

AIRCRAFT ACTION REPORT

RESTRICTED
(Reclassify when filled out)

I. GENERAL

(a) Unit Reporting VP-9 (b) Based on or at U.S.S. LEXINGTON (CV16) (c) Report No. 12
 (d) Take off: Date 25 February 1945 Time (LZT) 0730 K (Zone); Lat. 33°30' N Long. 143° E
 (e) Mission SWEEP, # 2B, Airfields North Chiba Peninsula, JAPAN (f) Time of Return 1130 K (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)		
F6F-5	VP-9	5	0		4 5" S.A.P. R/P 2400 X .50 cal	Mk # 157, 0.02 delay
		3			2400 X .50 cal	-

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

TYPE	SQUADRON	NUMBER	BASE	TYPE	SQUADRON	NUMBER	BASE
F6F-5	VP-80	8	U.S.S. HANCOCK				
F6F-5	VP-45	8	U.S.S. SAN JACINTO				

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
Zeko-52	1	0	0915 K (ZONE)	Over sea just east of Mito	normal	Light brown
			(ZONE)			
			(ZONE)			

(h) Apparent Enemy Mission(s) Unknown
 Did Any Part of _____
 (i) Encounter(s) Occur in Clouds? No. 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 Day (k) Visibility 15
 (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		
			None			

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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 F6F-5	VBF-9	Light "AA"	Stbd wing root	Slight - small hole.
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
		None		

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	5" MM rockets	
F6F-5	230	165	4	400	320			12,000	20	8

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

CALIBER	NONE	MEAGER	MODERATE	INTENSE
HEAVY — Time-fused shells, 75mm and over				
MEDIUM — Impact-fused shells, 20mm-50mm				
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

No extensive manoeuvres. Cf. narrative.

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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) Tsukuba Airfield, Mito Airfield, etc.
CHIBA PENINSULA, JAPAN. (b) Time Over Target(s) 1000-1030 K (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 clear (e) Visibility 20
(CLEAR, HAZY, PARTIALLY OBSCURED BY CLOUDS, ETC.) (MILES)

(f) Bombing Tactics: Type - Bomb Sight Used -
(LEVEL, GLIDE OR DIVE) (TYPE)

Bombs Dropped per Run none Spacing - Altitude of Bomb Release -
(NUMBER) (FEET) (FEET)

(g) Number of Enemy Aircraft Hit on Ground: Destroyed 1 Probably Destroyed 1 Damaged 10

(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 Tsukuba Airfield	Airfield	4 F6F-5's VF-9	12 5" R/P's 4000 X .50 cal	100%	Moderate
2 Two locomotives	Standard	4 F6F-5's VF-9	3000 X .50 cal	75%	1 serious 1 destroyed
3 Factory	Small	4 F6F-5's VF-9	1000 X .50 cal	75%	Slight
4 Factory	Small	4 F6F-5's VF-9	100 X .50 cal	75%	Slight
5 Luger	60 ton	1 F6F-5 VF-9	2 5" rockets 800 X .50 cal	75%	Serious
6 Mito Airfield	Airfield	1 F6F-5 VF-9	6 5" rockets 1200 X .50 cal.	100%	Moderate
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).

1.2.3.4. - Lieutenant JACOBS, Ensigns HULSE, SKE, ZHIKOWSKI first hit Tsukuba airfield where they strafed and rocketted facilities and hangars. Aircraft on ground strafed. Lieutenant JACOBS, one probable destroyed - a 4 engine a/c painted a light blue, lines similar to a B-17E; HULSE damaged 3 Zekes; SKE damaged 3 single engine a/c and ZHIKOWSKI destroyed one 2 engine a/c and damaged 2 more single engine types. After the first pass the flight departed and strafed 2 small factories 5 and 10 miles west of the field and swinging around for another pass at the field and caught two locomotives 5 miles NE of the field. The flight then made another sweep of Tsukuba. Damage totals above include the two sweeps of Tsukuba.

5. Ensign PROUTY strafed and put 2 5" R/P's into a lugger a few miles off the east coast of Chiba Peninsular near Inube Saki leaving it burning and dead in the water. Ensign PROUTY also strafed and put 2 rockets in Mito Airfield.

6. Ensign SPEIGHT dove (with planes from U.S.S. HANCOCK and U.S.S. SAN JACINTO) on Mito airfield and helped damage the installations there with 4 5" rockets and .50 caliber fire. The damage he did was 2 medium bombers (probably Bettys) hit in strafing attacks.

(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
- Defensive 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

SWEEP 2 BAKER took off from the U.S.S. IRKINGTON at 0730 K and completed rendezvous with aircraft from the U.S.S. SAN JACINTO and U.S.S. HANCOCK, the latter being air coordinator. Heading was taken to target on 330°. Climbing from 2000' at 150 knots thru a solid overcast and broke out at 8000' and climbed to 24,000' on approach to the east coast of Chiba Peninsula. Land fall being made about 30 miles north of Inube Saki at altitude of 13,000'.

About 0930 K the flight was about to dive on Mito airfield when a message indicated many bogeys at 10 o'clock. At this time the flight broke up, some going out to investigate the bogeys at 10 o'clock which proved friendly. Lieutenant PORTER's division (which was short one man because of his return a few minutes after take off due to ZB and compass malfunction) went down with the group making the attack on Mito airfield. Attack was made from 22,000', initial speed 200 knots, spiraling down to 12,000' and pushing over into a 60° dive with recovery about 300', retirement to the east. Ensign SPEIGHT and PROUTY put 6 rockets and .50 caliber fire into hangars and installations. SPEIGHT damaging two medium bombers, probably Bettys, by strafing. Enroute to base PROUTY saw a lugger about 5 miles off the Chiba Peninsula near Inube Saki and put his 2 remaining rockets in it, plus strafing, leaving it dead in the water and burning furiously.

Lieutenant JACOBS division retained altitude when the formation broke (14,000') and about this time saw a Zeke 52 about 8 miles astern of the division and 3000' above, but making no sign of an attack. JACOBS turned and his division climbed for the Zeke. As they approached the Zeke rolled over in a split-S and dove in front of them. JACOBS kicked around and tailed him but his excess speed from his dive put the Zeke into the lower solid cloud cover before range could be closed. All planes in the division fired but at extended range with no visible effects.

The division then headed inland to Tsukuba airfield where about 20 single engine and 1 four engine aircraft were seen on the ground, plus about 10-12 hangars or shops. Dive at 50° was initiated from 8000' and 12 R/P's and .50 caliber fire were poured into the installations with the grounded aircraft being strafed in a 500' pull out. Retirement made to west at tree top level, following down a valley west of Tsukuba. During this time the flight strafed two factories while swinging around for another pass, this time on the deck, at Tsukuba (results of Tsukuba sweeps detailed on page 3). The 4 engine aircraft hit by JACOBS on both passes had light scaffolding under it, was painted a light blue, and resembled a B-17E. It is thought to be an experimental or a dummy aircraft. None of the planes hit at this field burned. The only "AA" of the entire flight was noticed on the second pass and it was light, meager and fairly accurate.

As this section headed east to the coast two long trains were noted, both headed east. Runs were made on the engines. One was exploded on the second pass by BEE and the other was left belching steam all over and having lost momentum when the flight having expended all its ammo returned to base where landing aboard was effected without incident at 1130 K.

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

All material performed satisfactorily.

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

REPORT PREPARED BY:

APPROVED BY:

J.F. MURPHY, Lieut., USNR, ACI

SIGNATURE

RANK AND DUTY

Frank L. LAMOR, Lt. Cdr., USNR, CO.

SIGNATURE

RANK AND DUTY

25 February 1945.

DATE