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

. GEI	WERAL.				¥.					
a) Un:	it Repor	rting VC	e7 (b)	Based on	or at USS	MARCUS IS:	LAND (CVE-	-77)		
d) Ta	ke off:	Date 3	April 1	945 Time	(LZT) 151.5	[(Zone);	Lat. 25-40	ON Long 128-50E		
	-	Local Cor			*	of Return	1910I (Zone)		
т. С	WN AIRC	RAFT OFFI	CIALLY C	OVERED BY	THIS REPOR	Τ.				
					Bombs and Carried (F		Fuz	e, Setting		
		0ff Emer	$m_{\mathcal{I}} A/3$	Target (a)	(f)	4.		(g)		
FM-2	VC-87	4	1		•••					
+ + +	OWNED II	S OR ALI	TED AIR	CRAFT EMP	LOYED IN TH	IS OPERATI	ON.			
Type	Squad.			se	Тур	e Squad.	Number	Base		
FM-2		mention when the second		Andrew married and	ED (By Own A	ircraft Li	isted in I	(8)		
(a) Type	Number Observ	No. En		(d) Time countered	Location of Encounter	Bombs & Carried; served.	Torpedoes guns ob-	Camoflage and Marking		
JUDY	1	1			40 Miles East of OKINAWA IS:	LAND.		Red Circles, greenish-brown		
					upon surfa					
(i)	Did Any	Part of	Encounte	er(s) Occu	r in Clouds	? No				
*	Time of Day and Brilliance of Sun or Moon Late Afternoon (k) Visibility									
	12 Mile	es		b						
v.	ENEMY	AIRCRAFT D	ESTROYE	D OR DAMA	GED IN AIR	By Own Ai	rcraft Li	sted in II Only)		

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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).

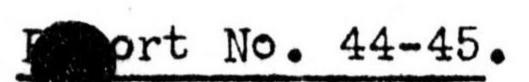
Nones

VIII. RANGE, FUEL, AND AMMUNITION DATA FOR PLANES RETURNING.

VIII. RANGE, FUEL, AND AMMONILLON DAIR FUR FLAMES RETURNING.											
(a)				•	(f)			_		No. of (h)	
					Av. Fuel		50	20MM	$\overline{\mathrm{MM}}$	Planes	
A/C	Out	Return	in Air	Loaded	Consumed					Returning	
FM-2	•••	-	4	180	138		900	~	•••	4	
											
IX. ENEMY ANTI-AIRCRAFT ENCOUNTERED (Check one block on each line).											
Caliber							e Mea	ger M	oderate	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.



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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

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XIII. MATERIAL DATA.

No comment.

Report Prepared By:

R. E. JOHNSON, Lieutenant, USNR.
ACI Officer

Approved By:

H.N. HEISEL, Lt. Cdr., USN. Squadron Commander

4-4-45. Date