

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

I. GENERAL.

(a) Unit Reporting VC-87 (b) Based on or at USS MARCUS ISLAND (CVE-77)
 (d) Take off: Date 3 April 1945 Time (LZT) 1515I (Zone); Lat. 25-40N Long 128-50E
 (e) Mission Local Combat Air Patrol (f) Time of Return 1910I (Zone)

II. OWN AIRCRAFT OFFICIALLY COVERED BY THIS REPORT.

Type	Squad.	Number			Bombs and Torpedoes Carried (per plane)	Fuze, Setting
(a)	(b)	Taking Off (c)	Engaging Enemy A/C (d)	Attacking Target (e)	(f)	(g)
FM-2	VC-87	4	1	-	-	-

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

Type	Squad.	Number	Base	Type	Squad.	Number	Base
FM-2	VC-88	3	USS SAGINAW BAY (CVE-82)				

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

(a) Type	(b) Number Observed	(c) No. Engaging Own AC	(d) Time Encountered	(e) Location of Encounter	(f) Bombs & Torpedoes Carried; guns observed.	(g) Camouflage and Marking
JUDY	1	1	-	40 Miles East of OKINAWA ISLAND.	-	Red Circles, greenish-brown

(h) Apparent Enemy Mission(s) Attack upon surface units.

(i) Did Any Part of Encounter(s) Occur in Clouds? No

(j) Time of Day and Brilliance of Sun or Moon Late Afternoon (k) Visibility 12 Miles

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

None.

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

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

None.

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

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 Ammo. Expended				(h) No. of Planes Returning
						50	50	20MM	MM	
FM-2	-	-	4	180	138	-	900	-	-	4

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).

The radial engine JUDY was considerably more maneuverable than the FM-2. It could turn inside the FM-2 easily. It did not exceed 160 knots at any time. It appeared to have armor for the pilot.

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

XII. TACTICAL AND OPERATIONAL DATA.

Lt.(jg) V. W. GROVES, one of four fighter pilots launched on a routine LCAP, was assigned a number of message drops to complete. He had just made the message drops when he heard the Force Fighter Director vectoring fighters toward bogeys closing the formation.

GROVES sighted three FM-2s, which he assumed to be the others in his LCAP division, and joined up on them as they were being vectored out at 5000 feet to a bogey, tally-hoed at twelve o'clock one mile at 6000 feet, about five miles from the formation.

There were two JUDYs, and when they sighted the approaching fighters (three of which were VC-88 instead of VC-87), they dived separately, the division all going after the first to dive. The JUDY dived to 30 feet above the water.

GROVES' illuminated gunsight failed to function and as a result the three attacks he made on the JUDY were ineffective. He could see his tracers bracketing the enemy cockpit during one run. None of the other three FM-2s scored any damaging hits during the brief attack, which was knocked off when a Destroyer Escort of the screen shot down the JUDY.

Pilots participating in this mission were:

Lt.(jg) V. W. GROVES
Lt.(jg) C. WEISSE
Ensign R. B. WILLIAMS
Ensign H. J. GRIFFIN

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

XIII. MATERIAL DATA.

No comment.

Report Prepared By:

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Squadron Commander

4-4-45.
Date