





# AIRCRAFT ACTION REPORT

CONFIDENTIAL

~~RESTRICTED~~  
(Reclassify when filled out)  
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(OMIT THIS SHEET IF NO ATTACK IS MADE)

REPORT No. CAG94-4

## XI. ATTACK ON ENEMY SHIPS OR GROUND OBJECTIVES (By Own Aircraft Listed in II Only).

(a) Target(s) and Location(s) Nasuno & Kanemaru Airfields (b) Time Over Target(s) 1030 I (Zone)  
(FOR SHIPS INCLUDE ALL IN AREA UNDER ATTACK)

(c) Clouds Over Target None  
(BASE IN FEET, TYPE AND TENTHS OF COVER)

(d) Visibility of Target Slight haze (e) Visibility 30  
(CLEAR, HAZY, PARTIALLY OBCURED BY CLOUDS, ETC.) (MILES)

(f) Bombing Tactics: Type Glide Bomb Sight Used MK 8 & Seaman's Eye  
(LEVEL, GLIDE OR DIVE) (TYPE)

Bombs Dropped per Run 1 GP or 2 Frags 0 Altitude of Bomb Release 3000/5000  
(NUMBER) (FEET) (FEET) Un-

(g) Number of Enemy Aircraft Hit on Ground: Destroyed Unknown Probably Destroyed 1 Damaged known

(h) AIMING POINT	(i) DIMENSIONS OR TONNAGE	(j) NO. A/C ATTACKING (k) SQUADRON	(l) BOMBS AND AMMUNITION EXPENDED, EACH AIMING POINT	(m) NO. HITS On Aiming Point	(n) DAMAGE (None, slight, serious, destroyed or sunk)
1 SE Revetment Area	Nasuno	8 VF	16 x 260 Frags.	16	Unable to observe.
2 SE Revetment Area	Kanemaru	4 VF	1200x.50Cal Ammo 12 x HVAR	Yes 8	One A/C probably destroyed.
3 Hangars West of	Kanemaru	4 VF	1200x.50Cal Ammo 16 x HVAR	Yes 8	Bldg. E Middle Hangar burned out
4 Hangar area at	Nasuno	7 VBF	7 x 500 GP	3	1 Hangar damaged severely or dest.
5 Hangars & Apron	Nasuno	6 VBF	24 x HVAR	10	1 Hangar damaged severely or dest.
6 Lumber yard in town just North of Sukegawe		1 VBF	4 x HVAR	2	Started fire.
7					
8					

(O) RESULTS: (For all hits claimed on ship targets and for land targets of special interest, draw diagram, top or side view or both, as appropriate, showing type and location of hits. For all targets give location and effect of hits, and identify by numbers above. Use additional sheets if necessary.)

1. Later fighter reported one hangar completely destroyed

XII. TACTICAL AND OPERATIONAL DATA.

VF NARRATIVE

VF led VBF to Nasuno Field at 1100, approaching from East. Formation circled field endeavouring to find targets. VBF made attack for close observation. VF later followed with 260# Frag. attack, approaching from North at 10,000 feet. Bombs (2) were released in salvo in a 50° glide at 5000 feet and level flight attained at 2500 feet. Hits were not observed, but all pilots agreed that the majority of bombs dropped in the covered revetment area. VF rendezvoused and proceeded to Kanemaru Airfield. VBF remained at Nasuno for a second attack. Approaching Kanemaru at 9000 feet, the first division attacked with rockets and guns from the Southwest, aiming at three large hangars on the East side of the field. Each plane fired all rockets at 4000 feet, which hit in the hangar area. The leader's rockets set fire to a building directly behind the middle hangar, which sent a column of smoke 4000 feet in the air. The second division followed in closely behind from 9000 feet, but to the left of the first division and executed a rocket and strafing attack against the revetment area located in the Southwest corner of the field. While no hits were observed, one pilot reported heavily strafing a revetted, silver A/C, possibly a "Frank." Rendezvous was then effected with VBF about six miles Northeast, and the formation returned to base.

VBF NARRATIVE

Nasuno was circled to port and run was then made Northwest to Southeast in a 50° dive from 12,000 feet. Bombs were released from 5000 feet, with pull-out at 4000 feet. After retirement and rendezvous five miles East of target, VBF made a rocket run from North to South, releasing in a 40° dive from 4000 feet to 3000 feet. Following retirement and rendezvous, similar to that of first run, VBF-94 desired to make strafing run, but was unable to communicate with VF who had already started to retire from area. A course reciprocal to the approach was made and at the coast one aircraft unable to release rockets over target fired at a lumber yard and factory in a small town just north of Sukegawa.

COMMENTS OF VBF-94

1. Fighters flew to target at 125 knots. This was too slow a speed for the F4U-4's, particularly in climbing to attack target. When F6F-5's leveled off they held the same speed. F4U-4's were unable to keep engines from cutting out at that power in low blower.
2. Radio communications on F4U-4's were poor. Flight leader, division leader, and one wing man were unable to communicate with fighters.

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