

AIRCRAFT ACTION REPORT

RESTRICTED
(Reclassify when filled out)

CONFIDENTIAL

I. GENERAL

(a) Unit Reporting VC-95 (b) Based on or at USS PATROF BAY, CTR-00 (c) Report No. 20
 (d) Take off: Date 6 April 1945 Time (LZT) 1330-0 (Zone); Lat. 25° 35'N Long. 123° 30'E
 (e) Mission Target combat air patrol, Okinawa (f) Time of Return 1700-0 (Zone)

II. OWN AIRCRAFT OFFICIALLY COVERED BY THIS REPORT.

TYPE (a)	SQUADRON (b)	NUMBER			BOMBS AND TORPEDOES CARRIED (PER PLANE) (f)	FUZE, SETTING (g)
		TAKING OFF (c)	ENGAGING ENEMY A/C (d)	ATTACKING TARGET (e)		
<u>F4U</u>	<u>VC-95</u>	<u>4</u>	<u>4</u>	<u>0</u>	<u>-</u>	<u>-</u>

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

TYPE	SQUADRON	NUMBER	BASE	TYPE	SQUADRON	NUMBER	BASE
<u>Many Naval aircraft over objective area.</u>							

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
<u>Zeke 52</u>	<u>10</u>	<u>4</u>	<u>1330-0</u> (ZONE)	<u>West of Okinawa</u>		<u>Overall cam cover</u>
<u>Ze 1</u>	<u>15</u>	<u>3</u>	<u>1330-0</u> (ZONE)	<u>West of Okinawa</u>	<u>500# bomb</u>	<u>Overall cam cover</u>
			(ZONE)			

Suicide and bombing attack on Task Force 51.1.

(h) Apparent Enemy Mission(s)
 Did Any Part of
 (i) Encounter(s) Occur in Clouds? NO If so, Describe Clouds (BASE IN FEET, TYPE AND TENTHS OF COVER)
 Time of Day and Brilliance afternoon
 (j) of Sun or Moon (NIGHT, BRIGHT MOON; DAY, OVERCAST; ETC.) (k) Visibility 30 at surface (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:			(c) WHERE HIT, ANGLE	(d) DAMAGE CLAIMED
	TYPE A/C	SQUADRON	PILOT OR GUNNER		
<u>Ze 1</u>	<u>F4U</u>	<u>VC-95</u>	<u>Lt(jg) R. Foster, III</u>	<u>4x50 cal.</u>	<u>Right wing root, 12 o'clock level Destroyed</u>
<u>Zeke 52</u>	<u>F4U</u>	<u>VC-95</u>	<u>Lieut. R. I. Myers</u>	<u>4x50 cal.</u>	<u>Engine, 12 o'clock, above Destroyed</u>
<u>Ze 1</u>	<u>F4U</u>	<u>VC-95</u>	<u>Lt(jg) D. H. Sherlock</u>	<u>4x50 cal.</u>	<u>Engine, 3 o'clock level Destroyed</u>
<u>Zeke 52</u>	<u>F4U</u>	<u>VC-95</u>	<u>Lt(jg) J. F. Tuttle</u>	<u>4x50 cal.</u>	<u>Engine, 12 o'clock above Destroyed</u>
<u>Zeke 52</u>	<u>F4U</u>	<u>VC-95</u>	<u>Lieut. R. I. Myers</u>	<u>4x50 cal.</u>	<u>Engine, 12 o'clock level Destroyed</u>
<u>Ze 1</u>	<u>F4U</u>	<u>VC-95</u>	<u>Lieut. R. I. Myers</u>	<u>4x50 cal.</u>	<u>Wing root, 12 o'clock above Destroyed</u>

AIRCRAFT ACTION REPORT

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CONFIDENTIAL

REPORT No. **22**

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				
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

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	45	45	3.5	242	150			6000		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				
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

Val, with FM-2 fifty yards to rear, both in 5 degree glide at 200 knots, cut off all power and applied full flaps. FM-2 over ran but was able to again get on tail as Val recontinued dive.

Both Lake 52 and Val type planes made no defensive or offensive maneuver, seemingly wholly intent on suicide dives on ships. When the firing bursts were first made on four of the six enemy aircraft, they "fishtailed," but did not change course or speed.

AIRCRAFT ACTION REPORT

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REPORT No. 20

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

After reaching the objective area the division was directed to orbit near Ie Shimu, three miles west of Okinawa. Many small units of the fleet were concentrated in that area.

While flying in a division of sections at 3500 feet, 200 knots, a Val was tallied at 9 o'clock, 1000 yards, up 500 feet, as it left the cloud cover in a 5 degree, 180 knot dive toward the ships. The division made a flat side run, with no apparent damage. Lt(jg) Foster, in last division position was able to get on the tail of the Val. Closing to 250 feet at 2000 feet altitude, he opened fire with three short bursts. The Val cut power and applied full flaps. Lt(jg) Foster over ran but recovered his tail chase position at 1000 feet altitude. The Val continued to glide directly toward a DE which at this time commenced full anti-aircraft fire. At distance of 250 feet, two short bursts were again aimed at the right wing root, which then exploded. The Val dove 80 feet to splash beyond the DE.

The gunner of the Val jumped without parachute, the pilot apparently became detached from his parachute after leaving the flaming plane as each fell separately, the parachute opening during the descent.

Point of aim had consistently been the right wing root. A successful suicide dive onto the DE most probably would have occurred except for the persistent and prolonged attack, through anti-aircraft fire, by Lt(jg) Foster.

The division rejoined and was enroute to orbit point, at 5000 feet and 160 knots, course 000 degrees, when four Zeke 52s were seen at 3 o'clock, 2500 feet distant, level, executing a 15 degree glide, on course 090 degrees, toward the ships. The enemy aircraft were in column, about 500 feet apart, at a speed of 180 knots. A flat side run was made. Lieut. Myers and Lt(jg) Tuttle were able to slip in behind the third and fourth Zekes, respectively. Lt(jg) Sherlock and Lt(jg) Foster, after the abbreviated flat side firing run, flew to the left and east of these planes.

The Zeke of Lieut. Myers was gliding at 45 degrees directly toward an APA when, at 1500 feet, he reached a firing position on its tail. Two short bursts from 250 feet caused flame and a small explosion in the Zeke's engine. It glanced off the top of the bridge of the APA and splashed. The pilot did not bail out. Medium and light anti-aircraft fire from the APA and adjacent ships had been directed toward it. A direct hit on the ship would most probably have been affected except for the determination of Lieut. Myers' attack.

Lt(jg) Tuttle, meanwhile, on the tail of the fourth Zeke in the column opened fire at 500 to 100 foot distance, using short bursts. He was easily able to follow the Jap in his 45 degree glide, 225 knot speed. Fichtailing was the only defensive maneuver used. At about 500 feet altitude the Zeke exploded and was seen to crash on the southern shore of Ie Shimu.

As he started gliding down with the other planes Lt(jg) Sherlock, at 2000 feet altitude, course 180 degrees, noticed a Val, at 3 o'clock, 600 feet distant, course 180 degrees, speed 230 knots, in a 35 degree

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REPORT No. 29

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

glide toward the ships. A flat side run was made. Two short bursts caused the belly of the plane, at the rear of the engine to flame. It immediately went into a dive and exploded in the southeast quarter of Ie Shima.

Several minutes later at 3500 feet, Lieut. Myers saw a Zeke about 500 feet above the water, at 12 o'clock, ahead of him on an opposite course. An overhead run was made and the Zeke commenced smoking from the engine. A tail position was gained after a hard pull out and two bursts from 100 feet caused the Zeke to explode and splash from 50 feet above the water.

The division reformed and at 2500 feet altitude Lieut. Myers saw a Val leave the clouds at 3500 feet altitude, 12 o'clock, 500 feet distant, 180 knots, in a 45 degree glide onto a DD. At 2000 feet he was 500 feet to the rear of the Val, following in the glide, regardless of the intense anti-aircraft fire from the DD, and fired a three second burst which started smoke from the Val's engine. At 1000 feet and again at 500 feet altitude he fired from 100 feet behind the Val, at the port wing root. The wing exploded from the plane and the Val splashed about 50 feet from the DD.

These were the first airborne enemy aircraft ever seen by any pilot of VC-93. The six kills occurred in less than twenty minutes.

Pilots participating in this mission were:

- Lieut. R. I. Myers, Al, USNR
- Lt(jg) J. P. Tuttle, Al, USNR
- Lt(jg) D. H. Sherlock, Al, USNR
- Lt(jg) E. Foster, III, Al, USNR

REPORT PREPARED BY:

APPROVED BY:

R. L. WINTER, Lieut. SAL, USNR, ACIO.

C. P. SMITH, Lt. Comdr. USN, CO, VC93

6 April 1945

SIGNATURE

RANK AND DUTY

SIGNATURE

RANK AND DUTY

DATE