

AIRCRAFT ACTION REPORT

RESTRICTED
(Reclassify when filled out)

I. GENERAL

CONFIDENTIAL

(a) Unit Reporting VP34 (b) Based on or at USS ORCA, Woendi Lagdon Report No. 41
 (d) Take off: Date 1 Aug. 1944 Time (LZT) 1830 K (Zone); Lat. 01° 15' S Long. 136° 25' E
 (e) Mission Search and attack (f) Time of Return 0845 (Zone)

II. OWN AIRCRAFT OFFICIALLY COVERED BY THIS REPORT.

TYPE (a)	SQUADRON (b)	NUMBER			BOMBS AND TORPEDOES CARRIED (PER PLANE) (f)	FUZE, SETTING (g)
		TAKING OFF (c)	ENGAGING ENEMY A/C (d)	ATTACKING TARGET (e)		
PBY-5	VP34	1	-	1	4x500 lb GP Mk 43 8x23 lb parafrags	Tail; 4-5" delay Nose; instantaneous

III. OTHER U. S. OR ALLIED AIRCRAFT EMPLOYED IN THIS OPERATION.

TYPE	SQUADRON	NUMBER	BASE	TYPE	SQUADRON	NUMBER	BASE

IV. ENEMY AIRCRAFT OBSERVED OR ENGAGED (By Own Aircraft Listed in II Only).

(a) TYPE	(b) NO. OBSERVED	(c) NO. ENGAGING OWN A/C	(d) TIME ENCOUNTERED	(e) LOCATION OF ENCOUNTER	(f) BOMBS, TORPEDOES CARRIED; GUNS OBSERVED	(g) CAMOUFLAGE AND MARKING
			(ZONE)			
			(ZONE)			
			(ZONE)			

(h) Apparent Enemy Mission(s) _____
 Did Any Part of _____
 (i) Encounter(s) Occur in Clouds? _____ If so, Describe Clouds _____
(YES OR NO) (BASE IN FEET, TYPE AND TENTHS OF COVER)
 Time of Day and Brilliance _____
 (j) of Sun or Moon _____ (k) Visibility _____
(NIGHT, BRIGHT MOON; DAY, OVERCAST; ETC.) (MILES)

V. ENEMY AIRCRAFT DESTROYED OR DAMAGED IN AIR (By Own Aircraft Listed in II Only).

(a) TYPE ENEMY A/C	(b) DESTROYED OR DAMAGED BY:				(c) WHERE HIT, ANGLE	(d) DAMAGE CLAIMED
	TYPE A/C	SQUADRON	PILOT OR GUNNER	GUNS USED		

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VI. LOSS OR DAMAGE, COMBAT OR OPERATIONAL, OF OWN AIRCRAFT (of those listed in II only).

(a) TYPE OWN A/C	(b) SQUADRON	(c) CAUSE: TYPE ENEMY A/C, TYPE GUN, OR OPERATIONAL CAUSE	(d) WHERE HIT, ANGLE (List armor, self-sealing tanks, equipment hit)	(e) EXTENT OF LOSS OR DAMAGE, (Give Bureau serial number of planes destroyed)
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				

VII. PERSONNEL CASUALTIES (in aircraft listed in II only; identify with planes listed in VI by Nos. at left).

(a) NO.	(b) SQUADRON	(c) NAME, RANK OR RATING	(d) CAUSE	(e) CONDITION OR STATUS

VIII. RANGE, FUEL, AND AMMUNITION DATA FOR PLANES RETURNING

(a) TYPE A/C	(b) MILES OUT	(c) MILES RETURN	(d) AV. HOURS IN AIR	(e) AV. FUEL LOADED	(f) AV. FUEL CONSUMED	(g) TOTAL AMMUNITION EXPENDED				(h) NO. OF PLANES RETURNING
						.30	.50	20MM	MM	
PBY-5	950	525	14.3	1450	1275					1

IX. ENEMY ANTI-AIRCRAFT ENCOUNTERED (Check one block on each line).

CALIBER	NONE	MEAGER	MODERATE	INTENSE
HEAVY — Time-fused shells, 75mm and over	<input checked="" type="checkbox"/>			
MEDIUM — Impact-fused shells, 20mm-50mm	<input checked="" type="checkbox"/>			
LIGHT — Machine gun bullets, 6.5mm-13.2mm	<input checked="" type="checkbox"/>			

X. COMPARATIVE PERFORMANCE, OWN AND ENEMY AIRCRAFT (use check list at left).

- SPEED, CLIMB,
at various altitudes
- TURNING
- DIVES
- CEILINGS
- RANGE
- PROTECTION
- ARMAMENT

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(OMIT THIS SHEET IF NO ATTACK WAS MADE)

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

(a) Target(s) and Location(s) (1) LUGGER: 030° 37' S, 127° 54' E (2) DE: 02051' S, 127° 10' E (b) Time Over Target(s) 0130 K 0330 K (Zone)

(c) Clouds Over Target 1500', cumulus, 4/10
(BASE IN FEET, TYPE AND TENTHS OF COVER)

(d) Visibility of Target Clear at 3 miles (e) Visibility 10-15 miles
(CLEAR, HAZY, PARTIALLY OBSCURED BY CLOUDS, ETC.) (MILES)

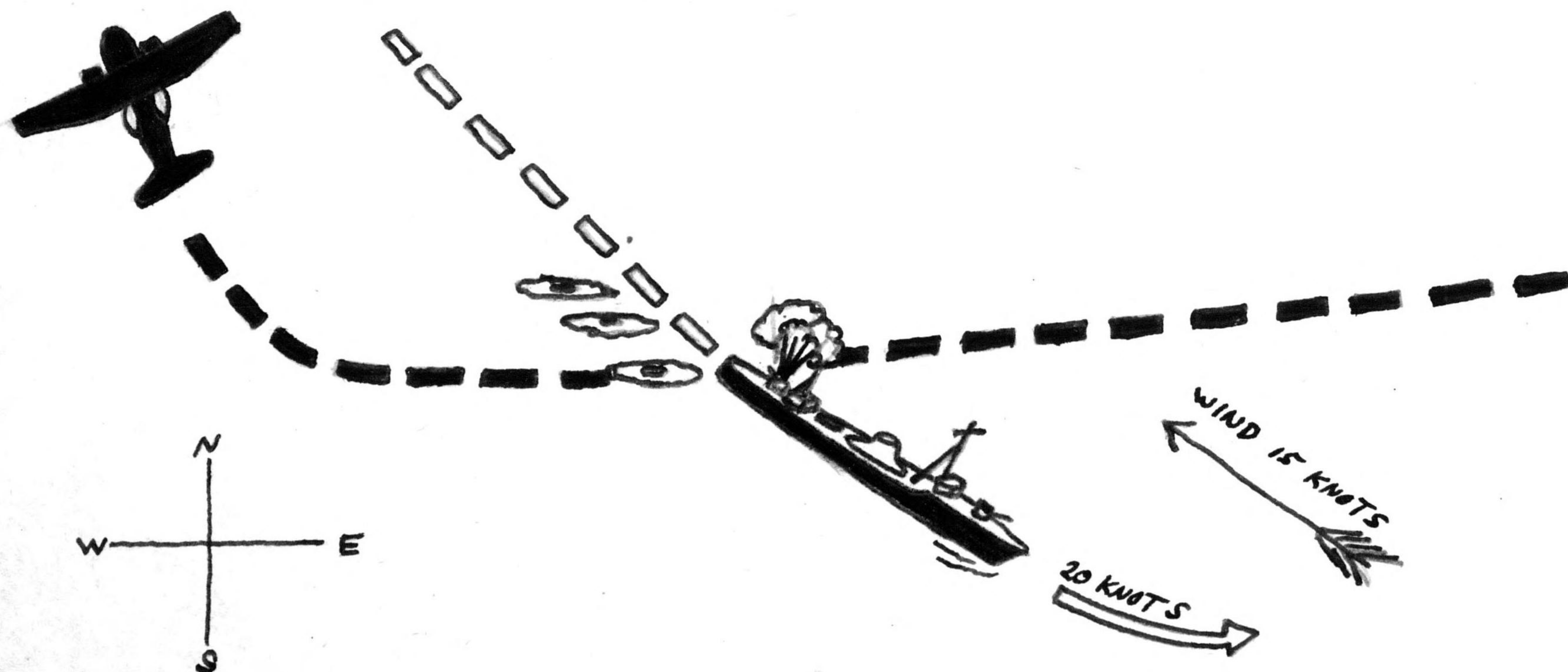
(f) Bombing Tactics: Type Glide Bomb Sight Used None
(LEVEL, GLIDE OR DIVE) (TYPE)

Bombs Dropped per Run (1) 2 (2) 4 Spacing (1) Salvo (2) 30 Altitude of Bomb Release 100
(NUMBER) (FEET) (FEET)

(g) Number of Enemy Aircraft Hit on Ground: Destroyed None Probably Destroyed None Damaged None

(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 LUGGER	75-100'	1 VP34	2x23 lb parafrags	1	Serious
2 Destroyer escort	250-300'	do do	4x500 GP Mk 43 2x23 lb parafrags	1 None	Serious Slight
3					
4					
5					
6					
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).



(p) Were Photographs Taken? No Photographs of Damage, When Taken, Should Be Attached By Staple.

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XII. TACTICAL AND OPERATIONAL DATA. (Narrative and comment. Describe action fully and comment freely, following applicable items in check list at left. Use additional sheets if necessary.)

ENGAGEMENT WITH ENEMY

OWN AIRCRAFT

Disposition
Altitudes
Speeds
Approach Tactics
Use of Cover, Deception
Angles of Attack and
Their Effectiveness
Distance of Opening Fire
Defense Tactics and
Their Effectiveness

ENEMY AIRCRAFT

Method of Locating, Distance
Disposition
Altitudes
Speeds
Approach Tactics
Use of Cover, Deception
Angles of Attack
Distance of Opening Fire
Defensive Tactics

COMMENTS AND RECOMMENDATIONS

Own Weaknesses
Enemy Weaknesses
Offensive Tactics, Own
" " , Enemy
Defensive Tactics, Own
" " , Enemy
Flexible Gunnery, Own
Escort Tactics
Fighter Direction
Use of Radar
Night Fighting
Recognition, Aircraft

ATTACK

OWN TACTICS

Method of Locating Target
Approach to Target
Altitudes, Speeds
Approach
Dive
Pull-Out
Dive Angle
Strafing
Retirement
Defensive Tactics
Use of Jamming

DEFENSE, ENEMY

Evasive Tactics, Ships
Concealment
Searchlights
Night Fighter Tactics
Use of Jamming

COMMENTS AND RECOMMENDATIONS

Bombing Tactics
Torpedo Tactics
Effectiveness of
Bombs, Torpedoes
Selection of Targets
Fuzing
Strafing Tactics
Defensive Tactics
Use of Radar
Reconnaissance
Photography
Briefing

OPERATIONAL

Navigation
Homing
Rendezvous
Recognition, Ships
Communications
Flight Operations
Search and Tracking
Base Operations
Maintenance

The Catalina, commanded by Lieutenant Commander V.V. Utgoff, USN, was on patrol of the Ceram-Ambon-Boeroe area of the Netherlands East Indies on a clear moonlit night. At 0130 K a lugger, estimated to be 75-100 feet in length, was sighted under way off the northwest coast of Ambon. In a low-altitude gliding run two parafrags were dropped on this target, one being a direct hit on the vessel. No specific observation of damage was made but the normal effect of a parafrag on such small craft is known to be serious.

Proceeding on patrol, the Cat picked up a ship indication on radar off the port bow, distance 7 miles, at 0330 K, in position 02° 51' S, 127° 10' E, about 22 miles north of Namlea. After circling to get down-moon of the ship (the moon was just setting in the west) the plane approached and obtained visual contact at a distance of 3 miles. The ship was identified as a destroyer escort type, 250 to 300 feet long, proceeding at 20 knots on course 150°.

A run was commenced on the warship's port beam, pushing over in a glide from 1000 feet, distance one mile. Due to the speed of the ship, and a 15 knot wind blowing in the opposite direction along the same track, it was difficult to make compensation for these factors in guiding the plane to its target; consequently it passed over the fantail instead of farther forward as the pilot had intended. All four 500 lb. bombs, with 4-5 second delay tail fuses, were released by the bombardier from an altitude of 100 feet, spaced at 30 feet. The starboard bombs fell aft of the ship; the first port bomb struck the port side of the ship near the stern and exploded at the water line; and the second port bomb overshot. Two parafrags were simultaneously thrown from the blister, one exploding close aboard the port side.

As the bombs detonated, the stern of the DE was seen to rise out of the water and skid sharply to starboard. A moment later the stack emitted a heavy cloud of black smoke, and the vessel commenced circling to port. It was still circling slowly when the plane left the scene a few minutes later.

No return fire was encountered from the ship.

Squadron assessment: Destroyer escort seriously damaged by 500 pound bomb hit.

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XIII. MATERIAL DATA. (Comment freely on performance or suitability, following check list at left.
Use additional sheets if necessary).

ARMAMENT

- Guns, Gunsights
- Turrets
- Ammunition
- Bombs, Torpedoes
- Bomb Sights
- Bomb Releases

COMMUNICATIONS

- Radio, Radar
- Homing Devices
- Visual Signals
- Codes, Ciphers

RECOGNITION

- IFF
- Signals
- Battle Lights
- Procedures

PROTECTION

- Armor; Points and Angles
of Fire Needing Further
Protection
- Leak Proofing

EMERGENCY EQUIPMENT

- Parachutes
- Life Belts, Life Rafts
- Safety Belts
- Emergency Kits
- Rations, First Aid

NAVIGATIONAL EQUIPMENT

- Compasses
- Driftsights
- Octants
- Automatic Pilots
- Charts
- Field Lighting

INSTRUMENTS

- Flight
- Power Plant

OXYGEN SYSTEM

**CAMOUFLAGE AND
DECEPTION DEVICES**

STRUCTURE

- Airframe
- Control Surfaces
- Control System
- Dive Flaps
- Landing Gear
- Heating System
- Flight Characteristics
At Various Loadings

POWER PLANT

- Engines
- Engine Accessories
- Propellers
- Lubricating System
- Starters
- Exhaust Dampers

HYDRAULIC SYSTEM

ELECTRICAL SYSTEM

- Auxiliary Plant
- Lights

FUEL SYSTEM

FLIGHT CLOTHING

MAINTENANCE

BASE FACILITIES

- Plane Servicing Equipment
- Personnel Facilities

The two attacks herein reported illustrate the highly satisfactory results attainable from the use of parafrags in minimum altitude night bombing. This squadron emphatically recommends their use wherever practicable in two situations:

(1) Attacks on small craft. Barges, luggers, sailing craft and vessels up to 500 tons or so are vulnerable to this type of bomb which, in addition to killing personnel, may well destroy the vessel itself. They supplement strafing most effectively and obviate the necessity of wasting larger bombs on small targets.

(2) Attacks on large ships. Parafrags released simultaneously with large bombs on more sizeable vessels provide a deterrent to anti-aircraft fire. Even a near miss may incapacitate or temporarily blind or stun the gunners, allowing the plane to escape. Frequently the Black Cat, by a well-planned approach to the target, is not detected until nearly overhead; the parafrag neutralizes ship's gunners during the dangerous first few seconds of retirement.

The method of releasing these missiles is simple: they are secured to a lanyard arrangement and tossed out of the port and starboard blisters by the waist gunners.

REPORT PREPARED BY:

APPROVED BY:

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SIGNATURE A.C.I. Officer RANK AND DUTY

V. V. Utgoff
V. V. UTGOFF, LtComdr., USN
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DATE