

AIRCRAFT ACTION REPORT

RESTRICTED
(Reclassify when filled out)

52850

I. GENERAL

(a) Unit Reporting VF-45 (b) Based on or at USS SAN JACINTO (c) Report No. 99
 (d) Take off: Date 16 April 1945 Time (LZT) 0755 (I) (Zone); Lat. 27° 11' N Long. 129° 55' E
 (e) Mission Target Combat Air Patrol, Okinawa Jima (f) Time of Return 1225 (I) (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>P6F-5</u>	<u>VF-45</u>	<u>12</u>	<u>7</u>	<u>None</u>	<u>None</u>	

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

TYPE	SQUADRON	NUMBER	BASE	TYPE	SQUADRON	NUMBER	BASE
<u>None</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>Kate</u>	<u>15-20</u>	<u>8</u>	<u>0910</u>	<u>North end</u>		<u>Kates were muddy</u>
<u>Val</u>	<u>6-8</u>	<u>3</u>	<u>to (ZONE)</u>	<u>northwest of</u>	<u>Kate, Vals had bombs</u>	<u>brown, Kate, Betty</u>
<u>Betty</u>	<u>1</u>	<u>1</u>	<u>1045</u>	<u>Okinawa Jima</u>	<u>under fuselage. Betty</u>	<u>Tony and Vals were</u>
<u>Kate</u>	<u>1</u>	<u>1</u>	<u>(I) (ZONE)</u>		<u>was carrying a "buss</u>	<u>colored green. All</u>
<u>Tony</u>	<u>1</u>	<u>1</u>	<u>(ZONE)</u>		<u>bomb" Kate</u>	<u>with standard</u>
						<u>camouflage. Kate was</u>
						<u>light colored</u>

(h) Apparent Enemy Mission(s) To destroy surface ships, southwest of Okinawa Jima
 Did Any Part of _____
 (i) Encounter(s) Occur in Clouds? No If so, Describe Clouds None
 (YES OR NO) (BASE IN FEET, TYPE AND TENTHS OF COVER)
 Time of Day and Brilliance _____
 (j) of Sun or Moon Day (k) Visibility Unlimited
 (NIGHT, BRIGHT MOON; DAY, OVERCAST; ETC.) (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>1 Val</u>	<u>P6F-5</u>	<u>VF-45</u>	<u>Lt. L.R. Forster</u>	<u>6 x .50 cal.</u>	<u>Destroyed</u>
<u>1 Kate</u>	<u>P6F-5</u>	<u>VF-45</u>	<u>Lt. L.R. Forster</u>	<u>"</u>	<u>Destroyed</u>
<u>2 Vals</u>	<u>P6F-5</u>	<u>VF-45</u>	<u>Lt(jg) H.W. Holland</u>	<u>"</u>	<u>Destroyed</u>
<u>2 Kates</u>	<u>P6F-5</u>	<u>VF-45</u>	<u>Lt(jg) H.W. Holland</u>	<u>"</u>	<u>Destroyed</u>
<u>1 Kate</u>	<u>P6F-5</u>	<u>VF-45</u>	<u>Lt(jg) H.W. Seaburne</u>	<u>"</u>	<u>Destroyed</u>
<u>1 Kate</u>	<u>P6F-5</u>	<u>VF-45</u>	<u>Lt(jg) H.W. Seaburne</u>	<u>"</u>	<u>Destroyed</u>
<u>1 Tony</u>	<u>P6F-5</u>	<u>VF-45</u>	<u>Lt(jg) L. Grossman</u>	<u>"</u>	<u>Destroyed</u>
<u>1 Betty</u>	<u>P6F-5</u>	<u>VF-45</u>	<u>Lt(jg) L. Grossman</u>	<u>"</u>	<u>Destroyed</u>
<u>1 Kate</u>	<u>P6F-5</u>	<u>VF-45</u>	<u>Lt(jg) H.A. Mosely</u>	<u>"</u>	<u>Destroyed</u>
<u>1 1/2 Kates</u>	<u>P6F-5</u>	<u>VF-45</u>	<u>Lt(jg) D.H. Willie</u>	<u>"</u>	<u>Destroyed</u>
<u>2 Kates</u>	<u>P6F-5</u>	<u>VF-45</u>	<u>Lt(jg) G.T. Bywater</u>	<u>"</u>	<u>Destroyed</u>

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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	
F6F-5	100	100	4.5	400	315	1/2 of 1600 rds. for 7 planes				12

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

See Narrative.

- TURNING
- DIVES
- CEILINGS
- RANGE
- PROTECTION
- ARMAMENT

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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) X (b) Time Over Target(s) X (Zone)

(FOR SHIPS INCLUDE ALL IN AREA UNDER ATTACK)

(c) Clouds Over Target X
(BASE IN FEET, TYPE AND TENTHS OF COVER)

(d) Visibility of Target X (e) Visibility X
(CLEAR, HAZY, PARTIALLY OBSCURED BY CLOUDS, ETC.) (MILES)

(f) Bombing Tactics: Type X Bomb Sight Used X
(LEVEL, GLIDE OR DIVE) (TYPE)

Bombs Dropped per Run X Spacing X Altitude of Bomb Release X
(NUMBER) (FEET) (FEET)

(g) Number of Enemy Aircraft Hit on Ground: Destroyed X Probably Destroyed X Damaged X

(h) AIMING POINT	(i) DIMENSIONS OR TONNAGE	(j) NO A/C ATTACKING	(l) BOMBS AND AMMUNITION EXPENDED, EACH AIMING POINT	(m) NO HITS On Aiming Point	(n) DAMAGE (None, slight, serious, destroyed or sunk)
		(k) SQUADRON			
1					
2					
3					
4					
5					
6					
7					

and for land targets of special interest, draw diagram, top or side view of hits, and identify by numbers above. Use additional sheets if necessary.

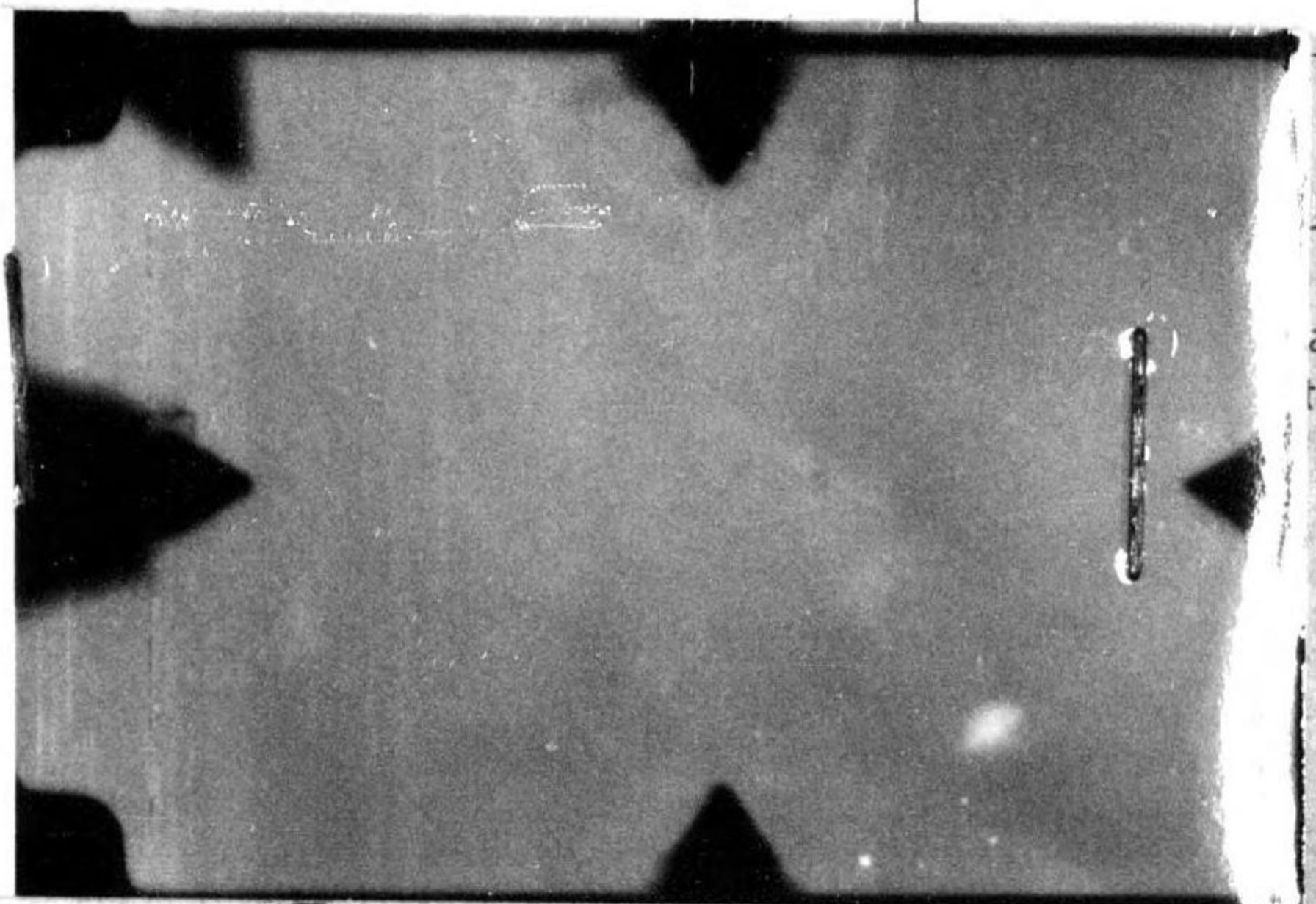


Photo # 1

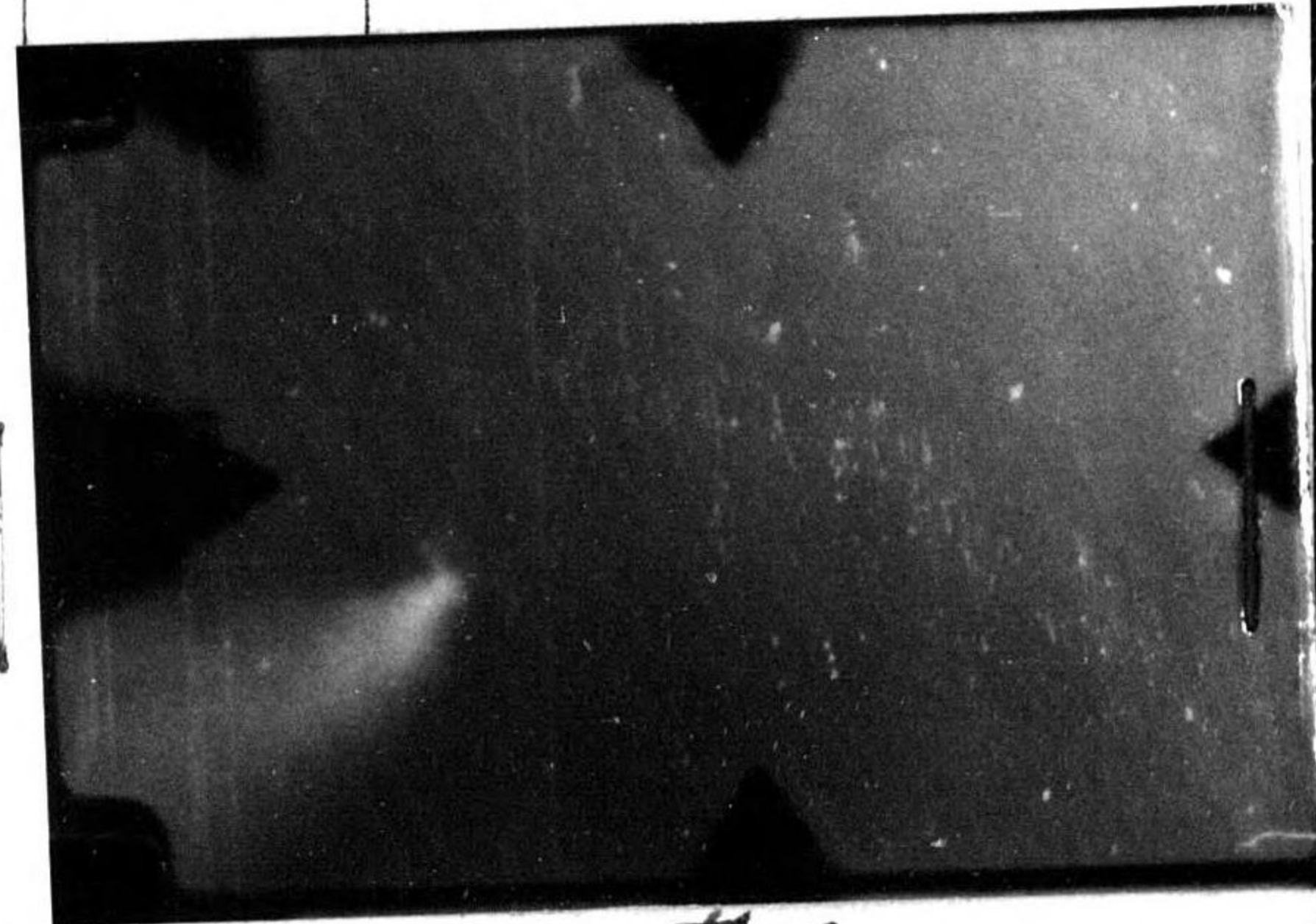


Photo # 2

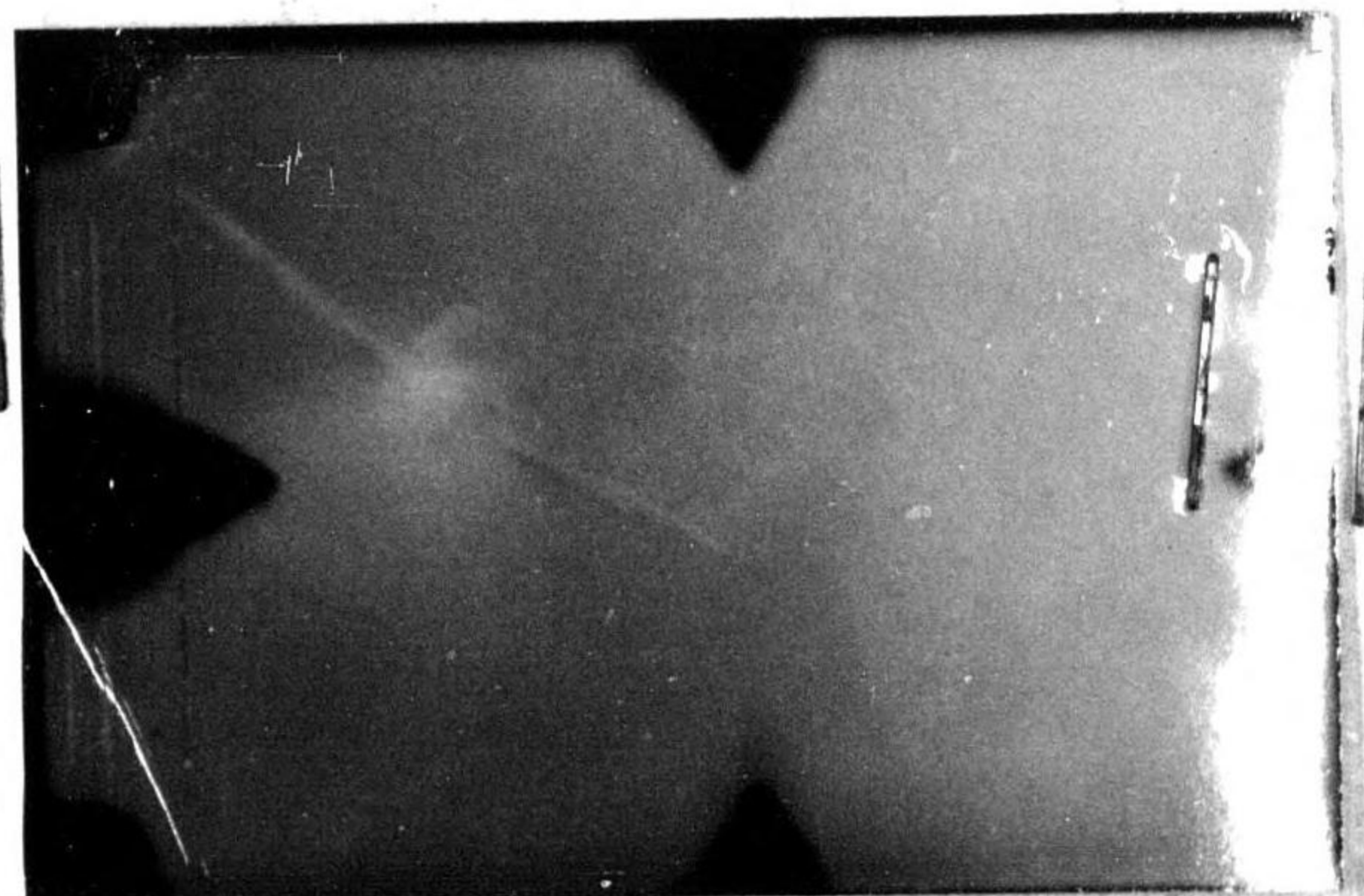


Photo # 3



Photo # 4

(p) Were Photographs Taken? X 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

See attached sheets

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

SECRET

XII TACTICAL AND OPERATIONAL DATA:

Twelve P6F-5's of VF-45 were launched from the USS SAN JACINTO at 0755 (I) 16 April 1945 to fly Target Combat Air Patrol at Okinawa Jim.

It was soon apparent to the twelve Hellcat pilots that they were in for a busy morning, for the excited chatter over the Fighter Director channel indicated that heavy and numerous Japanese air attacks on our forces in the Okinawa area were in progress. This communications traffic was so great that when Lt. Forkner, leader of the flight, attempted to report in to the Force Fighter Director embarked in the USS ELDRADO he was unable to establish radio contact and receive instructions. Lt. Forkner thereupon proceeded to lead the twelve fighters toward the position of the destroyer USS LAFFEY, reported to be under heavy air attack approximately eight miles northwest of the southern tip of Izena Shima.

At approximately 0905 (I), having just passed over Izena Shima, Lt(jg) Bywater spotted and tally-hoed three Zekes about 1000 feet above them, headed toward the P6F's. Lt. Forkner headed up for one of the three Zekes, who now had broken up, while Lt(jg)'s Swinburne and Grossman (Forkner's second section) concentrated on a second Zeko and Lt.(jg)'s Mollard and Bywater followed Forkner. In the melee which ensued the three four plane divisions became temporarily separated. Lt(jg) Willis soon became Forkner's wingman in place of Mollard as the latter became involved in adventures of his own, and Bywater likewise experienced some individual encounters.

Forkner was easily able to pull up within range of his Zeko, and gave him several long bursts from astern. The Zeko smoked from the vicinity of the right wing root and forward of the cockpit. The Zeko slowed down quite rapidly and Forkner was forced to pull away from his adversary in order to avoid a collision. Lt(jg) Willis, who was by now flying on Forkner's wing, finished the Zeko off with several bursts from dead astern of the Jap from a close tail position. The Zeko burst into flames in the right wing section and crashed into the sea close aboard the USS LAFFEY (Forkner and Willis split the credit for this kill).

Then Forkner "took out" after his Zeko, Swinburne and Grossman peeled off to the right to get on another of the Zekes which had started a dive to the southeast. Swinburne, using full military power, caught the Zeko about three minutes after commencing the chase. In one long burst from dead astern, commenced at 1200 feet range and continued until the range was closed to about half that distance, the Zeko was blasted and smashed.

With Grossman still on his wing, Swinburne had just commenced his pull out from the run which resulted in the destruction of the Zeko, when he saw a Kate crossing his flight path from starboard to port about three miles distant at 2000 feet altitude. The Kate had a bomb (the size of a 500 lb bomb) slung under the fuselage. Swinburne easily pulled in behind the Kate, opening fire in about a 20° deflection shot on the port quarter and continuing the bursts until he was dead astern of the Kate. The Kate, evidently bent on bombing the surface ships which were a short distance away, was caught short in its ambition, for it blasted in the engine and cockpit section, rolled over and went down harmlessly into the open ocean. A large explosion followed soon after the customary geyser.

Then Swinburne commenced the chase to close the Kate, Grossman saw a Tony about two miles away, 10 o'clock level on a southerly course. Grossman was then flying in an easterly direction, and he poured on full throttle to close the gap between him and the Tony. Both he and the Tony picked up speed, but Grossman was soon on the tail of the enemy plane, barely out of range. Then the Tony turned to starboard, offering Grossman a 20° deflection shot on the starboard quarter. Two bursts which sprayed the Tony from escarpment to propeller set the engine on fire, and the Tony splashed, going straight down from about three thousand feet, and hitting the water about ten miles north of Ie Shima.

SUMMARY

Lt(jg) Byster, who had tally-hoed the first three Zekes broke off from his division and followed at some distance behind Forkner. After Forkner and Tillis burned their Zekes, Byster got on the tail of another (probably the third Zek), and followed him down in a shallow glide characterized by a series of half wing overs. Byster was unable to get in more than short bursts on the descent, but these started smoke and a small spurt of flame to issue from the engine of the Zek. The enemy pilot was still in full possession of his faculties, for as he neared an altitude of approximately 500 feet he executed a port wing over in an apparent attempt to crash dive on LBU nearby. This set the Zek up for a good burst which Byster got in from about 600 feet, and the Zek exploded in a mass of flames (See photo No. 1) crashing before he could execute his suicide plans.

Byster was now on the "deck" and as he climbed back to rendezvous he saw three F6F's above him. Believing that it was his division he joined them, but discovered they were VF from another carrier. Remaining with these friendly Hellcats, Byster in a few minutes got another Zek. This Jap appeared 10 o'clock, on opposite course about a thousand feet below the four Hellcats. As the division peeled off, the Zek went into a series of easy swerving turns, and the first three Hellcats made a quick pass at the Jap. They apparently had too much speed, for they overran the Jap, and Byster, who had chopped his throttle back, got on his tail and stayed there. A couple of short bursts started a thin trail of smoke out of the Zek's engine, and as the Jap commenced an easy turn to the right a short burst started flames to spurt from the under and starboard sides of the engine section. The Zek did a sloppy roll and then dove straight for the water, trailing smoke and fire from 500 feet (See photo No. 2). Byster soon afterwards joined Lt. Forkner and had no more action for the rest of the morning.

Lt(jg) Mollard's exploits were perhaps the most remarkable of the morning. He had climbed with Forkner when the first Zekes were sighted, but when he saw that Forkner had the first Zek well in hand, he broke off to port, and espied another Zek about 2 miles distant, 11 o'clock, on an opening course. The Zek was headed south and was slightly above Mollard who was at a proximately 6000 feet. The Zek was in a shallow glide, so Mollard went into a slight glide and used full throttle plus War Emergency over, closing slowly. Mollard finally closed to about 500 feet from the Zek's tail and opened up with a long burst. The Zek flamed under the fuselage and wing, then blew up and fell in a ball of fire. Pieces of the aircraft flew off when the Zek exploded and Mollard had to dodge through them.

Mollard then made a turn back to the northeast, when he saw an F4U chasing a Val. He then heard the Corsair pilot to call on the radio that there was a Zek on his tail, and Mollard saw the Zek. The three planes were 9-10 o'clock, distant about a mile, headed westward on the deck. Mollard dove towards the Zek, which pulled away from the F4U and turned toward Mollard. Mollard and the Zek exchanged head on shots, with unknown results on the Jap, and as soon as Mollard had passed over the Zek, the Hellcat pilot hauled back on the stick, going straight up. The Zek tried to follow but stalled out, then pushed over and started a dive. Mollard did a wing over to port and got on the Zek's tail, but he was out of range, with the Zek diving for the water. As the Zek pulled out of his dive Mollard closed the range and fired from above, dead astern. The bullets raked the whole length of the Zek, but started no fire. Mollard had so much speed that he overran the Zek but as he turned to starboard looking back for the Zek, Mollard saw the Zek in a spin just before it splashed.

SECRET

Mollard now joined his Corsair friend, who was still on the tail of the Val, but the F4U apparently was out of ammunition for it was not firing at the Jap. Mollard pulled out ahead of the Corsair (all planes were about 50 feet off the water) and closed on the Val, which was violently jinking. Mollard started shooting when 1000 feet, and continued shooting until he flew over the Jap plane. Most of Mollard's guns were now firing poorly, but smoke was now issuing from the Val. The Helocat pilot cut back on the throttle, and the Val turned sharply to port. Mollard slid back on his tail and started firing. The Val burst into flames, and still continuing his turn to port, went into the water. The F4U pilot (flying plane #51) now asked Mollard to escort him back to Base as he was out of ammo. Mollard did so leaving him when they were over Yontan Airfield, Okinawa.

Mollard now headed north by himself along the west coast of Okinawa. When he got to the northern tip of Okinawa he saw several DD's and minesweepers firing below. Mollard, who was at 10,000 feet, saw 2 - 3 planes below, but since he could not recognize their type he started down. When he had let down several thousand feet about a mile northwest of the northern tip of Okinawa Mollard saw a Val, "just milling around" at about 500 feet altitude. The minesweepers were firing at the Val with automatic AA guns, but soon shifted their fire to four more Vals which started a dive in the minesweepers direction from about 10,000 feet. Mollard, who now had only his port mid gun still firing, slid down on to the tail of the Val, chopped all throttle back, and started opening up with his single gun. The Val started a turn to starboard and headed for a nearby (about a mile distant) minesweeper. Mollard was astern and level, about 100-400 feet distant from the Val. Mollard fired three bursts, and could see the bullets going into the Japs wing roots and fuselage. The Val flamed, first in the wing-roots and then the fire spread out to envelop the entire cockpit. The Val splashed about 800 feet short of the minesweeper.

Mollard then returned to the initial point and joined Lt. Forkner after being chased enroute by two F6F's who tally-hoed but could not catch him.

Four more individual kills remain to be related: at a proximately 0930 (I) Lt. Forkner sent Lt(jg) Mosely's division (which had seen no action thus far) to investigate a parachute which was going down several miles to the north. The 'chute finally landed, and Mosely observed a brown raft with a person in it - nationality unknown. Then about a minute later, as Mosely climbed back up, he spotted a single bogey, 12 o'clock down, about five miles. Mosely turned and easily closed on the bogey, which was a Zeke and which apparently was unaware of Mosely's approach from astern. Mosely shot him down in a single no deflection burst from dead astern. The Zeke flamed, pulled up helplessly, then stalled and dove straight in from 3000 feet. Mosely's division then orbited a destroyed which had been hit by a suicide plane, later rejoining Lt. Forkner shortly before the return to Base.

After fifteen minutes after Lt. Forkner and Willis had accounted for their first Zeke, and while Forkner and Willis were circling the USS LAFFEY, they observed three more Zekes approaching from the north. One of the Zekes broke off and made a head on run toward Forkner, who gave the Jap a good burst in the vicinity of the cockpit. The Jap started to dive away and Willis followed the F6F obtaining numerous hits on the Jap from extremely close range soaking the plane from the engine section (See photo No. 3). The Jap soon dove into the water, trailing smoke, but no flames.

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Lt. Forkner's last shot at an enemy plane was after all of the divisions had rendezvoused over Ise Shima. At about 1030 (I), Forkner saw a Val being fired on by a friendly destroyer. Forkner applied full throttle and was soon in position on the tail of the Val. Several long bursts from dead astern level, caused the enemy plane to catch afire around the cockpit, and the Val went in the sea.

The remaining enemy plane to be destroyed was a Betty, credited to Lt(jg) Grossman. After he and his section leader, Lt(jg) Swinburne had slashed the Kate and the Tony, they returned to orbit the USS LAFFY northwest of Ise Shima. Grossman soon afterwards saw approximately 20 F4U's chasing a Betty, 2 o'clock, level headed southeast. Swinburne and Grossman headed toward the Betty, which at this time jettisoned a small "parasite plane" which it was carrying in mother-infant style. This was one of the enemy's piloted Buzz Bombs (Code name: Baka), and was a small plane, light colored, with jet propulsion mechanism. The majority of the F4U's broke off their attack on the Betty and made runs on the Buzz bomb, which spiralled aimlessly downward without setting into motion its propulsion mechanism. The Betty was now spiralling down. Two F4U's and two F6F's (including Swinburne) made a run on the Betty as it lost altitude, but either the bursts were wide of the enemy or were ineffective hits. Grossman was soon on the tail of the Betty, which was still unharmed and jinking, and he gave the Jap bomber several bursts from astern. Then Grossman moved over to the port quarter of the Betty and commenced shooting at the port wing and engine nacelle. The Betty was gradually losing altitude, as the repeated bursts from Grossman's guns took effect. Fire started from between the port engine nacelle and the fuselage, and the Betty gently hit the water, bounced back up again and continued to fly (see photo No. 4). Grossman continued boring in with his six fifty calibre and the Betty now smoking badly and still aflame crashed, tearing off the left wing and tail assembly. Grossman saw three Japanese air-crewmen on the wing and another in the water. The enemy personnel were fully dressed in flight gear, but the one in the water only had on what appeared to be a "skivvy" shirt, without a life jacket. This latter individual shook his fist and hurled imprecations at the Hellcat pilot. The Betty sank in about 2 1/2 minutes.

After all the divisions were rendezvoused, they returned to Base, arriving at 1145 (I). Lt. Forkner saw a Zeke dive on the Task Group and pull out just as the F6F's were starting their approach for a landing. Forkner applied full throttle and started toward the Zeke, but was forced to turn away, as several ships in the Group were blasting away at the Hellcats.

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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 material and equipment functioned satisfactorily.

REPORT PREPARED BY:

APPROVED BY:

H. W. BLANCHER, Jr., Lt(jg), USNR
SIGNATURE RANK AND DUTY
ACT OFFICER

L. R. FRIEDMAN, Lt., USNR
SIGNATURE RANK AND DUTY
Commanding Officer

4-27-45
DATE