

# AIRCRAFT ACTION REPORT

RESTRICTED  
Reclass. when  
filled out  
**CONFIDENTIAL**

## I. GENERAL

(a) Unit Reporting VF-9 (b) Based on or at U.S.S. LEXINGTON (CV16) (c) Report No. 8  
 (d) Take off: Date 19 February 1945 Time (LZT) 1500 K (Zone); Lat. 26-09 N Long. 140-05 E  
 (e) Mission Sweep of HAHA JIMA AND CHICHI JIMA (f) Time of Return 1800 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)		
<b>P6F-5</b>	<b>VF-9</b>	<b>12</b>	<b>0</b>	<b>12</b>	<b>10 { 4 Mk 157 B/P 5" 2400 X .50 cal</b>	<b>0.02 delay. Base fuse.</b>
					<b>2 2400 X .50 cal.</b>	<b>-</b>

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

TYPE	SQUADRON	NUMBER	BASE	TYPE	SQUADRON	NUMBER	BASE
<b>none</b>							

## 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
<b>none</b>			(ZONE)			
			(ZONE)			
			(ZONE)			

(h) Apparent Enemy Mission(s) \_\_\_\_\_  
 Did Any Part of  
 (i) Encounter(s) Occur in Clouds? - If so, Describe Clouds \_\_\_\_\_ (BASE IN FEET, TYPE AND TENTHS OF COVER)  
 (YES OR NO)  
 Time of Day and Brilliance  
 (j) of Sun or Moon \_\_\_\_\_ (NIGHT, BRIGHT MOON; DAY, OVERCAST; ETC.) (k) Visibility \_\_\_\_\_ (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:			GUNS USED	(c) WHERE HIT, ANGLE	(d) DAMAGE CLAIMED
	TYPE A/C	SQUADRON	PILOT OR GUNNER			
			<b>none</b>			







# AIRCRAFT ACTION REPORT

RESTRICTED  
(Reclassify when filled out)  
**CONFIDENTIAL**

(OMIT THIS SHEET IF NO ATTACK WAS MADE)

REPORT No. **8**

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

(a) Target(s) and Location(s) **Naval Instal., OMURA, CHICHI JIMA** (b) Time Over Target(s) **1600-1730 K** (Zone)  
**"AA" gun posits NISHI JIMA**  
**Sugar-Baker & Facilities, HIGASHI MINATO, HAHA JIMA**

(c) Clouds Over Target **5000' cumulus 3/10**  
(BASE IN FEET, TYPE AND TENTHS OF COVER)

(d) Visibility of Target **clear** (e) Visibility **unlimited**  
(CLEAR, HAZY, PARTIALLY OBSCURED BY CLOUDS, ETC.) (MILES)

(f) Bombing Tactics: Type **Strafing & R/P - 60° dive from 17,000'** Bomb Sight Used **-** (TYPE)  
(LEVEL, GLIDE OR DIVE)

Bombs Dropped per Run **-** Spacing **-** Altitude of Bomb Release **-** (FEET)  
(NUMBER) (FEET)

(g) Number of Enemy Aircraft Hit on Ground: Destroyed **-** Probably Destroyed **-** Damaged **-**

(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 Naval Instal. CHICHI JIMA	1500'x 700'	12 F6F-5's VF-9	32 5" rockets 5000 X .50 cal.	all in area	Serious damage
2 "AA" Posits	3 emplace.	4 F6F-5's VF-9	2000 X .50 cal.		2 silenced.
3 SUGAR BAKER	173' long 2000 tons	6 F6F-5's VF-9	3000 X .50 cal.	75%	Serious damage
4 Harbor Facil.	HIGASHI HAHA JIMA	6 F6F-5's VF-9	4000 X .50 cal.	50%	Fire & Explosions
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).

- Naval installations NW side of FUTAMI KO, just west of OMURA, CHICHI JIMA left burning and assessed as badly damaged due to amount of ordnance expended in area and visible smoke rising after attack. Hit by entire 12 plane flight.
- Lt. Comdr. F.L. LAWLOR, Lieut. R.P. SOUZA, Lieut. E.B. McCLURE strafed gun posits NISHI JIMA (1/2 mile NE CHICHI JIMA) silencing 2 of 3 batteries.
- Sugar Baker at HIGASHI KO, HAHA JIMA left burning by strafing of LAWLOR, SOUZA, McCLURE, and Ens. PROUTY, SPEIGHT, and NAVE. Its two 20 MM silenced on leaving.
- Fires and explosions noted in harbor facilities on retirement.

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



**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

Special sweep number 2 composed of 12 VF from U.S.S. LEXINGTON took off at 1500 K, ten (10) planes having R/P's and all having normal .50 cal armament.

Approach was made to CHICHI JIMA on a heading of 045° and arrival was effected over the target at 17,000'. A high speed run was started altering course, spiraling down to 10,000' and then entering a 60° angle dive. Fire was opened while in the dive with R/P's being released from 1200/1000 yds slant range preceded and followed by .50 cal strafing. The flight flated about 2000', course 330°, speed 410 knots.

Rockets and .50 cal fire were poured in the eighteen buildings in the Naval Installation area on the N.W. shore of FUTAMI KO just west of OMURA. Smoke and flying debris was observed. Some small craft chiefly luggers were observed in the harbor but passed up for more suitable rocket targets.

As the flight retired the target area their altitude ranged from the deck to 500'. The first divison did not notice any "AA" but the second and third divisons reported tracer fire and also black puffs at 500' indicated that heavies were being employed. The speed of the flight precluded the pin-pointing of gun posits.

Ensign W.J.SCHMISSEUR was flying wing on Lt.Cdr. LAWLOR, first divison leader. Reports differ but it now appears that he was hit by "AA" over the target. He was seen to pull up and over the peninsula to the northeast on retirement and attain an altitude of 1500' at which point his plane was observed to be a fire along the center line, his position at that time being about five hundred yards north of NISHI JIMA. Here the plane did a radical split-S into the water. SCHMISSEUR was seen to bail-out and his chute opened. LAWLOR with others circled the spot using prescribed A/S/R technique over 4475 Kcs. Lt.A.H.GREGORY was despatched for aid. LAWLOR saw SCHMISSEUR in a slick sea with 'Mae West' and dye marker. LAWLOR dropped his own semi-inflated seat type raft near him but he did not go to it. Meantime "AA" posits on nearby NISHI JIMA were firing on our circling planes. LAWLOR, McCLURE, and SOUZA silenced two 20 MM guns there by strafing but were unable to knock out what probably was a 75 MM or a 5" battery. After circling for 90 minutes sight was lost of the survivor and departure taken. It is speculated that small arms fire from the shore may have accounted for the downed pilot.

LAWLOR's plane was nicked in the rudder by 20 MM "AA" during his run on the initial target and SOUZA's plane was hit in the starboard horizontal stabilizer while circling SCHMISSEUR, the latter damaged by a fragment from the 5" posit on NISHI JIMA.

At this time four of the planes returned to base and the remaining six lead by LAWLOR hit NIGASHI MINATO on return. Approach on these targets was made at 8000' from SW to NE. A 60° angle dive was employed fire being opened at slant range at 1000 yards concentrating on Sugar Baker in the inter harbor hitting it hard and damaging it extensively with smoke and debris observed. The flight turned its attention to the wharfing facilities pouring .50 cal into buildings and docks. Retirement was made out over the sea on the deck with "AA" from OKIMURI on the west side of the island becoming evident.

Return to the ship was completed without incident and the last of the flight landed on board at 1800K.



# AIRCRAFT ACTION REPORT

RESTRICTED  
**CONFIDENTIAL**

REPORT No. 8

**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

Aarmor; 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

**All material performed satisfactorily.**

REPORT PREPARED BY:

APPROVED BY:

**J. P. MURPHY, Lieut., USNR, AGI**  
SIGNATURE RANK AND DUTY

**Frank L. LAWLOR, Lt. Comdr., USNR, CO** 19 February 1945.  
SIGNATURE RANK AND DUTY DATE