

# AIRCRAFT ACTION REPORT

RESTRICTED  
(Reclassify when filled out)

## I. GENERAL

CONFIDENTIAL

055988

(a) Unit Reporting VPB-26 (b) Based on or at Kerama USS NORTON SOUND, Retto (c) Report No. 8-45  
 (d) Take off: Date 25 June 1945 Time (LZT) 0540 I (Zone); Lat. 26-15N Long. 127-20E  
 (e) Mission Search - Calls 63 and 163V465 (f) Time of Return 1745I (Zone)

## II. OWN AIRCRAFT OFFICIALLY COVERED BY THIS REPORT.

TYPE (a)	SQUADRON (b)	NUMBER			BOMBS AND TORPEDOES CARRIED (PER PLANE) (f)	FUZE, SETTING (g)
		TAKING OFF (c)	ENGAGING ENEMY A/C (d)	ATTACKING TARGET (e)		
PBM-5	VPB-26	2	2		63V(2 X 500 GP AN MK 64; AN M 116 4-5 seconds 2 X(100 Inc. AN M 12; AN M 1, inertia type 3-5 secs 8 X(100 GP; AN M 30 - AN M 115, 4-5 secs.	
					163V(2 X 100 Inc. See above) (10 X 100 GP See above)	

## III. OTHER U. S. OR ALLIED AIRCRAFT EMPLOYED IN THIS OPERATION. None

TYPE	SQUADRON	NUMBER	BASE	TYPE	SQUADRON	NUMBER	BASE

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

(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
OSCAR	3	3	1200 I (ZONE)	35-50N 126-41E	1 carried 2 clusters of small bombs	no camouflage, Jap insignia
			(ZONE)			
			(ZONE)			

(h) Apparent Enemy Mission(s) Interception  
 Did Any Part of  
 (i) Encounter(s) Occur in Clouds? Yes If so, Describe Clouds Sea fog, water to 350 ft., 10/10ths  
(YES OR NO) (BASE IN FEET, TYPE AND TENTHS OF COVER)  
 Time of Day and Brilliance  
 (j) of Sun or Moon midday, bright sun (k) Visibility \_\_\_\_\_  
(NIGHT, BRIGHT MOON; DAY, OVERCAST; ETC.) (MILES)

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

(a) TYPE ENEMY A/C	(b) DESTROYED OR DAMAGED BY:			(c) WHERE HIT, ANGLE	(d) DAMAGE CLAIMED
	TYPE A/C	SQUADRON	PILOT OR GUNNER		
3	Oscar	VPB-26	PPC, Lt.Cdr. D.C. Coy	principally engine and fuselage	1 down
			Gaus, R.E., AOM 1c		
			PPC, Lt(jg)H.L.Cornish	bow gun	1 badly dam.
			Kepple, J.W., AOM 2c		1 slightly damaged



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(OMIT THIS SHEET IF NO ATTACK WAS MADE)

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

REPORT No. 8-45

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

(a) Target(s) and Location(s) NONE (b) Time Over Target(s) \_\_\_\_\_ (Zone) \_\_\_\_\_  
(FOR SHIPS INCLUDE ALL IN AREA UNDER ATTACK)

(c) Clouds Over Target \_\_\_\_\_  
(BASE IN FEET, TYPE AND TENTHS OF COVER)

(d) Visibility of Target \_\_\_\_\_ (e) Visibility \_\_\_\_\_  
(CLEAR, HAZY, PARTIALLY OBSCURED BY CLOUDS, ETC.) (MILES)

(f) Bombing Tactics: Type \_\_\_\_\_ Bomb Sight Used \_\_\_\_\_  
(LEVEL, GLIDE OR DIVE) (TYPE)

Bombs Dropped per Run \_\_\_\_\_ Spacing \_\_\_\_\_ Altitude of Bomb Release \_\_\_\_\_  
(NUMBER) (FEET) (FEET)

(g) Number of Enemy Aircraft Hit on Ground: Destroyed \_\_\_\_\_ Probably Destroyed \_\_\_\_\_ Damaged \_\_\_\_\_

(h) AIMING POINT	(i) DIMENSIONS OR TONNAGE	(j) NO. A/C ATTACKING (k) SQUADRON	(l) BOMBS AND AMMUNITION EXPENDED, EACH AIMING POINT	(m) NO. HITS On Aiming Point	(n) DAMAGE (None, slight, serious, destroyed or sunk)
1					
2					
3					
4					
5					
6					
7					
8					

(o) **RESULTS:** (For all hits claimed on ship targets and for land targets of special interest, draw diagram, top or side view or both, as appropriate, showing type and location of hits. For all targets give location and effect of hits, and identify by numbers above. Use additional sheets if necessary).

NONE

(p) Were Photographs Taken? \_\_\_\_\_ Photographs of Damage, When Taken, Should Be Attached By Staple.

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

One Oscar splashed, another badly damaged, and a third slightly damaged, was the score rolled up by two Mariners of VPB-26, on June 25, 1945. Piloting the two planes were Lt. Cdr. Coy, PPC of CAC #7, and Lt(jg) H.L. Cornish, PPC of CAC #12. The flight was from Kerama Retto to Western Korea.

The outgoing leg of the search was uneventful, and the return route promised to be the same, because the coast was hidden by fog. But North of Kunsan, the fog receded from the shore, leaving the harbor and its approaches clear. The two PBM's, on the prowl for shipping, turned to the Southeast, flying at 300 feet, toward the harbor. They observed dust clouds from the nearby airfield, and then saw a fighter climbing on an intercepting course, followed a moment later by another plane.

Deciding that the fog bank, some 20 miles off shore, might be handy to have near, the two PBM's swung to the West and reduced altitude to 150 feet. Cornish was close behind and to port of Coy. The first Oscar soon caught the PBM's by approaching out of range on their port side. Then the Jap started a crossing course, about 1000 feet above and ahead of the PBM's. When he reached a point approximately 1500 feet ahead and at 11 o'clock, he seemed to slip his belly toward the PBM's, and then it was noticed that two bomb clusters came from the underside of his wings. After this the enemy plane broke away, too far for the PBM gunners to shoot more than a burst or two at him. To avoid the falling bombs, the Mariners turned about 30 degrees to starboard. The bombs would probably have scored a hit if the turn had not been made, since the dropping was quite accurate. They were not phosphorous bombs, and no explosion was seen until they hit the water, when black smoke was seen, as well as plumes of water.

As soon as the bombs were avoided, the PBM's, still in close formation with Cornish slightly to rear and stacked above on the port side of Coy, turned back to port, to meet the Oscar which was commencing a run from port. Making the turn brought the Oscar in dead ahead. He was coming fast, losing altitude a little as he came. At 1500 ft. he opened up, with two guns spouting flame on each wing, and then the PBM's opened up with their bow turrets.

At first the Oscar's fire was out of range and short, splashing in the water in front of the PBM's. The bow gunners kept firing in long and regular bursts. Many hits were registered on the Oscar. As he came close it seemed that smoke or oil was coming from his engine. For a moment it appeared that a head-on ramming was going to result, but the two pilots unwaveringly continued to head their planes toward the on coming Jap. Then suddenly the Oscar ducked below the PBM's, a little to port of Coy, and skimmed the water, then pulled up in a steep climb, smoking badly. At the top of the climb to about 800 ft. the plane rolled over on its back and the pilot fell out, opening his parachute without delay. The plane splashed in the water.

No doubt this display was disheartening to the second fighter pilot, who dropped his two bomb clusters without attempting to come close enough to bomb. He had also approached on the port side, from out of range. First he tried a medium high run from about 11 o'clock. Again the PBM's turned toward the attacker, who received a good deal of fire and broke off to his right, still on the port side of the planes, without coming within close range.

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

On this run he shot just a few bursts. Then he tried to make three or four side runs, but before he could get in position to start his runs, fire from the PBM gunners would drive him away. He never got into position and did not fire any more after his first, half-hearted bow run. During these attempts, the Oscar received accurate and damaging fire from the deck and port waist guns. He then disappeared to port, either a probable casualty, or at least damaged badly and exceedingly discouraged. He had not shown the aggressiveness or the skill of the first pilot.

Shortly after Oscar No. 2 disappeared on the port (South) side, Oscar No. 3 put in his appearance on the starboard side. By this time the formation had changed, with Coy to the port and Cornish to the starboard, both heading West toward the fog bank. Cornish was slightly higher, at about 300 feet, and the formation was a little looser, with the planes abreast.

Approaching the starboard beam of Cornish's plane, the Oscar made a medium high side run, but did not close the range, shooting very briefly and then breaking off at about 1000 feet distance and passing astern, then firing a few bursts at Coy's plane and likewise passing him astern at a considerable distance. The gunners of both planes registered some hits. Shortly after, while the Jap was going ahead on the port side for a bow run, Coy's plane passed into the fog bank. Cornish was slightly higher, and not low enough to be in the fog yet, so the Oscar approached him on a bow run, at about 11 o'clock. There was firing from both the Jap and the PBM at extreme range, but the run was not carried close, and the PBM by then had let down into the fog. Both Mariners were thereafter secure from attack. The encounter lasted about 20 minutes.

When a survey of the PBM's was made, to determine the extent of damage, it was found that Cornish's plane had escaped unscathed, but some minor damage was sustained by Coy's PBM. Two bullets hit the wing near the port engine. Another passed through the galley on the port side, went just below the flight deck and pierced the forward hull tank, which was then empty. The fourth bullet entered the leading edge of the port wing near the tip. One bullet was found, an armor-piercing projectile approximately the same size as our 50 caliber, showing that the Jap guns were probably of 12.7mm caliber.

COMMENTS:

1. The air to air bombing displayed by the first pilot was unusual, in that his course was at right angles to that of the planes below, instead of being on the same or a reciprocal course, as most of such attacks are usually made.
2. The bombs were evidently of an explosive type, since they exploded on contact with the water. They were dropped with considerable skill and accuracy.
3. There was no co-ordination between the three Jap planes. They attacked singly, one after the other.
4. The first Jap pilot held his head-on course until the last moment, and then passed under the PBM's which were 150 or less from the water. This indicates that a still lower altitude is advisable, in order to prevent fighters from passing under, and from making attacks from above.

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

5. The orthodox tactics of turning toward the attackers seemed to pay off, although it delayed the entrance into cover. The bow gunners were presented with no deflection shots, and made the most of their opportunity. The pilots are to be commended for their resolution and courage in not turning away when it seemed likely that ramming might be employed.

6. The first Jap pilot displayed considerable skill and aggressiveness, but the second and third Nips displayed neither skill nor daring. They frequently exposed the belly of their planes on breaking away from short runs. Their lack of aggressive spirit after seeing their leader splashed on his first run is quite understandable. No doubt they lacked the proper desire to become enshrined with their ancestors as protecting deities of the land of the cherry blossoms.

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**XII. TACTICAL AND OPERATIONAL DATA.** (Narrative and comment. Describe action fully and comment freely, following applicable items in check list at left. Use additional sheets if necessary.)

**ENGAGEMENT WITH ENEMY**

**OWN AIRCRAFT**

Disposition  
Altitudes  
Speeds  
Approach Tactics  
Use of Cover, Deception  
Angles of Attack and  
Their Effectiveness  
Distance of Opening Fire  
Defense Tactics and  
Their Effectiveness

**ENEMY AIRCRAFT**

Method of Locating, Distance  
Disposition  
Altitudes  
Speeds  
Approach Tactics  
Use of Cover, Deception  
Angles of Attack  
Distance of Opening Fire  
Defensive Tactics

**COMMENTS AND  
RECOMMENDATIONS**

Own Weaknesses  
Enemy Weaknesses  
Offensive Tactics, Own  
" " , Enemy  
Defensive Tactics, Own  
" " , Enemy  
Flexible Gunnery, Own  
Escort Tactics  
Fighter Direction  
Use of Radar  
Night Fighting  
Recognition, Aircraft

**ATTACK**

**OWN TACTICS**

Method of Locating Target  
Approach to Target  
Altitudes, Speeds  
Approach  
Dive  
Pull-Out  
Dive Angle  
Strafing  
Retirement  
Defensive Tactics  
Use of Jamming

**DEFENSE, ENEMY**

Evasive Tactics, Ships  
Concealment  
Searchlights  
Night Fighter Tactics  
Use of Jamming

**COMMENTS AND  
RECOMMENDATIONS**

Bombing Tactics  
Torpedo Tactics  
Effectiveness of  
Bombs, Torpedoes  
Selection of Targets  
Fuzing  
Strafing Tactics  
Defensive Tactics  
Use of Radar  
Reconnaissance  
Photography  
Briefing

**OPERATIONAL**

Navigation  
Homing  
Rendezvous  
Recognition, Ships  
Communications  
Flight Operations  
Search and Tracking  
Base Operations  
Maintenance

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**XIII. MATERIAL DATA.** (Comment freely on performance or suitability, following check list at left.  
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**ARMAMENT**

- Guns, Gunsights
- Turrets
- Ammunition
- Bombs, Torpedoes
- Bomb Sights
- Bomb Releases

**COMMUNICATIONS**

- Radio, Radar
- Homing Devices
- Visual Signals
- Codes, Ciphers

**RECOGNITION**

- IFF
- Signals
- Battle Lights
- Procedures

**PROTECTION**

- Armor; Points and Angles  
of Fire Needing Further  
Protection
- Leak Proofing

**EMERGENCY EQUIPMENT**

- Parachutes
- Life Belts, Life Rafts
- Safety Belts
- Emergency Kits
- Rations, First Aid

**NAVIGATIONAL EQUIPMENT**

- Compasses
- Driftsights
- Octants
- Automatic Pilots
- Charts
- Field Lighting

**INSTRUMENTS**

- Flight
- Power Plant

**OXYGEN SYSTEM**

**CAMOUFLAGE AND  
DECEPTION DEVICES**

**STRUCTURE**

- Airframe
- Control Surfaces
- Control System
- Dive Flaps
- Landing Gear
- Heating System
- Flight Characteristics  
At Various Loadings

**POWER PLANT**

- Engines
- Engine Accessories
- Propellers
- Lubricating System
- Starters
- Exhaust Dampers

**HYDRAULIC SYSTEM**

**ELECTRICAL SYSTEM**

- Auxiliary Plant
- Lights

**FUEL SYSTEM**

**FLIGHT CLOTHING**

**MAINTENANCE**

**BASE FACILITIES**

- Plane Servicing Equipment
- Personnel Facilities

NO COMMENT.



REPORT PREPARED BY

APPROVED BY:

*Frank Guitard*  
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*R. S. Null*  
**R. S. NULL, Lt. Cdr., USNR - Cd'g.**

**7-18-45.**

SIGNATURE

RANK AND DUTY

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**HYDRAULIC SYSTEM**

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**FUEL SYSTEM**

**FLIGHT CLOTHING**

**MAINTENANCE**

**BASE FACILITIES**

- Plane Servicing Equipment
- Personnel Facilities

**NO COMMENT.**



REPORT PREPARED BY

*Frank Guitard*

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**FRANK GUITTARD, Lt., USNR - ACI Officer**

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**7-18-45.**

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