OPNAV-16-V-No. 537
Form ACA-1
Sheet 1 of 5

AIRCRAFT ACTION REPORT

C-O-N-F-I-D-E-N-T-I-A-L

~~X EXTRA BOX~~ (Reclassify when filled out)

F

I. GENERAL

(a) Unit Reporting CAG-94 (b) Based on or at USS LEXINGTON (c) Report No. CAG-94-C

(d) Take off: Date 10 July 1945 Time (LZT) 1315 I (Zone); Lat. 34-10 N Long. 142-30 E

(e) Mission Destroy A/C on Utsonomiya South Field (f) Time of Return 1735 (Zone)

II. OWN AIRCRAFT OFFICIALLY COVERED BY THIS REPORT.

TYPE (a)	SQUADRON (b)	NUMBER: TAKING OFF (c)	NUMBER: ENGAGING ENEMY A/C (d)	NUMBER: ATTACKING TARGET (e)	BOMBS AND TORPEDOES CARRIED (PER PLANE) (f)	FUZE, SETTING (g)
F4U-4	VBF-94	10	0	9	1x500 G.P. Nose VT50E4 Tail Inst. ANM103A2 ~~4xHVAR Nose Mk 149 Inst. Tail Mk 159~~	.015 Delay
SB2C-4	VB-94	12	0	11	2x500 G.P. Nose VT50E4 Tail-No delay	
TBM-3E	VT-94	11	0	11	6x260 Frag. Nose VT50E1 - No delay	

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

TYPE	SQUADRON	NUMBER	BASE	TYPE	SQUADRON	NUMBER	BASE
F6F-5(P)	VF94	2	USS LEXINGTON	Photo a/c		These 4 a/c did not	
F6F-5	VF94	2	USS LEXINGTON	Photo Escort		attack targets	

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

(a) TYPE	(b) NO. OBSERVED	(c) No. ENGAG. OWN A/C	(d) TIME ENCOUNTERED	(e) LOCATION OF ENCOUNTER	(f) BOMBS, TORPEDOES CARRIED; GUNS OBSERVED	(g) CAMOUFLAGE AND MARKING
None			(ZONE)			
			(ZONE)			
			(ZONE)			

(h) Apparent Enemy Mission(s) ----

(i) Did Any Part of Encounter(s) Occur in Clouds? ---- (YES OR NO) If so, Describe Clouds ---- (BASE IN FEET, TYPE AND TENTS OF COVER)

(j) Time of Day and Brilliance 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: TYPE A/C	SQUADRON	PILOT OR GUNNER	GUNS USED	(c) WHERE HIT, ANGLE	(d) DAMAGE OBTAINED
	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) (Give Bureau serial number of planes dam
1 F4U-4	VBF94	13.2 MM Flak	Starboard Tail	Minor Damage
2 SB2C-4	VB94	Settled off bow on	takeoff	Buno. 21179. Pilo
3				& aircrewmen re-
4				covered
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 .30	.50	20MM	MM	(h) NO. OF PLANES RETURNING
F6F-5	230	230	4.3	400	300		250			4
F4U-4	231	230	4	380	280		2620			9
SB2C-4	230	230	4.5	436	375		295			11
TBM-3E	230	230	4.2	435	330		1390			11

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

CALIBER	NONE	MEAGER	MODERATE	INTENSE
HEAVY—Time-fused shells, 75mm and over			X	
MEDIUM—Impact-fused shells, 20mm-50mm		X		
LIGHT—Machine gun bullets, 6.5mm-13.2mm		X		

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

SPEED, CLIMB, at various altitudes
TURNS
DIVES
CEILINGS
RANGE
PROTECTION
ARMAMENT

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(OMIT THIS SHEET IF NO ATTACK IS 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) Utsonomiya South Airfield (FOR SHIPS INCLUDE ALL IN AREA UNDER ATTACK) (b) Time Over Target(s) 1505 I (Z

(c) Clouds Over Target 7/10 to 8/10 - Base 3000 feet - Tops 6000 feet (BASE IN FEET, TYPE AND TENTHS OF COVER)

(d) Visibility of Target Partially obscured by clouds (CLEAR, HAZY, PARTIALLY OBSCURED BY CLOUDS, ETC.) (e) Visibility 5-10 miles (MILES)

(f) Bombing Tactics: Type Dive & Glide Bombing (LEVEL, GLIDE OR DIVE) Bomb Sight Used Mk 8 & Seamans Eye

VBF/1-VB/2-VT/6 Bombs Dropped per Run (NUMBER) Spacing VT-200 feet (FEET) Altitude of Bomb Release Bombs 5000-4000 ft Rockets 4000-3000 ft (FEET)

(g) Number of Enemy Aircraft Hit on Ground: Destroyed 2 Probably Destroyed 10 Damaged Unknown

(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 (Heavy, slight, serious, destroyed or d	
1 A/C SE and SW of E.W. Runway		3 / VBF-94	3x500 GP / 12xHVAR	2 / 5	2 a/c burned	
2 A/C N of fields in N revetments		2 / VBF-94	2x500 GP / 8xHVAR	2 / 3	Unobserved	
3 A/C Dispersal Area NE of field		4 / VBF-94	4x500 GP / 16xHVAR	4 / 4	Unobserved	
4 A/C parked along N/S Runway		11 / VB-94	22x500 GP	22	Unobserved	
5 A/C NW side of N/S Runway		3 / VT-94	18x260 Frag	18	Serious	
6 A/C on apron SE of Hangar		3 / VT-94	18x260 Frag	18	Serious	
7 A/C on open area E of field		4 / VT-94	24x260 Frag	24	Serious	
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-Two Brown S/E a/c (maybe Tony) destroyed by fire in rocket and strafing attack

1-3 Due to many hits in and among parked a/c 10 airplanes are assessed as damaged.

4 Cloud cover and high altitude from which VT fused bombs are dropped prevented observation

5-7 Same as 4

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

XII. TACTICAL AND OPERATIONAL DATA.

VBF Narrative - VBF-94, flying low cover and close support for VB and VT, approached target from the east. One division circled to NW with VB and dived N-S from 10,000 feet, releasing bombs at 3500 feet due to low cloud cover. Rockets and .50 cal. were fired between 3000 and 2000 feet. After considerable jinking due to AA fire, retirement and rendezvous were effected to the south. The second division dived from S-N from 12,000 feet, releasing bombs, rockets, and .50 cal. After a jinking retirement, rendezvous was effected 10 miles north and flight returned to base.

VB Narrative - Rendezvous was completed at 1330 and departure was taken for the target. Intense heavy AA fire was encountered over Sukegawa, on crossing the coast, and from there to target evasive action was taken. The attack was made from N to S through an opening in the clouds. Both bombs were dropped on aiming points and all 20 mm ammo was expended on this run. Retirement was made to the southeast and rendezvous effected at 6,000 feet, 12 miles from the target. The group returned to base with stragglers making a running rendezvous ten miles off the coast.

VT Narrative - Crossed east coast of Honshu in vicinity of Kawajine Saki, approximately 36-39 N. Immediately after crossing the coast line, the flight encountered intense and accurate heavy anti-aircraft fire. The fire was continuously pointed type, radar controlled, breaking in the formation above the clouds. Evasive action was taken and window was dispensed. The fire tended then to fall behind. This fire continued until the flight was 25 miles inland. VT, followed by one division of VBF, proceeded to a break in the clouds south of the field, and dived from south to north. Push-over at 150 knots. Used 35-40 degree glides, maximum speeds 280-300 knots, released at 6,000 and recovered at 5,000. During the dive heavy and accurate anti-aircraft from a position on the field burst in and around the planes. This AA burst about 7,000 feet with explosive effect, resembling a belly tank on fire. There was a large ball of orange flame with bellowing black smoke from each burst. No planes were hit, but pilots reported that the bursts were in and around the formation. After pullout and on retirement above the clouds, the heavy AA followed. Rendezvous 10 miles southeast of the target, and the flight retired due east to the coast. No further AA after departure from the rendezvous area.

VF Narrative - Two VF photo planes and 2 VF escorts accompanied the strike planes to Utsonomiya. One photo plane and escort broke off and proceeded to Nasuno, where a photo run was made west to east across the airfield at 6,000 feet. From there the section turned south to Kanemaru and photographed that field SW to NE at 5,000 feet. Reversing this course, the section proceeded to Imachi, where a photo run was made at 3,000 feet across the airfield on a SE course. Meanwhile, the other photo section photographed Utsonomiya at 15,000 feet south to north and again north to south. A coverage was then made of Utsonomiya South at 15,000 feet on a south to north course. (cont'd p. ~~4A~~ 5)

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VF Narrative (cont'd) - Rendezvous with the photo section, prearranged to take place just east of Utsonomiya, was not effected. Both sections, therefore, proceeded to a point 10 miles off the coast at Mito and made a running rendezvous with the returning strike planes.

VBF Comments - Pilots felt this to be a successful strike. The method of attack necessitated by low cloud cover was very effective in dispersing the AA fire.

VT Comments & Recommendations - The use of VT fused bombs against a target such as parked aircraft requires such a high pull-out that pin-pointing particular planes on the ground as aiming points is impossible. Apparently, the greater destructive effect of the new fuse compensates for the loss of pin-point accuracy, but at the same time makes observation of results very difficult. Damage assessment is necessarily dependent upon close reconnaissance or complete photographic coverage. The development of a VT fuse requiring less air travel would greatly enhance the value of the new device.

VT Operational - During the rendezvous, the airspace was considerably confused due to the crossing patterns of our own planes and the planes from another task group operating 12 miles to the east. This was further complicated by returning planes from our own group. If consistent with requirements for the defense of heavy fleet units, it would be desirable to allow more airspace for rendezvous and breakup. In this case the two task groups were launching planes, using different winds and placing the two groups on converging courses.

VT Communications - Two planes on this flight were equipped with AN/ARC-18 sets, both required to be set up on a single VHF channel for essential plane-to-plane communication. One set's relay box triggered the other set, giving a great deal of interference on all sets in the air.

VT power plant - Keeping in formation with the SB2C-4E leading requires more manifold pressure and more r.p.m. than all pilots of this squadron have previously used for cruise. Position can be maintained, however, within the limitations set out in the TBM-3E handbook. Long experience flying reconditioned aircraft in training activities and during the squadron training period has had its effect in making pilots hesitant in using military power available in new planes now assigned. Combat experience may prove that the engines can take the additional strain. These high power settings would be impossible on a flight of this duration without the droppable tank.

REPORT PREPARED BY:		APPROVED BY	DATE
A.A.LUKE, Lt., USNR, ACI Officer		S.MANDARICH, Cdr., USN	
Signature	Rank and Duty	Signature Rank & Duty Air Group Commander	