

# AIRCRAFT ACTION REPORT

CONFIDENTIAL

RESTRICTED  
(Reclassify when filled out)

## I. GENERAL

(a) Unit Reporting VT-94 (b) Based on or at USS LEXINGTON (CV-16) (c) Report No. VT-94-10  
 (d) Take off: Date 13 August 1945 Time (LZT) 0545 I (Zone); Lat. 35-22 N Long. 142-42 E  
 (e) Mission Tokyo Shibura Electric Co. - Target 496 (f) Time of Return 0955 I (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)		
TBM-3E	VT-94	12	0	12	1 x 2000 lb. GP	Mk-AN103 .01 - Nose Mk-AN102 .025 - Tail

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

TYPE	SQUADRON	NUMBER	BASE	TYPE	SQUADRON	NUMBER	BASE
F4U-4	VBF-94	16	USS LEXINGTON	Task Group 38.3			
SB2C-4E	VB-94	11	USS LEXINGTON	Task Group 38.4			
Task Group 38.1							

## 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)	N O N E		
			(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		
			N O N E		

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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 <b>TBM-3E</b>	<b>VT-94</b>	<b>Medium AA</b>	<b>Loading Edge Starboard Wing</b>	<b>Minor Repairs</b>
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
1	<b>VT-94</b>	<b>R.G. KLUTH, ACRM CA</b>	<b>Slight laceration of right leg when thrown from seat after AA hit.</b>	<b>Good. Not hospitalized.</b>

## 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	
<b>TBM-3E</b>	<b>251</b>	<b>180</b>	<b>4.6</b>	<b>435</b>	<b>358</b>	<b>1470</b>				<b>12</b>

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

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

## 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 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) **Tokyo Shibura Elec.Co.-Target 496** (b) Time Over Target(s) **0830-0845 I** (Zone)  
(FOR SHIPS INCLUDE ALL IN AREA UNDER ATTACK)
- (c) Clouds Over Target **6000, strato cumulus, 9/10**  
(BASE IN FEET, TYPE AND TENTHS OF COVER)
- (d) Visibility of Target **Very hazy, target obscured by clouds** (e) Visibility **3 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** Spacing **--** Altitude of Bomb Release **2500**  
(NUMBER) (FEET) (FEET)
- (g) Number of Enemy Aircraft Hit on Ground: Destroyed **0** Probably Destroyed **0** Damaged **0**

(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 <b>Interpron 2</b> <b>186.338A-W.Aiming Pt. 900x800</b>		<b>4 - TBM-3E</b> <b>VT-94</b>	<b>4 x 2000 lb. GP</b>	<b>2</b>	<b>Serious</b>
2 <b>Interpron 2</b> <b>186.338A-E.Aiming Pt. 900x800</b>		<b>5 - TBM-3E</b> <b>VT-94</b>	<b>5 x 2000 lb. GP</b>	<b>3</b>	<b>Serious</b>
3 <b>Tokyo Shibura Elec.</b> <b>Plant #2-Trgt.488</b> ✓	<b>1500x1200</b>	<b>1 - TBM-3E</b> <b>VT-94</b>	<b>1 x 2000 lb. GP</b> ✓	<b>1</b>	<b>Serious</b>
4 <b>U/I Bldg. NW of</b> <b>Hghwy Junction near Trgt.</b>	<b>250x250</b>	<b>1 - TBM-3E</b> <b>VT-94</b>	<b>1 x 2000 lb. GP</b>	<b>1</b>	<b>Slight</b>
5 <b>Kizarazu A/C Eng.</b> <b>Plant - Trgt.2016</b> ✓	<b>4750x2000</b>	<b>1 - TBM-3E</b> <b>VT-94</b>	<b>1 x 2000 lb. GP</b>	<b>0</b>	<b>None</b>
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).

**1 and 2 Results difficult to observe due to poor visibility and flak in the target area. Three pilots, however, observed at least 5 hits from own squadron's bombing.**

**3. Target hit because pilot was unable to get on assigned target close by. Broke out of clouds at 6000 feet, found himself unable to hit any but this target, which was assigned to another Task Group.**

**4. Same experience as reported in paragraph 3 above.**

**5. Pilot overshoot target assigned, crossed Tokyo Bay and dropped on this secondary target. Results not observed.**

(p) Were Photographs Taken? \_\_\_\_\_ Photographs of Damage, When Taken, Should Be Attached By Staple.

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

REPORT No **VT94-1D**

**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

**ATTACK**

**Own Tactics - 12 VT, 11 VB, 16 VBF rendezvoused in own sector and joined other air groups of Task Group 38.1 in HANCOCK sector. Ceiling and visibility being poor, the Air Coordinator (CAG-6) directed all to proceed to the target area on a pre-assigned route, taking appropriate position at the first turning point. Assigned order was HANCOCK (AG-6), SAN JACINTO (AG-31), BENNINGTON (AG-1), BELLEAU WOOD (AG-49) and LEXINGTON (AG-94). Own group got off course, but rejoined at the turning point in proper position. This turning point was 10 miles south of the Chiba Peninsula. Proceeded then to Odawara, then north to a position due east of the target. At the latter position, a weather report from TC for 38.3 indicated impossible conditions over the target, so 38.1 strike was directed to orbit while Target Coordinator proceeded to the target area to look it over.**

The sky was completely overcast, with Fujiyama showing through. Groups orbited in that general vicinity above the clouds for approximately 45 minutes, all the while picking up radio traffic from the Target Coordinator and from the HANCOCK VT, who had gone ahead, indicating considerable difficulty in spotting the target. Groups became separated and generally disoriented due to prolonged orbiting and constant radio chatter. Own Group attempted to locate Japan International Aircraft Co., Hiratsuka, a secondary target, but were told to proceed to primary target.

Flew north to assumed position due ~~east~~<sup>west</sup> of target and turned in for final approach. VB of all groups complained that they were low on gasoline, and were permitted by Target Coordinator to proceed to base, hitting alternate targets enroute. Part of VBF (1 division) was ordered to escort. Hancock VT, who had been sent back to lead strike group to the target, did not locate the group. Own VT picked up Tokyo by radar and homed in, passing over a few breaks in the overcast, and finally coming upon a break directly over the primary target.

Attack run was initiated at 10,000 feet, after some delay over the target, with first a steep spiral through the overcast to 6,000 feet. Target was clearly visible by them despite heavy haze. Own VBF dived as soon as VT leader announced that he was starting attack, thus leading own attack group in. VT followed using 40-45 degree glides, high speeds of 300-360 knots, releasing at 2500 feet. Dives from west, north, and southwest. Several planes were unable to get on the target due to the weather conditions above it.

## TACTICAL &amp; OPERATIONAL DATA.

- Attack (cont'd) -~~XXXXXXXXXXXXXXXXXXXX~~

Retirement was made to the east over Tokyo Bay, where most of the planes gained altitude to 7,000 feet, and then to the southeast to the vicinity of the town of Ohara on the east coast of the Chiba Peninsula. Rendezvoused all but two planes of own squadron, plus several other planes of the strike group.

Enemy Defense - No airborne opposition. No AA encountered until the first plane of the strike group pressed home his attack. Then AA, medium and heavy, became moderate to heavy, medium burst hitting one plane, causing minor damage.

Own Defensive Tactics - Consisted of the liberal use of window and the employment of RCM jammers, together with appropriate evasive action when over flak areas.

Comments - 1. The route chosen was 250 miles to the target at best, and with orbiting, much longer. It would have been better to have proceeded direct to the target across the Chiba Peninsula, rather than by the longer over-water route. AA over the peninsula would have caused little trouble to the planes flying at 15,000 feet above the overcast.

2. Target Coordinator might have had less trouble had he flown direct to the target, arriving ahead of the strike, located the target, and putting out target information to the incoming strike without the necessity of having the strike orbit over enemy territory. There is no necessity for him to fly in with his own/group or the strike group. A Target Coordinator is no help 50 or 80 miles from the target, flying escort, and ignorant of target weather, flak, or air opposition. The Target Coordination for a 100-plane strike is difficult enough without the added burden of participation in the strike as escort for bombers.

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~~S-O-N-F-I-D-E-N-T-I-A-L~~

REPORT No. **VT94-10**

**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

**ARMAMENT - 2,000 lb. bomb for this mission was ideal. Pilots naturally exercise more care in bombing runs with this loading.**

**INSTRUMENTS - The steep spiral before the final bombing run caused gyro instruments to tumble, and left pilots unable to orient themselves quickly after pull-out.**

**STRUCTURE - Again we had very excessive speeds in the bombing run. This condition is unavoidable if the target is to be hit. The airframe should be made to stand the strain.**

REPORT PREPARED BY:

APPROVED BY:

**W. W. GOODRICH, Lieut., USNR.**  
SIGNATURE RANK AND DUTY  
**A.C.I. Officer**

**J. H. ROCKWELL, Jr., Lt. Cdr., USN**  
SIGNATURE RANK AND DUTY  
**Commanding Officer.**

**14 Aug 1945**  
DATE