

VPB-104

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Report #41-45

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AIRCRAFT ACTION REPORT

RESTRICTED
CONFIDENTIAL

REPORT No. 61

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)
PRAY-1	VFB-104	7.7 mm and 13.2 mm	(1) Bow Turret (2) Leading edge of stb wing (3) Bomb Bay-Port Tank Gas line from No. 2 Tank and No. 2 main wing coll. (4) Tail turret shrapnel holes in starboard wing roots.	Damage repairable - Five days out of commission.
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3				
4				
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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	VFB-104	ABBOTT, William E., 755 02 32, AM33c(CA) USN	Fell thru bomb bay when over- come by gas fumes while attempting to repair gas leak.	Killed In Action
2	VFB-104	ADAMS, Otto A., 843 63 05, AM33c (CA) USN	Over come by gas fumes	Recovered following med. Treat.
3	VFB-104	MARTIN, Gordon D., 610 32 06, AM22c (CA)V2 USNR	"	"
4	VFB-104	HARRINGTON, James D., 657 45 32, AM33c(CA)V6	"	"
5	VFB-104	CLEMENT, James W., 851 42 93, AM33c(CA)STV6USNR	"	"

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	
PRAY-1	950	950	13.3	3400	3310	0	3150	0	0	1

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

CALIBER	NONE	MEAGER	MODERATE	INTENSE
HEAVY — Time-fused shells, 75mm and over	<input checked="" type="checkbox"/>			
MEDIUM — Impact-fused shells, 20mm-50mm		<input checked="" type="checkbox"/>		
LIGHT — Machine gun bullets, 6.5mm-13.2mm				<input checked="" type="checkbox"/>

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

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

None Observed.

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(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).

(a) Target(s) and Location(s) Air Strip Motor Convoy Ships in Harbor 04-50N 114-57E 04-47N 115-57E 04-53N 114-57E Over Target(s) 1300(I) 1310(I) 1320(I) (Zone)

(c) Clouds Over Target No clouds (BASE IN FEET, TYPE AND TENTHS OF COVER)

(d) Visibility of Target Clear (e) Visibility 30 (MILES)

(f) Bombing Tactics: Type Low Level Masthead Bomb Sight Used None (TYPE)

Bombs Dropped per Run 2,3 Spacing 20 feet Altitude of Bomb Release 100' (FEET)

(g) Number of Enemy Aircraft Hit on Ground: Destroyed 0 Probably Destroyed 0 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 Steam Roller Air strip, truck		1 VPB-104	500 X .50 Cal	Many	Destroyed Steam Roller Damaged truck
2 Motor Convoy 3 trucks		1 VPB-104	450 X .50 Cal. 2 X 100#	Many 0	Damage unobserved, trucks went in under trees
3 Freighter	1500 tons	1 VPB-104	800 X .50 Cal.	Many	Serious Damage
4 Sugar Dog	300 tons	1 VPB-104	500 X .50 Cal.	Many	Slight Damage
5 1 River Boat	50 tons	1 VPB-104	300 X .50 Cal.	Many	Sunk
6 7 Luggers	50 tons	1 VPB-104	300 X .50 Cal.	Many	1 Sunk 6 Damaged
7 Warehouse	50' X 300'	1 VPB-104	300 X .50 Cal.	Many	Set afire.
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).

- Target #1: Strafed airfield under construction. Hit steam roller which exploded. Damaged truck. two strafing runs.
- Target #2: Made 2 strafing runs on motor convoy of 3 trucks loaded with troops. Trucks pulled off road, went under trees. Damage unobserved, but several troops were shot.
- Target #3: Made 3 bombing and strafing runs on 1500 ton freighter (tentatively classified as SC) dropping 2 X 100# bombs. On first run which exploded 10 and 30 feet over. Dropped 3 X 100 pounders the first exploded alongside starboard bow the other two went over, exploding 10 and 30 feet from ship. Strafed with 800 rounds. Ship caught fire and was left smoking. 6 crewmen aboard were shot.
- Target #4: Was strafed on each of 3 runs on Target #3.
- Target #5: Made 1 run firing 300 rounds, set it afire and it sank stern first.
- Target #6: Made one strafing run over 7 lugger. 1 blew up and sank. Others were damaged.
- Target #7: Strafed large warehouse on final run over Target #3. Set it afire which was burning fiercely as plane left the scene.

(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

Lt(jg) Joseph D. SHEA at the end of search sector, carrying only 5 X 100 pounders due to length of search, went in to look over shipping at BRUNEI, BORNEO. He came in over a new air strip west of BRUNEI Town, flying at 5000'. Let down for closer observation, finding work on strip in progress. Making two strafing runs, he hit a steam roller which exploded when hit by Tail Turret Gunner, DALLEY, Owen P., 761 95 26, AOW3c (CA) USN. A gravel tri also hit, turning over on its side.

Lt(jg) SHEA then circled in south of BRUNEI, Town and strafed a motor convey of 3 trucks loaded with troops. Tracers went into all the trucks which pulled off the road in under some trees. Another strafing run was made, firing into the trees which prevented observation of results.

Continuing into the harbor area at BRUNEI Town a 1500 ton freighter and a Sugar Dog were observed pulling up toward a dock. A river boat was observed about 2 miles away. 7 luggers were anchored in the bay. 3 bombing and strafing runs were made on the freighter, 2 X 100 Pounders being dropped on first run, the bombs being long, 10 and 30 feet, 3 X 100 pounders were dropped on second run, for a straddle, the first bomb exploding at water line on starboard bow, the other two exploding 10 and 30 feet over.

Freighter was strafed with 800 rounds on the 3 runs. It caught fire and was left burning and smoking. Six crewmen aboard were shot, four falling on deck, two falling overboard. Plane was hit on second and third runs by light A/A from ships and shore. Medium A/A was being fired, bursting close but no hits from it entered plane. Some of the A/A was coming from a large warehouse back from Pier (Target #7). Target #4 was also strafed with 500 rounds during the runs on Target #3, the tracers going in but no fires or smoke were observed. Two men were knocked off the deck.

Lt(jg) SHEA then flew down over the riverboat, a white flag being waved on deck as he approached, and aircrewmembers were ordered to hold fire. As plane passed over the boat at 500 feet altitude the riverboat began firing light A/A. Plane then circled and let down to 50 feet for final strafing run over the harbor area, firing 300 rounds into the large warehouse, (Target #7) which had fired A/A on previous runs, setting it on fire, and then strafed the 7 luggers (Target #6) which also fired A/A) sinking 1 and damaging the others. Returning to the riverboat, 300 rounds were fired into it, a fire breaking out in the after part of the ship. It was left a flame, sinking stern first. The plane was hit by 6 X 7.7 mm and 3 X 13.2mm during the attack, the A/A coming from ships, luggers and shore positions. Heavy gas fumes were noticed as the attack was completed. Bomb Bay doors were opened and all electrical gear secured, including inter plane communications. ABBOTT, ADAMS, and MARTIN rushed to bomb bays to check damage. Gas was pouring from covered hose connections between No.2 tank and No.2 selector valve. No. 2 engine was feathered. After word was received to feather No.2 engine, there were no further communications between cockpit and other stations. Pilot could not leave station to check damage because of danger of one or both co-pilots being overcome by fumes. ABBOTT attempted to transfer gas from No. 2 tank into No.3 tank by holding hose together by hand. MARTIN was overcome by gas and crawled back to after station because of the fumes. They continued transferring fuel until ABBOTT became unconscious. His feet slipped off the catwalk and ADAMS caught him and attempted to pull him back into the plane. At that time, ADAMS became unconscious and fell on the catwalk ABBOTT falling thru the bomb bay at 05-00N 115-45E from 1500 feet altitude at this point HARRINGTON was overcome by fumes while attempting to rescue ADAMS from the catwalk.

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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

All others aboard were fighting to maintain consciousness. About 100 gallons of fuel were saved by ABBOTT and ADAMS action in transferring it to No. 3 tank. The remainder of fuel in No. 2 tank leaked out. No. 2 engine was started up again in about an hour and a half - Plane landed at base with 90 gallons of fuel left.

ATTACK

OWN TACTICS

- Method of Locating Target
- Approach to Target
- Altitudes, Speeds
- Approach
- Dive
- Release
- Pull-Out
- Dive Angle
- Strafing
- Retirement
- Defensive Tactics

DEFENSE, ENEMY

- Evasive Tactics, Ships
- Concealment
- Anti-aircraft
- Searchlights
- Night Fighter Tactics

COMMENTS AND RECOMMENDATIONS

- Bombing Tactics
- Torpedo Tactics
- Effectiveness of Bombs, Torpedoes
- Selection of Targets
- Fuzing
- Strafing Tactics
- Defensive Tactics
- Use of Radar
- Reconnaissance
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OPERATIONAL

- Navigation
- Homing
- Rendezvous
- Recognition, Ships
- Communications
- Flight Operations
- Search and Tracking
- Base Operations
- Maintenance

CREW No. 18 - VFB-104

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PFC
Co-pilot
Navigator

Lt(jg) Joseph D. SHEA, USNR, (146019)
Ensign Edward W. PERKINS, USNR, (354629)
Ensign Floyd M. CRAVEN, USNR, (329219)

Plane Captain &
Port Waist Gunner
Belly Gunner
SB Waist Gunner
Bow Gunner
1st Radioman
2nd Radioman
Top Turret
Tail Gunner
Bombardier

MARTIN, Gordon D., 610 32 06, AM2c (CA) V2 USNR
CLEMENT, James W., 851 42 93, AM3c (CA) SVV6 USNR
ABBOTT, William E., 755 02 32, AM3c (CA) USN
ADAMS, Otto A., 843 63 05, AM3c (CA) SVV6 USNR
McDONALD, Emmet J., 622 83 08, AM2c (CA) V2 USNR
HARRINGTON, James D., 657 45 32, AM3c (CA) V6 USNR
TOICE, Walter E., 625 80 85, AM3c (CA) V6 USNR
BAILEY, Owen P., 761 95 26, AM3c (CA) USN
CASEY, Billy P., 575 83 24, AM3c (CA) V6 USNR.

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Declassify when
permitted

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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

All equipment worked satisfactorily until struck by A/A.

REPORT PREPARED BY:

Francis Baker

SIGNATURE FRANCIS BAKER, Lt. Comdr., USN RANK AND DUTY

APPROVED BY:

Whitney Wright

SIGNATURE WHITNEY WRIGHT, Lt. Comdr., USN RANK AND DUTY

18 Dec. 1944
VPB-104 DATE