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~~AGA-1~~
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AIRCRAFT ACTION REPORT

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COPY:

I. GENERAL

(a) Unit Reporting C VEG-33 (b) Based on or at U.S.S. SANGAMON (c) Report No. CVEG-33 #26 (VF-33 #78) (VT-33 #44)

(d) Take off: Date 1 May 1945. Time (LZT) 1530(I) (Zone); Lat. 23°48'N Long. 126°38'E VT-1800(I) VF-1845(I)

(e) Mission Strike on Airfield Installations (f) Time of Return (Zone)

II. OWN AIRCRAFT OFFICIALLY COVERED BY THIS REPORT.

TYPE (a)	SQUADRON (b)	NUMBER TAKING OFF (c)	NUMBER ENGAGING ENEMY A/C (d)	NUMBER ATTACKING TARGET (e)	BOMBS AND TORPEDOES CARRIED (PER PLANE)	FUZE, SETTING
TBM-3E	VT-33	3	0	3	2 x 500, 4x100 G.P.	Nose AN M 219 Inst. Tails AN M 101 A2, 100A2 .01 sec.
					7 AR-5 in. head	MK. 157 .02 sec.
F6F-5E	VF-33	8	0	8	1 x 500, 1 x 100 G.P.	Tails AN M 101A2, 100A2 .01 sec.
					4 AR-5 in. head	MK. 157 .02 sec.

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

TYPE	SQUADRON	NUMBER	BASE	TYPE	SQUADRON	NUMBER	BASE
None							

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
None			(ZONE)			
			(ZONE)			
			(ZONE)			

(h) Apparent Enemy Mission(s)

(i) Did Any Part of Encounter(s) Occur in Clouds? (YES OR NO) If so, Describe Clouds (BASE IN FEET, TYPE AND TENTHS OF COVER)

(j) Time of Day and Brilliance of Sun or Moon (NIGHT, BRIGHT MOON; DAY, OVERCAST; ETC.) (k) Visibility (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: TYPE A/C	SQUADRON	PILOT OR GUNNER	GUNS USED	(c) WHERE HIT, ANGLE	(d) DAMAGE CLAIMED
None						

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VI. LOSS OR DAMAGE, COMBAT OR OPERATIONAL, OF OWN AIRCRAFT (of those listed in II only).

	(a) TYPE OWN A/C	(b) SQUADRON	(c) CAUSE: TYPE ENEMY A/C, TYPE GUN, OR OPERATIONAL CAUSE	(d) WHERE HIT, ANGLE (List armor, self-sealing tanks, equipment hit)	(e) EXTENT OF LOSS OR DAMAGE, (Give Bureau serial number of planes destroyed)
1	F6F-5E	VF-33	Requisite excessive right wing up aileron tab in high speed to compensate for AN/APS-4 radar bomb unit.	Fabric underside starboard aileron.	Change aileron
2					
3					
4					
5					
6	F6F-5E	VF-33	Light AA	Gun camera 11 o'clock	Replace camera and bracket holding it.
7					
8					
9					
10					
11					
12					
13					
14					

VII. PERSONNEL CASUALTIES (in aircraft listed in II only; identify 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	
TBM-3E	147	147	2½	330	195	200	1365	-	-	3
F6F-5E	147	147	3½	400	290	-	4500	-	-	8

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

CALIBER	NONE	MEAGER	MODERATE	INTENSE
HEAVY — Time-fused shells, 75mm and over			X	
MEDIUM — Impact-fused shells, 20mm-50mm			X	
LIGHT — Machine gun bullets, 6.5mm-13.2mm			X	

X. COMPARATIVE PERFORMANCE, OWN AND ENEMY AIRCRAFT (use check list at left).

SPEED, CLIMB,
at various altitudes

TURNS
DIVES
CEILINGS
RANGE
PROTECTION
ARMAMENT

None

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XI ATTACK ON ENEMY SHIPS OR GROUND OBJECTIVES:

(a) Target & Location Airfield Installations, MIYAKO. Time Over Target 1610(I)

(b) Visibility of Target Clear (c) Clouds over Target 2500 cumulus, 5/10

(f) Bombing Tactic: type- VT - Glide, VF - Dive Bomb Sight Used MK VIII
Bombs Dropped per Run VT -0, VF -1 Spacing 17 ft.
Altitude of Bomb Release 2500 ft

(g) Number Enemy Aircraft hit: Destroyed 0 Probably Destroyed 0
Damaged 0 Rockets S/R 1500 yds.

Aiming Pt.	Dimensions Tonnage	No A/C attacking Squadron	Bombs & Ammo expended
1. Plane revetments	- - -	3 VT-33	6 x 500, 12 x 100 G.P. 7 AR
2. " "	- - -	8 VF-33	8x500, 6 x 100 G.P. 8 AR
3. AA Positions		2 VT-33	12 AR
4. " "		8 VF-33	2 x 100 G,P. 20 AR
5. 6 Boats	50 ft.	3 VT-33	Strafed

All targets were strafed

No. Hits on Aiming Point	Damage
1. 9 & 7	Destroyed
2. 13 & 8	Destroyed
3. 12	Slight
4. 2 & 20	Slight
5. ----	1 Destroyed

RESULTS

1 & 2. These revetments are in camouflaged areas near NOBARA Airfield, MIYAKO JIMA. Operational planes were reported being in these revetments. Pilots were unable to observe whether or not planes were still there at time of strike but if they were, planes were destroyed.

3 & 4. AA positions in wooded ridge north of Target #1. All hits were in the area but full extent of damage could not be observed.

5. Boats were on beach of harbor on IKEMA SHIMA north of MIYAKO. All were damaged, one burned.

N o Photographs were taken.

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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

This squadron, operating F6F-5E's on day strikes with bombs and rockets, has encountered several problems with the ASH unit.

Most serious is the failure of the right aileron by the breaking of the trailing edge. This invariably happens in the three inch section between the third rib and the inboard edge of the fixed tab. First the grommets around the third and fourth (from inboard) vent holes pull off. Next, paint in this locality begins to crack and scale. The trailing edge of the aileron snaps and the reinforcing strip and fabric between the third and fourth ribs tear. We believe a swirl or wave caused by the ASH unit and rack puts unusual pressure on or causes buffeting at this point, causing failure. This failure in some stage is present in all planes, and the edge has snapped in seven ailerons.

The front mounting of the ASH bomb rack is not strong enough. On all planes the channel member inside the wing to which the rack is mounted is considerably bowed. The under surface of the wing is puffed down at this point, and inspection shows the sides of the channel are wrinkled.

A more recent trouble, experienced in the past three days on five aircraft, is the tendency of the unit to twist, tail inboard. The tail piece mounting ring, although tightened as far as possible without collapsing the ASH unit, slips. Both the fore and aft mounting brackets twist, and in one case the forward part of the unit moved far enough to the right to allow the left sway brace to unseat itself. It immediately reseated itself bypunching a hole in the skin. In the two worst cases, the units came back approximately twenty degrees out of line, nose outboard. All others have been caught when mounting brackets and bomb rack were seem to be misaligned. The primary failure seems to be the slipping of the after band, and it is believed a spot weld will cure this.

REPORT PREPARED BY:

A.W. SWARNER, Lt., (A), U.S.N.R.
SIGNATURE — RANK AND DUTY
A.C.I.O. VT-33

O.F. GOSHORN, Lieut., (A), U.S.N.R.
A.C.I.O. VF-33

APPROVED BY:

F.B. GILKESON, Lieut. Comdr., USN
SIGNATURE
Commander CVEG-33 — RANK AND DUTY
1 May 1945 — DATE

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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

N-o-n-e