



# AIRCRAFT ACTION REPORT

RESTRICTED  
(Reclassify when filled out)

CONFIDENTIAL

REPORT No. 41

## 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 TBM-3	VO-91	Enemy machine gun fire	Rudder	Rudder change
2 FM-2	VO-91	Probably 20 mm	Under part of fuselage	Minor, repairable on board
3 FM-2	VO-91	Flak	Starboard wing	Minor, repairable on board
4 FM-2	VO-91	Mid-air collision	Fuselage, crashed on deck & into water	Stricken (Dur. #56907)
5 TBM-3	VO-91	On deck, hit by FM-2 #4 above	Fuselage & after section of plane	Stricken (Dur. #23144)
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
1		None		
2		None		
3		None		
4	VO-91	Lt. (jg) J.H. Wilson	Mid-air collision, crashed on deck and into water	Fractured phalanx in right index finger and contusions
5		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	
FM-2	125	125	3.75	233	170					16
TBM-3	125	125	3.75	330	235					12
FM-2	60	60	3.75	233	170					4

## 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			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 (By Own Aircraft Listed in II Only).

(a) Target(s) and Location(s) Enemy installations on Miyako (b) Time Over Target(s) 0730/1215/1550-1 (Zone)

(c) Clouds Over Target Kotto and Ishigaki Shima, Sakishima Gunto.  
Cumulus - 1500/2000/3000 - 3/10, 7/10, 2/10

(d) Visibility of Target Clear (e) Visibility 20 (MILES)

(f) Bombing Tactics: Type Glide Bomb Sight Used \_\_\_\_\_  
Bombs Dropped per Run Varying Spacing Varying Altitude of Bomb Release 2000/100#  
2500/500#

(g) Number of Enemy Aircraft Hit on Ground: Destroyed 0 Probably Destroyed 1 Sally Damaged 0

(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	Gun Emplacements & Revetments along NE/SW Strip, Ishigaki	16 VC-91	92 Rockets, 39/100#	75%	Serious
	Gun Emplacements & Revetments East end of Hirara Barracks, Yerabu Shima	4 VC-91	1000 Rds. .50 cal.	Numerous	Undetermined
	Gun Emplacement & Revetments SA 1100, 1198, Miyako	4 VC-91	600 Rds. .50 cal.	Numerous	Burned
	Gun Emplacement, T.A. 8347 T, Ishigaki Shima	12 VC-91	1000 Rds. .50 cal. 4/500#, 10 Rockets	Numerous	One Prob. Des.
	Gun Emplacement, T.A. 8347 K, Ishigaki Shima	12 VC-91	10/100#, 20 Rockets, 2/500#, 2400/.50 cal.	4/rockets destroyed	2/500, 1/100.
				6/Rockets Destroyed	
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).

The revetments and gun emplacements, which were numerous, surrounding the NE/SW runway of the Ishigaki Airfield were thoroughly strafed and saturated ~~by~~ by bombs and rockets, at least 75% of which landed in the territory. Two gun emplacements were seen to be destroyed and many others were damaged. Many planes which appeared to already have been worked over in the revetments were likewise further damaged.

The revetments and gun positions along the east end of the airstrip were strafed on several runs. It is thought that severe damage was done to several gun emplacements. Several old planes in the revetments were strafed, but they appeared inoperational at the time.

The barracks on Yerabu Shima also seemed to have been worked over before, but on strafing they caught on fire and were burnign when the pilots left.

Gun emplacements and revetments just southeast of Hirara Airfield were then strafed, and the Sally, which was in one of the revetments and which appeared to be operational, was hit with many incendiary bullets and was though to be destroyed or rendered inoperational although it did not burn.

Each of the targets numbered 5 & 6 were hit squarely and were destroyed.

(p) Were Photographs Taken? No. 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

Three strikes were made on islands of Sakishima Gunto. The first consisted of eight FM's and eight TBM's, which took off at 0545 and proceeded to Ishigaki Shima, 125 miles west of base. Their target was Ishigaki Airfield and enemy installations surrounding it. Upon arrival over target, they found it under attack by eight FM's from the U.S.S. FANSHAW BAY (CVE70). They awaited completion of the FANSHAW BAY planes' attack, and then received from them information concerning anti-aircraft positions and pin-point targets.

Runs were started from 8000 feet, with the fighters preceding in tail-chase formation, the TBM's. The TBM's also attacked in single file, and a sort of round robin circle around the field was established with the runs continuing for about an hour.

All of the bombs were dropped and the rockets fired and all permissible .50 caliber ammunition was used. The net results were destruction of two anti-aircraft guns and the complete saturation of revetments bordering on the NE/SW runway. The planes in the revetments appeared to have been previously worked over, but if they were operational at the time, they ceased to be upon completion of the attack. Medium AA of a meager extent was noted during the entire attack, but only two planes were damaged. One was hit in the tail and the small part of the rudder was knocked off, and the other was hit under the fuselage but the damage was very slight. There were no personnel casualties.

The following pilots participated in this strike:

TBM: Lt. J. M. Fletcher, Flight Ldr.	Lt. (jg) D. K. Butler
Lt. (jg) J. P. McNeela	Lt. (jg) A. L. Smith
Lt. (jg) B. K. Harmon	Lt. (jg) D. G. Kane
Ens. S. E. Ulmer	Ens. D. F. Grissinger
FM: Lt. (jg) R. L. Gaither	Lt. (jg) R. V. Hodelson
Ens. H. B. Bates	Ens. J. W. Hoffman
Ens. D. L. Campbell	Ens. S. P. Nixon
Ens. H. A. Gullen	Ens. F. W. Smith

The second strike consisted of four FM's, taking off at 1130-1, and they attacked the Hirara Airfield on Miyako Shima. They were joined by four other FM's and eight TBM's from other CVE's. They made several runs on the revetments, gun positions and wrecked planes around the east end of the Hirara E/W strip. The amount of damage was undetermined except that one Sally was seen in a revetment, and appeared to be operational, was thoroughly strafed and rendered inoperational.

Upon completion of their runs at the Hirara Airfield, the pilots proceeded to Yerabu Shima and strafed a large barracks building. The building appeared to have been partially burned, but not destroyed. They succeeded in again setting afire.

the  
Over/Hirara Airfield, a meager amount of heavy and light AA fire was encountered. One plane was hit on the

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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

None.

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On one of the runs, while coming through a cloud, one FM pilot rode up on another pilot and his propeller cut through the port side of the after fuselage of another FM. It was not thought to be serious except that trouble in landing was anticipated. When the landing actually occurred, Lt. (jg) Wilson brought the plane down and caught #1 wire with his hook and the entire tail section immediately snapped off. Some of the mechanism must have pulled the throttle forward because immediately after the tail broke off, full throttle was noted and Lt. (jg) Wilson crashed through the barriers, which deflected the plane to the port, and went over the port side into the water. The plane sank almost immediately, but Lt. (jg) Wilson was successful in getting out and was picked up in a very short time by one of the screen destroyers. He suffered small slight contusions and fractured one of his fingers, but was in fairly good shape within three or four hours after the accident.

The following FM pilots who participated in the second strike were:

Lt. (jg) R.F. Magliore, Flight Ldr.	Lt. (jg) J. L. Wilson
Ens. J. W. Mower	Ens. S.C. Hollingsworth

The last strike was made by four F4U's and eight FM's, and was again on Ichiyaki Airfield area. The same general procedure was followed here as in the first morning strike with the net results of destruction of two more gun emplacements and a general saturation of the installations around the airfield by strafing and bombing.

Meager, light anti-aircraft fire was received throughout the attack, but none of the planes was hit.

The below-named pilots made up the third strike:

F4U: Lt. R. W. Richards, Flight Leader.	Lt. (jg) J. W. Beach
Ens. H. L. Tebbles	Ens. E. W. Buchanan
F4U: Lt. W. F. Jordan	Lt. W. J. Ryan
Lt. (jg) T. Molchan	Lt. (jg) J. L. Blackburn
Ens. J. H. Metzger	Lt. (jg) G. A. Hunter
Ens. W. J. Hoff	Lt. (jg) J. C. Sprad

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28 April 45

SIGNATURE

RANK AND DUTY

SIGNATURE

RANK AND DUTY

DATE