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~~SECRET~~

30/A16-3
Serial: 0019

U.S.S. SAN JACINTO

10/jrs
c/o Fleet Post Office,
San Francisco, California,

7 March 1945.



FIRST ENDORSEMENT to:
C.O. VF45's Secret Ltr.
VF-45/A16-3/A9 Serial:(0011) of
4 March 1945.

From: Commanding Officer.
To: Commander in Chief, U.S. Fleet.

Via: (1) Commander Task Group FIFTY-EIGHT-POINT TWO.
(2) Commander Task Force FIFTY-EIGHT.
(3) Commander FIFTH Fleet.
(4) Commander in Chief, U.S. Pacific Fleet.

Subject: Aircraft Action Reports; 25 February 1945 to 1 March 1945.
Inclusive.

1. Forwarded. Attention is invited to enemy defensive measures observed at KAMETSU HARBOR, used against low-flying airplanes. Apparently the enemy uses mortars to lay down a barrage of parachute-suspended explosive units at an altitude of about 800 to 1000 feet through which attacking aircraft must fly.

MICHAEL H. KERNODLE.

DISTRIBUTION OF ENCLOSURES:

- | | |
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| ComInCh | (1) Advance Copy |
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UNITED STATES PACIFIC FLEET
AIR FORCE
FIGHTING SQUADRON FORTY-FIVE
c/o Fleet Post Office
San Francisco, California

In Reply
Refer To:

VP-45/A16-3/A9
Serial: (0011)

4 March, 1945

S.E.-C.-R.-S.-F

From: Commanding Officer, Fighting Squadron FORTY FIVE.
(Commander CVL Air Group FORTY FIVE)

To: Commander-in-Chief, U.S. Fleet.

Via: (1) Commanding Officer, U.S.S. SAN JACINTO.
(2) Commander Task Group FIFTY-EIGHT POINT TWO.
(3) Commander Task Force FIFTY-EIGHT.
(4) Commander FIFTH Fleet.
(5) Commander-in-Chief, U.S. Pacific Fleet.

Subject: Aircraft Action Reports; 25 February, 1945 to
1 March, 1945 - Inclusive.

References: (a) ComInCh Serial 7152 of 29 October, 1943.
(b) Pacific Fleet Confidential Letter 1CL-45 of
1 January, 1945.

Enclosures: (A) Comments by Commander CVL Air Group FORTY FIVE.
(B) VP-45 Aircraft Action Report ACA-1, No. 40, dated
25 February, 1945.
(C) VP-45 Aircraft Action Report ACA-1, No. 41, dated
1 March, 1945.
(D) VP-45 Aircraft Action Report ACA-1, No. 42, dated
1 March, 1945.
(E) VP-45 Aircraft Action Report ACA-1, No. 43, dated
1 March, 1945.
(F) VP-45 Aircraft Action Report ACA-1, No. 44, dated
1 March, 1945.

1. In accordance with references (a) and (b), enclosures
(A) through (F) are forwarded herewith.

G. R. DONCKER.

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S-R-C-R-R-T

SUMMARY OF ACTION REPORTS FOR PERIOD 25 FEBRUARY to 1 MARCH, 1945 - INCLUSIVE

1. RESUME OF SORTIES FLOWN AND TIME:

VF Sorties - 43 (141.4 hours)

VT Sorties - 18 (63.9 hours)

2. OWN PLANE LOSSES:

VF - None

VT - One TBM-3

3. OWN PERSONNEL LOSSES:

VF - None

VT - None

4. DAMAGE TO ENEMY:

Aircraft destroyed on ground by VF:

14 single engine fighters, burned by strafing and rockets at Hyakurigahara Airfield, Tokyo area.

Aircraft probably destroyed on ground by VF:

9 Single engine fighters, by strafing at Hyakurigahara Airfield. (1 Tojo, 2 Oscars and 1 S.E. fighter).

4 By strafing Tokuno Airfield, Tokuno Jima.

Enemy shipping damaged or destroyed by VF:

7 luggers (85' - 100') burned and probably destroyed. (12 - 15 miles NE of Inubo Saki Light - 1) (1 - East Coast Okinoyerabu Shima)(3 - East Coast Okinoyerabu Shima)(2 - Kametsu Harbor, Tokuno Jima).

1 Small engine aft freighter (Sugar Charlie - JEST) strafed and damaged North coast of Kakeroma Shima.

17 Luggers strafed and damaged (9 - Twelve to fifteen miles NE of Inubo Saki Light) (8 strafed and damaged - Kametsu Harbor, Tokuno Jima).

8-8-43-101

Ground targets damaged by VT:

Six or more buildings destroyed, 1 or more buildings damaged at Tokuno Airfield, Tokuno Shima. 4 or more buildings destroyed at Koniya, Asami O Shima.

Enemy aircraft destroyed by VT on the ground:

1 Single engine fighter.

Enemy shipping damaged or destroyed by VT:

1 Lugger sunk, Asami O Shima.

5. TACTICS EMPLOYED:

Standard escort, bombing and strafing tactics.

6. GENERAL COMMENTS:

None.

G. E. SCHACTER.

ENCLOSURE (A)

AIRCRAFT ACTION REPORT

RESTRICTED
(Reclassify when filled out)

SECRET

(OMIT THIS SHEET IF NO ATTACK WAS MADE)

VF-45

REPORT No. 40

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

(a) Target(s) and Location(s) Hyakurigahara Airfield, Tokyo Bay/ (b) Time Over Target(s) 0935-0945(K) (Zone)
(FOR SHIPS INCLUDE ALL IN AREA UNDER ATTACK)

(c) Clouds Over Target 6000 feet, alto-stratus, 10/10ths
(BASE IN FEET, TYPE AND TENTHS OF COVER)

(d) Visibility of Target Clear (e) Visibility 8-10
(CLEAR, HAZY, PARTIALLY OBSCURED BY CLOUDS, ETC.) (MILES)

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

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

(g) Number of Enemy Aircraft Hit on Ground: Destroyed 14 Probably Destroyed 0 Damaged 9

(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).

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

AIRCRAFT ACTION REPORT

SECRET

VF-45 REPORT No 40

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

See Attached sheets

Eight (8) Hellcats of Fighting FORTY FIVE took off from the USS SAN JACINTO at 0730 (K), 25 February, 1945 to engage in a fighter sweep of Kisarazu Airfield, Tokyo Bay Area, Japan, with approximately 30 F6F-5's from the USS LEXINGTON and USS HANCOCK.

The entire flight climbed through two layers of overcast to 20,000 feet, and set course resumably for the middle eastern coast of Chiba Peninsula. The coast was sighted at 0915 (K). Shortly prior to this time Lieutenant C.R. Knokey, flight leader of the VF-45 planes, developed engine trouble and had to return to base accompanied by his wingman. The lead was turned over to Lieutenant D.C. Staley, who led the six remaining fighters for the rest of the hop.

The land fall was made by the fighter sweep much farther north than intended, so the planes flew south to Hokoda Airfield, north of Inubo Saki Light where the flight leader of the combined flight (from the USS LEXINGTON) evidently wanted to strike. The flight broke up into several disorganized elements, with the planes all milling around and losing altitude to about 8000 feet. At this time three airfields could be seen; Mito, Hokoda and Hyakurigahara. The SAN JACINTO planes made rocket and strafing runs on the last mentioned field from north to south. At least 40, probably more, single engine fighter types were parked in the numerous double revetments, in the open and in the hangars. The 6 SAN JACINTO fighters continued making strafing and rocket runs on the planes and the hangar area on the northwest corner of the airfield, unopposed by enemy airborne opposition or anti-aircraft, stacking up a total of fourteen planes which burned. Ensign Dunlop burned six planes in revetments and with 6 rockets burned a hangar containing three additional fighters. Ensign Woolverton burned three more planes, and Ensigns Wilcox and Krier each blasted one. In addition, the hangar area was rocketed by 28 of the remaining rockets and heavily strafed causing damage to an undetermined extent. Nine planes, all serviceable, were strafed heavily, but did not burn. When the flight rendezvoused for their return trip, at least fifteen fires were burning at Hyakurigahara.

On the return to base and at 1000 (K) a proximately, 20 motor launches were sighted about 15 miles northeast of Inubo Saki Light, and these craft were strafed by all the planes, setting one afire and sinking several others.

The flight was disorganized from the time a landfall was made until the return. Attacks were not specified definitely enough prior to attack. The field which was to be hit (once Kisarazu was missed) was unknown, and was never pointed out. The VF-45 planes finally broke off and delivered their own attack. The planes further returned in scattered elements after the strafing attack on the launches, owing to the fact that no rendezvous point had been designated.

AIRCRAFT ACTION REPORT

VF-45 REPORT No. 40

SECRET

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:

Contrary to F6F Bulletin No. 80, Heating and Ventilating Equipment - Deletion of, we find this equipment absolutely necessary as single windshield constructions fog so heavily in rapid descents through moist air that the pilot cannot manually wipe the fogged areas rapidly enough to effect satisfactory vision forward. Furthermore, we are now fighting in colder latitudes where a good cockpit heater is most necessary for pilot comfort as well as for defrosting the wind screen.

The supply of all types of gyro instruments is very limited in this area. As this CVL has no facilities for gyro instrument repair and as these instruments are in frequent need of repair due to hard service in fighter aircraft, a great supply of such instruments new or reconditioned, should be provided for, and Repair-Service Units in the forward area instituted. In addition there is a great need for up-to-date stores of replacement assemblies such as wings and landing gear fairings. By up-to-date it is meant F6F-5 wings for the F6F-5 airplanes now being used, not left over F6F-3 wings and various sub-assemblies which, though classified as interchangeable, are most generally misfits, and cut down the striking power of the F6F-5 by about 10 percent (i.e., no rocket rails).

APPROVED BY:

S. W. PLAUCHE, Jr., Lt(jg), USNR
SIGNATURE RANK AND DUTY
ACI Officer

G. E. SCHECTER, Comdr., USN
SIGNATURE RANK AND DUTY
Commanding Officer

2-28-45
DATE