) ETC and two (2) ET3's are enroute.

(2) During this period twelve (12) officers reported and four (4) were detached. Seventeen (17) officers have orders to report, ten (10) of whom are Ensigns, and ten (10) officers have orders for detachment.

(3) Twelve Wardroom guests were aboard during this period, comprising both civilian personnel and officers from other branches of the Armed Forces. The duration of their visits varied from three (3) days to three weeks.

(4) There were a total of twelve (12) mast cases during this period. One (1) special court and eleven (11) non-judicial punishments were awarded.

(5) A total of eighteen hundred sixty-seven dollars ($1867.00) was contributed by ship and air group personnel to the Japanese Flood Relief Fund.

c. Training

(1) Departmental and Division training was carried on as conditions permitted.

(2) The Training Room was used for Divisional training classes, supervised group study, advancement in rate lectures, testing, health and hygiene lectures, church services, and recreational movies in the evenings.

(3) The I & E program administered the GED tests (high school level) to ninety-five (95) men. Correspondence has been initiated on the part of thirty (30) of those men to obtain their high

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school diplomas; the others are being further counseled before applying. Three (3) EOC exams and seven (7) college level exams were also administered. After-hour classes continue in mathematics. The availability of ample space for part of this period facilitated the examining of such number of men.

(4) Two (2) Lieutenant Commanders, who had no previous deck experience, were checked out as officers of the deck underway.

d. Public Information

Total news releases and feature articles originated within this command are as follows:

(1) 23 news photos and captions
(2) 5 feature stories with 12 accompanying photos
(3) 1 dispatch news story
(4) 1 hometown news story

The Public Information Office published the daily BOXER PRESS, a four page photo-offset newspaper, using ship's news and world news received via radio-teletype. In addition, a four page weekly feature Parade supplement was edited containing ship's news and photographs as well as AFPS articles and pictures.

News and feature material was forwarded daily by dispatch to CTF-77 for use in operation summaries, and in feature stories about the force's four-carrier maximum-effort operations. BOXER operation summaries were sent as the day's action developed, and on many days two (2) or three (3) such summaries were sent.

A combat camera group was aboard TAD from NAS, Atsugi, Japan.

e. Religious Activities

Protestant Bible classes were held weekly at 1800 to 1900. For the month of July those classes were held on Sunday. Protestant Communion services were held on the second Sunday of the month. Protestant Divine services were held each Sunday at 1000. Latter Day Saints Services were held each Sunday at 0830, and a study class was held weekly for the Latter Day Saints. Christian Science Services were held each Sunday at 1000. The Protestant Choir met twice weekly for practice, and on Sunday they contributed to the religious service. Lectures were held on "Marriage and the Family". These lectures were based on the "Armed Forces Character Guidance Program". Sunday Masses were held at 0630 and 0900. Weekly Mass was held at 1630. Confessions were held before and after each Mass. The two Chaplains alternated in conducting evening prayer.

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f. Recreational Activities

Movies were shown nightly in the Wardroom, CPO Lounge, First Class Mess, Training Room, and the Mess Decks. Whenever possible the hangar deck was used for movies, with two performances on that evening. During operations thirty-nine (39) different programs were shown for a total of two hundred twenty-seven (227) times. A late evening movie was held in the Training Room for personnel unable to attend the regular showings. Snacks were served to the crew each evening after movies. A Happy Hour was held for the ship on the hangar deck during the last in-port period. This was paid for by the Recreation Fund. The library was open from 0900 to 2100 daily. Library books were well used. Three hundred seventy-four (374) magazines were distributed. Three hundred (300) pocket books were received and distributed. One hundred fifty (150) hard bound books were received and put in circulation. Two thousand three hundred (2300) books were loaned through the library. The BOXER studio furnished a news broadcast at 0700 and 1230 daily. A music program is held daily from 1100 to 1300 and from 1600 to 1800. An exercise room for physical conditioning of officers and men was open daily.

Space for more bunks and lockers?

PART VI Comments

a. Operations

(1) Air Operations

Three (3) officers and nine (9) enlisted men were assigned to Air Plot Watch. The Air Operations Watch consisted of one (1) officer and three (3) enlisted men during early morning and night operations. Two (2) officers and five enlisted personnel during daylight operations. Two (2) enlisted personnel were on duty during such periods when the ship had night ready deck, or aircraft in a readiness condition.

During early morning and night air operations the 2-JG sound power phones were not manned. Launch and recovery data was sent to the ready rooms over the MC circuit.

The X-JA sound power circuit was manned during all air operations. One (1) station was manned in Air Plot and the other on the bridge. The bridge watch maintained a status board by means of grease pencil. The board was mounted in the window frame just aft of the Captain's chair. This board was made of plexiglass and had sections ruled off to show the number of aircraft scheduled for each event by type with the launch and recovery times. The number of aircraft by type, the number of aircraft with hung ordnance by side

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number, the critical fuel state by type aircraft figured on the distance to the nearest landing field, the bearing and distance to the nearest landing field, any unusual circumstances such as aircraft in the lame duck circle, strays, etc., the Task Force ready deck schedule, and the latest Korean weather.

Air Operations maintained a manifest in Air Plot of all passengers embarking and debarking by helicopter and COD. Helicopter and COD flights were met on the flight deck by Air Operations personnel. Embarking COD passengers were taken to Air Plot where the Mess Treasurer assigned quarters and the Ship's Writer checked orders. Debarking passengers reported to Air Plot forty-five (45) minutes prior to scheduled take-off time for aircraft assignment. COD arrivals and departures were announced over the ship's loud speaker system, airlines style, upon arrival and forty-five (45) minutes prior to departure.

(2) CIC

During the in-port period prior to deployment for Task Force SEVENTY-SEVEN operations as covered in this report the RHI system of the SX radar was restored to service. The effectiveness of the equipment gradually improved and at the end of the period altitude information was obtained consistently up to range of forty-five (45) miles.

The full allowance of eight (8) CIC Watch Officers is now on board. One (1) officer has qualified as Officer of the Deck underway and the training program will continue with one (1) officer at a time being detailed to duty under instruction on the bridge until qualified. All deck watch officers have received checkouts and have stood watches in CIC for indoctrination.

In response to the request outlined in the last Action Report, the Chief of Naval Operations has authorized a second Mark X IFF installation for the BOXER. It is expected that the work will be accomplished during the next in-port availability. IFF will then be available with SX radar and additional facilities for presentation will be afforded in CIC.

(3) Photo Interpretation

During the second tour on the line twenty-three (23) successful photo sorties were flown.

The P.I. personnel for this tour consisted of two (2) officers and three (3) enlisted men. In order to maintain round the clock service and operational efficiency, a working schedule was pro-

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pared allotting each man a fourteen hour watch. One (1) officer was assigned the day shift to prepare all the photo debriefs, while the other officer worked the night shift and was responsible for the preparation of the P.I. report. The enlisted men's schedule required a two (2) man watch (0900-2300 & 1500-0500) for the interpretation work; and assisted by the third watch (2100-1100) who helped in the plotting and prepared the mosiacs. This system appeared to be satisfactory in all respects especially during a heavy work load.

Many types of rubber cement underwent experimentation of which two (2) were found to be satisfactory. Neither is a standard Navy Stock Item and has to be acquired through open order purchase. The trade names are: "Dabit Cement" manufactured by Simons Laboratory Inc. and "Best Test" manufactured by the Union Rubber and Asbestos Company of Trenton, New Jersey.

The P.I. section in cooperation with the Photo Lab and Air Group experimented with ozalid copies of target mosiacs. A positive transparency was made from a target mosiac negative. From this positive ozalid copies were reproduced. These were found to be unsatisfactory in detail and difficult to reproduce with present equipment. Further experimentation along this line is advocated.

(4) Communications

a. Personnel. The communication section operated during this period with a small fraction of the authorized allowance of rated radiomen and quartermasters. The experience gained from a previous extensive tour on the line qualified the non-rated men to handle jobs efficiently that were heretofore considered to be billets for rated men.

b. Training. Although training was principally the "on the job" type, the program has produced gratifying results in that forty (40) men in the section have completed the requirements for advancement in rating, have been recommended and are scheduled to participate in the forthcoming fleet-wide examinations. Daily formal drills and instructions were held in procedure, routine maintenance and operational adjustments to communication equipment, transmitting and receiving and cryptography.

c. Material. Visual communications material functioned satisfactorily. A reduced requirement for continuous radio circuit guards permitted the carrying out of a realistic routine maintenance program. At the end of the period over ninety percent (90%) of the radio transmitters and near one hundred percent (100%) of the radio receivers were in operating condition. The model TCZ transmitter

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proved unsatisfactory for use as a homing beacon. No adverse reports on the performance of the TAJ transmitter were received when this equipment was employed for TROUT. The model URT-4 transmitter continues to be a great maintenance problem. UHF and VHF equipment operated satisfactorily.

d. Postal Communications. During a period extending from 2 to 17 July only one (1) delivery of U. S. Mail was received on board. After this period mail was received each time a ship in the replenishment group came out from Sasebo or Yokosuka. A total of three hundred seventy (370) bags of mail were received and dispatched by this ship during the entire period. One thousand six hundred fifty-three (1653) money orders for a total value of $67,033.98 were sold.

e. Message Traffic. A total of fifteen thousand two hundred three (15,203) messages were processed. General messages were received promptly and solid files were maintained throughout the period. Delays in the processing of messages received were rare and caused by the failure on the part of the originator or the re-addressing authority to use the proper channel for the addressees and to employ the abbreviation "NOTAL" when referring to messages not held by addressees. Outgoing messages were infrequently delayed as a result of overloaded circuit conditions.

(5) Aerology

The weather during the period 4 to 27 July 1953 was of predominantly monsoonal characteristics, with twelve (12) of the twenty-four (24) days having a prevailing wind direction between Southeast and Southwest, and with general low pressure existing over the area from northern Manchuria to southern China. Only two (2) migratory cyclones crossed into the Sea of Japan from the Yellow Sea during July as compared to eleven (11) in June.

The first of these centers, Typhoon KIT, crossed Korea near the 38th parallel and passed approximately one hundred (100) miles north of the Task Force on the morning of 7 July, with southwesterly winds reaching forty-four (44) knots and gusts to fifty-five (55) knots. As the storm proceeded eastward over Korea, a weak secondary center developed and stagnated in the Yellow Sea. The strong southerly flow in advance of the typhoon produced low ceilings and rain for two (2) days before the center reached the Sea of Japan. Rapid clearing followed the passage of the center, as the wind veered to northerly.

The second migratory cyclone, which moved into the Sea of Japan on 13 July, developed as a wave on the polar front in the

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vicinity of Shanghai. The center moved rapidly eastward over Korea and stagnated in the northern Sea of Japan. Once again, operations were hampered by low ceilings and rain in advance of the low center, followed by rapid clearing with the passage of the center and resultant wind shift to the north. In this case, however, a trough developed to the southwest into a low center over China, and the weather in the operating area rapidly deteriorated. This trough remained semi-stationary for seven (7) days (14 to 21 July) and the resultant flow of very moist air from the south and east over the cooler water along the North Korean coast produced dense fog, which dissipated only temporarily in the early afternoon. During this period a ridge of high pressure was developing south and east of the Japanese islands. By the 22nd of July this ridge extended over the East China Sea and the resultant lower level wind flow over Korea had veered to the southwest. This situation persisted until 27 July and produced downslope motion along the Korean east coast with resultant low humidities and clearing skies. At the same time, the mountainous terrain of central Korea afforded excellent lifting for the warm moist air from the Yellow Sea, and convective activity and thunderstorms developed overland.

The amount of cloudiness and low ceilings increased over the month of June with more than eight-tenths of the sky covered for seventy-three percent (73%) of the time and ceilings below five thousand feet (5000') fifty-four percent (54%) of the time. Fog and/or low ceilings occurred with moderate wind flow from south to east, and caused unfavorable flying conditions for almost thirty percent (30%) of the time. In most instances, the fog or stratus developed in the early evening and would dissipate late at night, forming again near sunrise and persisting throughout the morning. The most favorable flying conditions occurred with the general wind flow from north to southwest, producing offshore winds in the east coast operating area.

Flight operations were not seriously affected by insufficient wind during this period, although ordnance loadings on jet aircraft were reduced on several occasions when winds decreased to less than four (4) knots.

Due to inclement weather during this twenty-four (24) day period, flight operations were cancelled on four (4) full days and reduced to less than half a day's operation on twelve (12) other days.

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