

CHAPTER III - OPERATIONS OF GROUP TASK UNITS.

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NAAF Beverly, Mass.

During this period, the following services were rendered and facilities furnished heavier-than-air units of the Fleet and visiting aircraft generally, in addition to routine patrols of Coast Guard aircraft:

Serviced 6 Fleet aircraft.  
Serviced 5 Army aircraft.  
Serviced 59 Coast Guard aircraft, including one helicopter.

Field used by 37 VT-39 and VT-44 aircraft - glide angle calibration.  
Field used by 27 VS-31 aircraft - patrol and escort.  
Field used by 41 miscellaneous Fleet aircraft.  
Field used by 13 Army aircraft.  
Field used by 15 Coast Guard aircraft - Air/Sea Rescue Missions.  
Field used by 86 miscellaneous Navy and Coast Guard aircraft, including 5 helicopters.

(b) ZP-11 Blimp Squadron, South Weymouth, Mass.

Ships available during the month were:

K-15  
K-50  
K-61  
K-69  
K-82  
K-92  
K-100 - ferried to NAS, Lakehurst 23 April.  
K-124  
K-125 - received from Blimp Squadron 21 on 24 April.

Because of unfavorable weather conditions all flying was secured on six days: April 2, 5, 17, 22, 26, and 27.

This Squadron made a total of 87 flights which were subdivided as follows:

Escort	5
Night Escort	6
Escort and Patrol	5
Patrol	33
Night Patrol	18
Photographic	1
Search	11
Training	6
Ferry	2
Total	<u>87</u>

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During April when 955 hours were spent in the air, 810 at sea, and 709 on mission; 60 vessels were escorted. Of the total 39,053 miles flown, 32,508 were flown over water.

The following ammunition was expended for operational purposes:

<u>.50 cal.</u>	<u>.30 cal.</u>
370 rds.	40 rds.
<u>Float Lights</u>	<u>Bronze Slicks</u>
61	39

Special Accounts

Taking off on 30 April at 0548Q the K-69 conducted a special search from 41-40 to 42-10 off the east coast of Cape Cod, the area in which a training plane had reported sighting a surfaced enemy submarine at 2010Q on the preceding day. The morning was uneventful and the search of this area produced no results.

But at 1312Q the K-69 was informed by surface craft that the DD GLEAVES reported a sound contact 40 miles from Cape Cod Light on a bearing of 123 degrees. The GLEAVES was leaving formation to investigate the contact and the K-69 was instructed to proceed to the scene and assist. The K-69 gave an ETA of 1345 at the scene and arrived at 1343Q. The K-69 flew an MAD circle one mile in diameter over the spot of the sound contact, but no satisfactory signals were received. After approximately six circles had been flown the pilot decided that because of geological and electrical interference this equipment could not be used then for evaluation of the surface contact.

The GLEAVES then withdrew from the area to enable the K-69 to drop Sonobuoys. The K-69 dropped an orange buoy at the point of the sound contact and began to pick up sounds which the pilot and sonobuoy receiver operator thought were probably propeller noises and not those of the departing surface craft which could be identified separately. The K-69 then dropped a red sonobuoy 3000 yards South of the Orange and the indications were picked up also on this one.

At this time, however, a surface craft was noticed approaching the area of the sonobuoy pattern and it was interfering with the reception. The K-69 called back the GLEAVES to resume

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sound tracking and attempted to enter communication with the other surface craft. By blinker the vessel was identified as CG-92004 and it was learned that both her transmitter and receiver were inoperative on the scene of action frequency.

As the GLEAVES and the accompanying DE PETERSON came into the area the possible propeller noises from the sonobuoys ceased or were drowned out by the surface craft. The GLEAVES then reported a sound contact approximately 700 yards from the orange buoy dropped by the K-69. The GLEAVES proceeded to work this contact for some time.

At approximately 1540Q the GLEAVES again cleared the area leaving the K-69 to resume sonobuoy operations. As the surface craft left the area the original suspicious sounds were heard again over the sonobuoy receiver and the K-69 resumed laying its pattern which was completed at 1608Q. The sounds were dimishing on the orange buoy, were very slight on blue to the west and were strongest on red to the south. They seemed to be moving in a southerly and westerly direction. A purple buoy was dropped but no sounds were heard from it.

At 1727Q, with sounds being heard from the red buoy, the K-69 made an attack. No results were observed. The sounds ceased for some minutes after the attack, but about twenty minutes later they resumed reaching a peak at 1800Q. Sounds similar to the bleeding down of ballast tanks were heard at this time.