





NO. 2 DATE JUNE 7, 1945

UNIT VC 83 ABOARD THE

SARGENT BAY CVE#83

MADE FOR ~~SUPPLEMENT TO VC-83 ACF-1~~ REPORT #127

SUBJECT ~~CAPTION ON~~

~~ATTACHED MEMO~~

Miyara Airfield

CONFIDENTIAL



AIRCRAFT ACTION REPORT

RESTRICTED
(Reclassify when filled out)

CONFIDENTIAL

(OMIT THIS SHEET IF NO ATTACK WAS MADE)

REPORT No. 121

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

(a) Target(s) and Location(s) Runways and dispersal areas
Hiyere and Hagina Airfields (b) Time Over Target(s) 0700 (1) (Zone)
(FOR SHIPS INCLUDE ALL IN AREA UNDER ATTACK)

(c) Clouds Over Target None
(BASE IN FEET, TYPE AND TENTHS OF COVER)

(d) Visibility of Target Clear (e) Visibility 20
(CLEAR, HAZY, PARTIALLY OBSCURED BY CLOUDS, ETC.) (MILES)

(f) Bombing Tactics: Type Slide Bomb Sight Used Nir. gunsight or None
(LEVEL, GLIDE OR DIVE) (TYPE)

Bombs Dropped per Run 1/2 Spacing 40 - 100 Altitude of Bomb Release 1000-3000 yds.
(NUMBER) (FEET) (FEET)

(g) Number of Enemy Aircraft Hit on Ground: Destroyed None Probably Destroyed None Damaged Three
(Only operational aircraft included)

(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 Runway & dispersal area - Hiyere		8 B-26 VC-83	29 - 100 lb. GP 63 - 5" (HR) AR	All	Serious
2 Field & dispersal area - Hagina.		8 B-26; 6 B-24 VC-83	29 - 100 lb. GP 21 - 5" (HR) AR	All	Slight
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).

1. One string of bombs was laid across the runway; all others hit in the dispersal areas. Four B-26 planes previously damaged received additional damage from strafing and rocketing. One of these may have been operational prior to the attack the others were not. One damaged B-26 plane was destroyed completely by a direct rocket hit. A small building in the dispersal area was damaged by strafing. A large fire started in the dispersal area but it burned only a few minutes.

2. All rockets hit in dispersal area with results unobserved. Two B-26 planes which may have been operational were strafed but did not burn. A damaged barracks building received additional damage from strafing and one probable rocket hit.

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

AIRCRAFT ACTION REPORT

CONFIDENTIAL
RESTRICTED
(Reclassify when filled out)

REPORT No. 121

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

F.U. 32.1.1 was assigned the mission of neutralizing the Sakishima airfields, relieving F.U. 32.1.3 of that task for this one day. Two strike groups were organized, one to strike Miyara and the other to strike Ishigaki. The SARGENT BAY (VC-53 aboard), and the HIGGART BAY (VC-99 aboard) were assigned to the second strike group. The VC-53 and VC-99 planes proceeded to the target area as one group but just before reaching Ishigaki broke into two separate strike groups, with VC-99 striking Ishigaki airfield, and VC-53 striking Miyara Airfields as its primary target and Hagina Airfield as its secondary target. Five strikes were scheduled for the day, this one being the first.

Prior to take-off pilots had been briefed on the following target priority: (1) operational aircraft, (2) operational runways (3) aircraft service facilities, (4) AA positions around dispersal areas, with boats and shipping, if present, having high priority. Based on the previous experience of F.U. 32.1.3 pilots were also told to expect intense AA and instructed to stay above 2500 feet.

Upon arrival at Miyara Airfield, both strips were found to be wholly inoperational and pitted with innumerable bomb craters. There seemed to have been no effort to repair either strip. One pilot dropped a string of bombs across the northern end of the north-south strip, which seemed to be a little less damaged than the rest of the strips. The VF made a strafing run first, then the VF and VT went in together for a strafing and bombing run, with a few planes also firing rockets. Ten or twelve aircraft were seen in revetments or around the edge of the field but they were clearly not operational, most of them in fact being so battered as to be not much more than debris. One S/N plane which may have been operational was strafed heavily and one damaged plane was destroyed completely by a direct rocket hit. A few scattered bursts of medium AA and very meagre light AA was encountered but it was very inaccurate and did not cause any trouble. There was no aerial opposition whatsoever.

Since the pickings were so lean at Miyara, the attack moved over to Hagina but there too the airfield was found to be wholly inoperational as a result of previous attacks. A few wholly inoperational aircraft were seen along the edge of the field but the target did not appear to be at all profitable. Here too, the VF went in first on a strafing run, then the VF and VT went in together on a strafing and bombing run. Two S/N planes which may have been operational were strafed and a damaged barracks building was further damaged by rockets and strafing, but no other damage was observed except that all the bombs hit in the dispersal area. Only very meagre and light AA was encountered.

The flight then returned to Miyara airfield and made a strafing and rocket attack there but the results could not be observed. Several small fires were started but they did not last very long.

To confuse any enemy radar controlled AA window was dropped on the first bombing run. Drops were made at five second intervals from 2-3 minutes before push over until bombs were dropped.

VF Pilots: Lieut. R.S. HOOKER; Lts. (jg) R.W. SCHAEFER, R.R. THURSDALE
W.H. BURNETT; Ensigns P.A. McLENNON, J. ROCK, F.P. McELROY
J.J. NEASHIN, Jr.

VT Pilots: Lieut. R.S. WORLEY; Lts. (jg) W.R. ANDREWS, R. G. PERRY
C. H. BROWN; Ensigns W. O. GUNTLACH, C.W. BUNCE.

AIRCRAFT ACTION REPORT

CONFIDENTIAL

RESTRICTED
(Reclassify when
filled out)

REPORT No. 121

XIII. MATERIAL DATA. (Comment freely on performance or suitability, following check list at left.
Use additional sheets if necessary).

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

REPORT PREPARED BY:

APPROVED BY:

H. VERNON RUBY, Lt., USN, A.C.I. Officer.

SIGNATURE

RANK AND DUTY

H. S. WHELAN, Lieut., USN,

SIGNATURE

Squadron Commander.

RANK AND DUTY

6/10/45

DATE