AIRCRAFT ACTION REPORT

RESTRICTED (Reclassify when filled out)

I. GENERAL

TYPE SQUADRON TAKING OFF ENCAGING OFF (c) ENCAGING TARGET TAKING (b) TAKING OFF (c) ENCAGING TARGET TAKING (FE NEW) ACCOUNTER (d) ATTACKING TARGET (FE NEW) ACCOUNTER (f) TAKING (FE NEW) ACCOUNTER (f) TO THE COUNTER (f) TO THE COUNTER (f) TO THE COUNTER (f) TAKING (FE NEW) ACCOUNTER (f) TO THE COUNTER (f) TO THE COUNTER (f) TAKING (FE NEW) ACCOUNTER (f) TO THE COUNTER (f) TAKING (FE NEW) ACCOUNTER (f) TAKING (FE NEW) ACCOUN	(g)
III. OTHER U. S. OR ALLIED AIRCRAFT EMPLOYED IN THIS OPERATION. TYPE SQUADRON NUMBER BASE TYPE SQUADRON IV. ENEMY AIRCRAFT OBSERVED OR ENGAGED (By Own Aircraft Listed in II C (a) (b) NO ENGAGING TIME ENCOUNTERED LOCATION OF ENCOUNTERED (GUNS OBS.) (ZONE) (ZONE) (t) Apparent Enemy Mission (s) (ZONE) (t) Encounter(s) Occur in Clouds? (YES OR NO) If so, Describe Clouds (BASE IN F. TIME (GONE) (CONTERED COUNTERED) (ID AND PART OF COUNTERED COUNTERED (COUNTERED COUNTERED) (ID AND PART OF COUNTERED COUNTERED COUNTERED (COUNTERED) (ID AND PART OF COUNTERED COUNTERED COUNTERED COUNTERED (COUNTERED COUNTERED) (ID AND PART OF COUNTERED COUNTERED COUNTERED COUNTERED COUNTERED COUNTERED (COUNTERED COUNTERED COUNTER	.1 delay nose à bas NUMBER BASE Only).
III. OTHER U. S. OR ALLIED AIRCRAFT EMPLOYED IN THIS OPERATION. TYPE SQUADRON NUMBER BASE TYPE SQUADRON IV. ENEMY AIRCRAFT OBSERVED OR ENGAGED (By Own Aircraft Listed in II C (a) NO ENGAGING OWN A/C ENCOUNTERED LOCATION OF ENCOUNTERED COUNTERED COUNTERE	NUMBER BASE
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TYPE SQUADRON NUMBER BASE TYPE SQUADRON IV. ENEMY AIRCRAFT OBSERVED OR ENGAGED (By Own Aircraft Listed in II C (a) NO ENGAGING OWN A/C TIME ENCOUNTERED LOCATION OF ENCOUNTERED ENCOUNTERED (ZONE) (ZONE) (ZONE) (ZONE) Did Any Part of Encounter(s) Occur in Clouds? (YES OR NO) (NIGHT, BRIGHT MOON; DAY, OVERCAST; ETC.)	only).
IV. ENEMY AIRCRAFT OBSERVED OR ENGAGED (By Own Aircraft Listed in II C (a) (b) (NO ENGAGING OWN A/C ENCOUNTERED LOCATION OF ENCOUNTERED (ZONE) (ZONE) (ZONE) (ZONE) (ZONE) (ZONE) (A) (A) (B) (A) (B) (B) (B) (B) (B) (B) (B) (B) (B) (B	only).
IV. ENEMY AIRCRAFT OBSERVED OR ENGAGED (By Own Aircraft Listed in II C (a) NO NO ENGAGING OWN A/C (b) NO ENGAGING OWN A/C (c) TIME ENCOUNTERED (c) TIME OF Day and Brilliance (d) TIME ENCOUNTERED (d) TIME ENCOUNTERED	(g)
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(a) NO NO ENGAGING TIME ENCOUNTERED LOCATION OF ENCOUNTERED (JONE) (ZONE) (M) Apparent Enemy Mission (s) Did Any Part of Encounter(s) Occur in Clouds? (YES OR NO) (NIGHT, BRIGHT MOON; DAY, OVERCAST; ETC.)	(g)
(ZONE) (ZONE) (ZONE) (Apparent Enemy Mission(s) Did Any Part of Encounter(s) Occur in Clouds? Time of Day and Brilliance (j) of Sun or Moon (NIGHT, BRIGHT MOON; DAY, OVERCAST; ETC.)	
(i) Apparent Enemy Mission(s) Did Any Part of Encounter(s) Occur in Clouds? (YES OR NO) Time of Day and Brilliance (NIGHT, BRIGHT MOON; DAY, OVERCAST; ETC.)	
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(a) (b) DESTROYED OR DAMAGED BY:	(c) (d)
TYPE ENEMY A/C TYPE A/C SQUADRON PILOT OR GUNNER GUNS USED	WHERE HIT, ANGLE CLAIMED

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CONFI DENTIAL

VI. LOSS OR DAMAGE, COMBAT OR OPERATIONAL, OF OWN AIRCRAFT (of those listed in II only). CAUSE: TYPE ENEMY A/C,
TYPE GUN, OR OPERATIONAL CAUSE (a) (b) WHERE HIT, ANGLE (List armor, self-sealing tanks, equipment hit) (Give Bureau serial number of planes destroyed) TYPE OWN A/C SQUADRON 1 F6F-5 W-12 Stern of fus.; below Scrapped. Bu.No. #72616 Used as source of repair tail hook, radio antenna, parts by YONTAN hydraulic system. 6 9 10

VII. PERSONNEL CASUALTIES (in aircraft listed in II only; identify with planes listed in VI by Nos. at left). (a) (b) (c) (d) (e) NAME, RANK OR RATING SQUADRON CAUSE CONDITION OR STATUS None

VIII. RANGE, FUEL, AND AMMUNITION DATA FOR PLANES RETURNING

- TYPE A/C	MILES OUT	MILES RETURN	AV. HOURS	AV. FUEL	AV FLIFI	(g) TOTAL AMMUNITION EXPENDED				(h)
	OUT	RETURN	IN AIR	LOADED	AV. FUEL CONSUMED	.30	.50	20MM	MM	NO. OF PLANES RETURNING
FGF-5	90	150	3h.40m.	400	260		900			97
		Trans. Inc.		4						•

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

CALIBER	NONE	MEAGER	MODERATE	INTENSE
HEAVY — Time-fused shells, 75mm and over (TOTTYA)				
MEDIUM — Impact-fused shells, 20mm-50mm			2	
LIGHT — Machine gun bullets, 6.5mm-13.2mm		1	32	

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

SPEED, CLIMB, at various altitudes

None encountered.

TURNS DIVES CEILINGS RANGE PROTECTION ARMAMENT

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(OMIT THIS SHEET IF NO ATTACK WAS MADE)



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

(a) Target(s) and Location	on(s) MI Air	field, KIKAI SE	UNDER ATTACK) (b) Time Ov	er Target(s)	1230(I) (Zone
(c) Clouds Over Target	400 to 600	Coot; stratus;	10/10 cover		
d) Visibility of Target_1	lasy, largel	y obscured by c	BY CLOUDS, ETC.) (e)	Visibility	(MILES)
f) Bombing Tactics: Typ	e	(LEVEL, GLIDE OR DIVE)	Bomb Sight U	sed MX 23	(TYPE)
Bombs Dropped per Ru	In (NUMBE	Spacing	Altitude	of Bomb Rel	ease S50 (FEET)
g) Number of Enemy Air	craft Hit on Gro	ound: Destroyed	Probably Destroyed		Damaged
(h) AIMING POINT	DIMENSIONS OR TONNAGE	(i) NO A/C ATTACKING (k) SQUADRON	BOMBS AND AMMUNITION EXPENDED, EACH AIMING POINT	NO HITS On Aiming Point	DAMAGE (None, slight, serious destroyed or sunk)
Dispersal Area WAN A/F		8 W-12	26 HVAR 6 x 500/ G.P.	26	None
ZOMIYA Seaplane Station, AMAMI		W-12	strafed		None
7					
8					

The weather and concealment of the target burned the attack into an area bombing of the supposed vicinity of the dispersal area. No damage could be observed. KOMIYA Seaplane Station was strafed with no damage.

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)

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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

Use of Jamming DEFENSE, ENEMY

Defensive Tactics

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

Primarily a CAP, the KIKAI SHIMA attack was an abortive mission. Two divisions took off, one going immediately to KIKAI, the other proceeding via KONIYA Scaplane Station at the southern tip of AMAMI O'SHIMA. At KONIYA the cloud base was settled at 1000 feet, 10/16 cover. One strafing run was made; no activity or aircraft facilities were observed. Our planes were taken under attack at extreme range by accurate, heavy AA from a small island, southwest of AMAMI, and by

automatic weapons at the seaplane station. At KIKAI, the attack against the dispersal area immediately NE of WAN Airfield was undertaken despite the ceiling of 400 to 600 feet. No targets could be pin pointed or damage observed. It is doubtful

whether any telling hit was scored.

Just after his pull out, at about 200 feet, Dasign T.J. NORTHOUTT's plane was hit by 40mm AA on the underside of the Auselage at the tail. He was some of the hit, but not of the damage and made another run to loose his bomb. It soon developed that his radio and hydraulic system were out, and that his tail hook and wheel had been shot away. Escerted by his division leader, Lt. (jg) J. M. FRANKS, he made an emergency landing at YOMTAN Airfield, OKIMANA. It is a credit to the durability of the HELLCAT that his plane clung together for the trip; 150 shrapnel holes were counted in the vicinity of the hit. Upon landing the FGF was scrapped and assigned as a source for repair parts. NORTHOUTT returned aboard the following day in a TMM despatched from the ship.

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It is repeated again (see ACA-1 Report #WF-12-33) that rockets and

500# g.P.'s are inadequate weapons of attack against such targets as

of both pilots and planes to enemy anti-aircraft fire.

MAN Airfield, KIKAI SHIMA. This flight, as those proceeding and follow-

ing, is considered a waste of such armament, and an unnecessary exposure

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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

REPORT PREPARED BY:

HOWATUMENT, Le. (jg), USING, AUTOUTY

PGMIUREICHARLIS, Lt.Cdr., UMNK ANDOUTY

DATE

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