

U.S.S. BOXER (CV-21)
c/o Fleet Post Office
San Francisco, California

CV21/02-11w
A4-3
Ser

0306

30 JUL 1952

DECLASSIFIED
SECURITY INFORMATION

From: Commanding Officer
To: Commander Task Force SEVENTY-SEVEN

Subj: Report of Operations for period 21 - 24 July 1952

Encl: (1) Flight Track Charts
(2) Report of squadron flights during joint operations,
22 July 1952

1. Report of operations for the period 21 July through 24 July 1952 is hereby submitted.

PART I Composition of Own Forces and Mission

a. Composition

(1) In accordance with COM7THFLT Confidential dispatch 290548Z July 1952, the U.S.S. BOXER (CV-21), and the U.S.S. FRANK KNOX (DDR-742) forming TE 77.31, got underway the morning of 21 July 1952 enroute from Yokosuka, Japan, to the area off the East coast of Japan. Training consisted of anti-aircraft firing exercises, simulated air attacks on selected inland air bases and ASW exercises with CTG 96.7.

(2) The OTC was CAPTAIN D. J. SULLIVAN, USN, Commanding Officer U.S.S. BOXER (CV-21).

PART II Chronological Order of Events

a. The following is an outline of the activities of TE 77.31 during the period of this Action Report.

21 July 1952 -

At 0732 the BOXER departed Yokosuka, Japan.

At 1145 commenced launching aircraft to conduct tactical training exercises. Two ADW's and 4 ADN's conducted ASW exercise Y-81-AW with CTG 96.7.

At 1200 AA firing at towed sleeves was conducted. At 1400 40 props were launched for squadron tactics. Conducted carrier qualification landings for 5 pilots of VU-5A with F6F-5 aircraft.

DECLASSIFIED
SECURITY INFORMATION

22 July 1952 -

At 0845 commenced launching aircraft (Four jets and nineteen props), for simulated attacks on Tachikawa and Yokota airfields. These invading BOXER aircraft successfully accomplished their mission. No interception occurred until after retirement.

At 1045 18 props and 4 jets were launched to make a simulated strike on Atsugi air base Yokohama AA defenses. Defending Air Force planes intercepted this flight.

At 1430 12 AD's and 6 jets were launched for Johnson and Tachikawa Air Bases. This flight was intercepted by Air Force planes before arrival over target area.

23 July 1952 -

Weather postponed the launching of the scheduled simulated attacks.

At 1030 the first simulated strike on Misawa was launched and reached target area at 1200. The flight was successfully completed and was not intercepted until after retirement from the Misawa area.

The scheduled simulated attack on Chitose Air Force Base was cancelled because of weather.

At 1230 the last strike of this tactical training period was launched. At 1400 the flight arrived over the Misawa target area. The mission was accomplished and no interception occurred until after retirement.

24 July 1952 -

The BOXER returned to the Port of Yokosuka, Japan. At 1030 the ship moored alongside Berth 12 (Piedmont Pier).

PART III Performance Ordnance Material and Equipment

No comment.

PART IV Battle Damage

During the performance of the air tactical training exercises, no damage was sustained by the ship or aircraft.

PART V Personnel

No casualties were suffered by the ships company or air group during the performance of the training exercises.

PART VI Comments

a. Communications

(1) For this period, communications with the air defense forces were established on one voice and one CW net. On 21 July from 1000I until 1900I no contact with Air Force stations was made although continual efforts were made to establish communications. This caused concern as to whether correct frequencies were being used. At about 1900I communication was established with Air Force stations on night frequencies, both voice and CW. Contact was maintained, both day and night, for the remainder of the period of this report. Frequencies used by this command on 21 July while attempting contact were correct.

(2) Excessive teletype signal interference was encountered most of the period on 10900 KC, the day alternate CW frequency. CW interference was considerable on the day voice frequency. Reception was excellent on both voice and CW night frequencies.

(3) In general, communications, once established, were good.

b. Aerology

(1) During the period 21 to 24 July the operating area was under the influence of a westward extension of the semi-permanent Pacific High. This high pressure area caused predominantly clear skies, which with an average wind velocities of 10.2 knots made operating conditions mostly ideal. Adverse weather conditions were encountered during the morning of 23 July when fog and marginal fog conditions caused cancellation of early morning flight operations.

c. Gunnery

(1) Concerning the AA exercises on 21 July the performance and accuracy of the gun crews was considered excellent.

SHIPS GUN AMMUNITION EXPENDED:

5"/38
MTF - 33 Rounds

40MM
HEIT - 16 Rounds

DECLASSIFIED

D. J. SULLIVAN

DISTRIBUTION LIST

ComNavFE
ComFairJap
ComSEVENTHFleet
ComCarDiv 3
ADOC, Nagoya

AUTHENTICATED:

H. R. Jorgensen
H. R. JORGENSEN,
Ship's Secretary.

DECLASSIFIED

The flight of 6 AD's and 12 F4U's in company with 2 RCM planes was launched at a point 45 miles east of Onahama and proceeded to the coast at a point midway between the radar stations at Hitachi and Haranomachi at 4,000 feet.

Five miles inland the flight turned north for a feint of about 10 miles at which time the strike group dropped to an altitude of about 1,000 feet above the terrain and proceeded to points B, C, D, and E as shown on the accompanying track chart.

The RCM planes continued in a northerly direction for 10 minutes dropping "window" in small amounts. After remaining in this general area for an additional 10 minutes the RCM planes returned to the ship.

At point E, about 20 miles from the target the strike group commenced a maximum power climb from low altitude to 10,500 feet from which point a dive bombing run was executed at 1000I on the gun positions and installations at Tachikawa and Yakoto.

The jet flight was launched about 30 minutes after the strike group and arrived in a position over the strike group at Point E. They proceeded in this cover position to the target and initiated their runs on flak positions just prior to the prop attack.

All planes retired at maximum speed and low altitude to Tokyo Bay where they rendezvoused under cover of the jets, and returned to the ship.

The only opposing VF sighted during the attack was an F9r sighted by the jets near Point E. This plane apparently did not sight the F9F's as no interception was attempted.

 **DECLASSIFIED**

EVENT 2

[REDACTED]

Departed USS BOXER at 1030, 23 July 1952 proceeded to Hei Saki (point Able) with eight F4U's, six AD's, and one ADN on course 345 and altitude 500'. Arriving there at 1121.

One 360 degree circle was made at Miyako climbing to 2500' and proceeded on course 270 degrees maintaining approximately 800' above the terrain through the valley to point Baker. Ten miles before arriving at point Baker, one ADN was dispatched on heading 000, 7000' altitude and instructed to drop window. The remainder of the flight proceeded through point Charlie to point Dog maintaining 500' above terrain, indicated airspeed 170 knots. At point Dog a high power climb was initiated on heading 030 degrees and 7000' altitude obtained at push over point just southwest of Misawa Field.

A coordinated attack on the field was made from southwest to northeast at 1158 with recovery over the ocean and rendezvous effected at 2000', three miles from the beach. (Rendezvous included the one ADN aircraft). Departure was taken from this point at 1203 south along the coastline at 2500'.

At 1213 in the vicinity of Kuji-wan Bay two F84 aircraft were sighted high at three o'clock. Several attacks were made and the two aircraft departed at 1217. After the first two attacks no further attempts were made to counter. The flight then proceeded to Hei Saki (point Able) climbed to 4000' and proceeded on course 160 degrees to the carrier.

[REDACTED]

EVENT 3

DECLASSIFIED

The flight rendezvoused at normal altitudes of 1,500 feet for AD's and 2,000 feet for F4U's and then dropped down to 500 feet upon departing BOXER for Point Able. This altitude was maintained until the coast and Point Able was reached at which time a climbing left turn of 360 degrees was made to 1,500 feet. This altitude was maintained from Point Able to Point Dog. Between Point Able and Point Baker the jet escort rendezvoused with the flight. Between Point Baker and Point Charlie the flight was intercepted by approximately 12 Air Force jet fighters of the P80, P84, and P94 types. The interceptors made continuous runs on the flight the rest of the way into the targets and to the east side of Tokyo Bay during the retirement.

The flight split at Point Dog and started a high-power climb, the AD's heading for Atsugi and the F4U's for assigned gun battery positions around Yokohama. The jet escort accompanied the AD's and went in on Atsugi airfield first in flak suppression runs. AD's followed in clean glide-bombing runs from 7,500 feet. The F4U's did glide-bombing from approximately 5,000 feet.

Both flights then returned to Point Able at high speed, at an altitude of 4,000 feet, where a rendezvous was effected for return to the BOXER. Two jets, two AD's, and two F4U's landed at Atsugi due to engine troubles and low fuel in one jet. Return to the BOXER was made at an altitude of 4,000 feet.

 **DECLASSIFIED**

EVENT 4

The flight made a normal rendezvous and began to climb slowly enroute to point Able. Base altitude at the time of reaching the coast was 7500'. A port turn was made and the flight proceeded south along the coast for about 10 miles to consume time. This was followed by a 180 degree reversal of course and a return to point Able, letting down to 3500'. Between point Able and point Baker the flight descended to 3000' to remain below the overcast. At point Baker, a NR "window-dropping" plane was detached accompanied by one AD wingman. The two planes began a climb above the flight to point Charlie, where they then turned to the starboard and headed for the coast. Upon reaching the coast they turned north, still climbing and intermittently dropping window. About half-way between the point where they first reached the coast and the Masawa Air Base they were intercepted by two Air Force jets at 12,000'. In the meantime the strike group continued inland toward point Dog under cloud cover and at tree-top altitude. A turn to starboard was made short of point Dog and the coastline was finally reached at the post-attack rendezvous point. Here a 360 degree climbing turn was made to 4500' and then the FAU's headed directly for Misawa Air Base followed by the AD's. About five miles from the target a P80 type jet was passed going in the opposite direction at the same altitude, but no interception was attempted. Jet fighters were caught by the FAU's on their take-off run and would have been shot down. The AD's simulated an attack on parked jets at the air base.

Retirement was due east to the coast line, followed by a 270 degree turn and retirement to the rendezvous point. At this time intercepting jets made runs on the formation.

Departure for the Boxer was made on a mag. heading of 165 at an altitude of 4000'. This was gradually increased to 5000' and held until 20 miles from the Boxer when a gradual let-down was started.



EVENT 6

DECLASSIFIED

TARGET - - Johnson A.F.B.
ATTACK TIME - - 1600
LAUNCH TIME - - 1430

After rendezvous the high altitude element of the strike group, consisting of 12 F4U's, flew to the coastline at an altitude of 500' arriving at a position 75 miles north of Mito, from this position a 1000 ft/min. climb was initiated causing the group to arrive just north of Mito at 19,000 ft., 1530 hours. The fighter escort, which consisted of 6 F9F's, had arrived at this point earlier to await the arrival of the strike group. Soon after arriving over Mito at 20000 ft. they were attacked by 4 F94's. The F9F's were still under attack when the strike group arrived. The F9F's immediately rendezvoused on the strike group, in order to escort them to the target, and were followed by the intercepting F94's. As the strike group proceeded on a course of 290 degrees T the intercepting planes tracked them, but made no effort to attack. Immediately after the strike group turned to a true heading of 175 degrees, the F94's commenced attacking and continued to do so until the glide bombing run on the target was completed. It is felt that, had the strike leader instructed the escorting F9F's to stay clear, the strike group would have escaped interception.

The low element of the group consisted of 6 AD's and 6 F4U's. After launch they proceeded to the coastline at an altitude of 500'. A run in to the target was initiated from the vicinity of Otaha staying at an altitude of 500'. Shortly before reaching the Tone-Gawa River a high speed climb to 10,000 ft. was commenced and during the climb the strike group was sighted by a flight of F51's. Shortly after being sighted attacks were made by the F51's and a number of effective runs were made prior to reaching a "push over" point for the ensuing dive bombing runs.

Prior to the time that either element reached the coastline, two AD countermeasure aircraft commenced a run on a heading of 080 T degrees south of Tokyo bay. Dispensing window, as these aircraft turned to a heading of north for the final run on the target they were intercepted by 2 F9f's and theoretically put out of action. However, they continued the attack and saturated the target area with window.

All elements of the attacking group were effectively intercepted prior to attack on the targets.

 EVENT 7

DECLASSIFIED