

AIRCRAFT ACTION REPORT

I. GENERAL

CONFIDENTIAL

(a) Unit Reporting Fighting Squadron 85 (b) Based on or at USS SHANGRI-LA, CV-38 (c) Report No. VF-85 #42
 (d) Take off: Date 24 July 1945 Time (LZT) 0445-I (Zone); Lat. 31-27N Long. 135-11E
 (e) Mission Fighter Sweep over airfields. (f) Time of Return 0930-I (Zone)

II. OWN AIRCRAFT OFFICIALLY COVERED BY THIS REPORT.

TYPE (a)	SQUADRON (b)	NUMBER			BOMBS AND TORPEDOES CARRIED (PER PLANE) (d)	FUZE, SETTING (e)
		TAKING OFF (c)	ENGAGING ENEMY A/C (d)	ATTACKING TARGET (e)		
F4U-1C	VF-85	11	0	11	4 5" HVAR 1 260 lb. Frag.	T50E1 Non delay Inst. Nose " tail
FG-1D	VF-85	1	0	1	4 5" HVAR 1 260 lb. Frag.	T50E1 Non delay Inst. Nose " tail
F6F-5N	VF-85	4		4	None	

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

TYPE	SQUADRON	NUMBER	BASE	TYPE	SQUADRON	NUMBER	BASE
Corsairs	VF-85	12	USS YORKTOWN, CV-10				

IV. ENEMY AIRCRAFT OBSERVED OR ENGAGED.

(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
None						

(h) Apparent Enemy Mission(s) _____
 Did Any Part of _____
 (i) Encounter(s) Occur in Clouds? _____ If so, Describe Clouds _____
 Time of Day and Brilliance _____
 (j) of Sun or Moon _____ (k) Visibility _____

V. ENEMY AIRCRAFT DESTROYED OR DAMAGED IN AIR.

(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			
None						

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VI. LOSS OR DAMAGE, COMBAT OR OPERATIONAL, OF OWN AIRCRAFT.

(a) TYPE OWN A/C	(b) SQUADRON	(c) CAUSE: TYPE ENEMY A/C TYPE GUN, OR OPERATIONAL CAUSE	(d) WHERE HIT, ANGLE	(e) EXTENT OF LOSS OR DAMAGE
1	None			
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				

VII. PERSONNEL CASUALTIES, (identified 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				(h) NO. OF PLANES RETURNING
						.30	.50	20MM	MM	
F4U-1C	170	170	4.75	387	290			3500		11
FG-1D	170	170	4.75	387	290		150			1
F6F-5P	170	170	4.75	400	330					2

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

CALIBER	NONE	MEAGER	MODERATE	INTENSE
HEAVY--		X		
MEDIUM--		X		
LIGHT--	X			

(See last page)

X. COMPARATIVE PERFORMANCE, OWN AND ENEMY AIRCRAFT.

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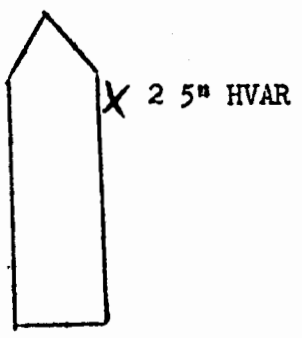
XI. ATTACK ON ENEMY SHIPS OR GROUND OBJECTIVES (By Own Aircraft Listed in II Only).

(a) Target (s) and Location (s) Targets of Opportunity in area near Okayama. (b) Time Over Target (s) _____ (Zone) _____
 (c) Clouds Over Target Overcast
 (d) Visibility of Target Clear (e) Visibility 5 to 10
 (f) Bombing Tactics: Type Glide Bomb Sight Used _____
 Bombs Dropped per Run 1 Spacing _____ Altitude of Bomb Release _____
 (g) Number of Enemy Aircraft Hit on Ground: Destroyed 0 Probably Destroyed 0 Damaged 0

(a) AIMING POINT	(b) DIMENSIONS OR TONNAGE	(c) NO. A/C ATTACKING (k) SQUADRON	(d) BOMBS AND AMMUNITION EXPENDED, EACH AIMING POINT	(e) NO. HITS On Aiming Point	(f) DAMAGE
1 4 Locomotives		4 VF-85	6 5" HVAR 20mm	6 —	Destroyed
2 Roundhouse at Okayama		5 VF-85	5 260 lb. Frags. 20mm, 8 5" HVAR	5	Seriously damaged.
3 Sugar Baker	2000	6	2 5" HVAR 20mm.		Damaged. Burning.
4 Machine shops		2 VF-85	8 5" HVAR 2 260 lb. Frags.	8	Damaged
5 Lugger	150	2 VF-85	20mm.		Sunk
6 Lugger	150	3 VF-85	20mm		Burning and in sinking cond.
7 Warehouse		2 VF-85	2 260 lb. Frags 20mm.		Slight
8					

(o) RESULTS:

Sugar Baker - Located 34-26N, 134-02E.



(p) Were Photographs Taken? No

XII. TACTICAL AND OPERATIONAL DATA.

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Lt. Cdr. W. W. FORD, U.S.N., led a sweep consisting of twelve VF-85 fighters, four VF-85 night-fighters and twelve VEF-88 fighters. The sweep was to attack Miho and Yonaga airfields. The weather was very poor, being solid overcast from 1500 to 13,000 feet with very poor visibility, making it impossible to make an attack on the targets. The VF(N) planes accompanied the sweep for the purpose of making weather reconnaissance and weather reports.

Lt. Cdr. FORD then led the sweep down to Okayama looking for targets of opportunity. Many of these were found in and around the city of Okayama. Lt.(jg) R. A. BLOOMFIELD, Al, USNR., and his division went locomotive hunting. They were successful in destroying four locomotives and two box cars by strafing and the use of three 5" HVAR. The rockets were fired unarmed so as not to use the instantaneous fuze.

Practically the entire town of Okayama was burned out by previous B-29 raids, but the railroad center, including the roundhouse, was still intact. It was strafed and a total of eight rocket hits was scored. Five 260 lb. fragmentation bombs were also dropped on it. (In all cases the rockets were not armed). The roundhouse caught fire and apparently there were several locomotives in it because steam and smoke poured out of it.

Lieut. J. S. JACOBS, Al, USNR., and his wingman, Ensign W. R. GREEN, Al, USNR., attacked what appeared to be machine shops on either side of the roundhouse. Both scored hits with four rockets each.

Lt.(jg) K. A. MOOS, Al, USNR., and Lt.(jg) D. W. LAWHON, Al, USNR., dropped their 260 lb. fragmentation bombs on a warehouse near the roundhouse. Damage was believed slight although a fire was started.

After leaving Okayama, Lt. Cdr. FORD led his division in repeated rocket and strafing attacks on a Sugar Baker, himself scoring two rocket hits in the superstructure. When they left the scene she was burning and badly damaged.

XIII. MATERIAL DATA.

No material failures.

FLAK INFORMATION.

Meager heavy and medium antiaircraft fire was encountered on the North coast of Shikoku and South coast Honshu in the areas East of Takamatus and South-east of Okayama, respectively.

The flak was at 13,000 feet, being accurate in altitude but off in deflection.

"Rope" was thrown from the planes and the flak followed it after the planes left the immediate area.

Evasive action, consisting of changes in course and altitude, was taken about every fifteen seconds. No planes were damaged.

REPORT PREPARED BY:

APPROVED BY:

J. E. Cury
J. E. CURBY, Lieut. USNR. A.C.I.
 Signature Rank and Duty

W. W. Ford
W. W. FORD Lt. Cdr. USN. C. O. 8-8-45
 Signature Rank and Duty Date