

AIRCRAFT ACTION REPORT

SECRET

REPORT No. **14**

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 None				
2				
3				
4				
5				
6				
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-1c	105	115	3Hr.50M*	357	192	50				2
TBM-3	105	115	3Hr.50M*	300	195					5

*Circled carrier on return for 40 minutes before they were taken aboard.

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

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

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

- SPEED, CLIMB,
at various altitudes
- URNS
- DIVES
- CEILINGS
- RANGE
- PROTECTION
- ARMAMENT

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RESTRICTED
(Reclassify when filled out)

(OMIT THIS SHEET IF NO ATTACK WAS MADE)

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

-9

- (a) Target(s) and Location(s) Ie Shima A/F, Ie Shima Island (b) Time Over Target(s) 0810 (Zone)
- (c) Clouds Over Target 10/10 very thin layer at 10,000 feet.
- (d) Visibility of Target Slight morning haze (e) Visibility 20 Miles
- (f) Bombing Tactics: Type Glide Bombing Bomb Sight Used Mark 8 and None
- Bombs Dropped per Run Ten Spacing 25 Ft. and Select Altitude of Bomb Release 3000 Feet.
- (g) Number of Enemy Aircraft Hit on Ground: Destroyed Unknown Probably Destroyed Unknown Damaged Unknown

(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 Revetments on Taxiway extending easterly off North end of Eastern runway	2000' X 500'	2 VT-45	20	20	Serious
2					
3					
4 Revetments on taxiway extending southeasterly off north end of eastern runway	3000' X 500'	1 VT-45	10	10	Serious
5					
6					
7 Revetments on both sides of southern end of eastern runway	2000' X 1500'	2 VT-45	15	15	Serious
8 Revetments on west side of eastern runway	2000' X 500'	1 VT-45	9	9	Serious

(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).

This was area rather than pin point bombing and it was impossible in the early morning haze to tell whether any of the revetments were occupied either before or after releasing bombs. All planes had good bombing runs and placed all bombs dropped in areas aimed at. These bombs were seen to explode in and among revetments.

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

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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

Ie Shima is an island in the Okinawa Gunto, in the Nansei Shoto about half way between Formosa and Kyushu, Japan.

This strike was made in conjunction with planes from the U.S.S. LANGLEY. The LANGLEY planes were assigned the revetment areas surrounding the western runway and the SAN JACINTO planes to revetments surrounding the eastern runway. The various concentrations of revetments were assigned to specific planes and all revetment areas surrounding the eastern runway were thoroughly bombed.

The seven VT-45 planes, piloted by Lieutenants Piegari, Riley and Bertoglio, Lieut.(j.g.) Robinson, and Ensigns Dysert, Laughlin and Sharp, made their approach at 9,500 feet and bombs were dropped at an average altitude of 3,000 feet with pull out at 2,000 feet. The average glide angle was 30° and the average speed during the glide was 290 knots.

No anti-aircraft fire was observed in the target area.

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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

Six pilots dropped their bombs select on this strike. Of the 60 bombs in these planes, 59 dropped promptly and only 1 hung up. One pilot dropped by intervalometer with 25 foot setting. Of the 10 bombs in this plane only 5 dropped on the first run, and only 4 of the remaining 5 dropped on a second run. This result is consistent with the previously observed and reported fact that 100# G.P. bombs do not release properly on automatic release with intervalometer setting. On all strikes where 100# G.P. bombs have been used, superior dropping results have been achieved when they were dropped select.

REPORT PREPARED BY:

APPROVED BY:

Malcolm I. RUDDOCK, Lt.(jg) USNR
SIGNATURE **A.C.I. Officer** RANK AND DUTY

J. G. PIEGARI, Lieut., USNR,
SIGNATURE **Commanding Officer** RANK AND DUTY

23 Jan. 1945
DATE



(SAM JAC 52)(22 JAN 45 1130-9)(K20.6³/₈ VAR)(IE SHIMA, NANSEI SHOTO)(CONF)

EXHIBIT "A"