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Form ACA-1
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AIRCRAFT ACTION REPORT

CONFIDENTIAL

RESTRICTED
(Reclassify when filled out)

055988

I. GENERAL

(a) Unit Reporting VPB 26 (b) Based on or at USS NORTON SOUND KERAMA RETTO (c) Report No. 9-45

(d) Take off: Date 26 June 1945 Time (LZT) 0601 I (Zone); Lat. 26-15 N Long. 127 -20 E

(e) Mission Search - Calls 54 and 154v464 (f) Time of Return 1854 I (Zone)

II. OWN AIRCRAFT OFFICIALLY COVERED BY THIS REPORT.

TYPE (a)	SQUADRON (b)	NUMBER TAKING OFF (c)	NUMBER ENGAGING ENEMY A/C (d)	NUMBER ATTACKING TARGET (e)	BOMBS AND TORPEDOES CARRIED (PER PLANE) (f)	FUZE, SETTING (g)
PBM-5	VPB26	2		2	10 GP AN-M-30 100 lb	AN-M 115 4-5 sec
					2 INCD AN-M-12 100 lb	AN-M 1 3-5 sec

III. OTHER U. S. OR ALLIED AIRCRAFT EMPLOYED IN THIS OPERATION. None

TYPE	SQUADRON	NUMBER	BASE	TYPE	SQUADRON	NUMBER	BASE

IV. ENEMY AIRCRAFT OBSERVED OR ENGAGED (By Own Aircraft Listed in II Only). None

(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
			(ZONE)			
			(ZONE)			
			(ZONE)			

(h) Apparent Enemy Mission(s) _____

(i) Did Any Part of Encounter(s) Occur in Clouds? _____ (YES OR NO) If so, Describe Clouds _____ (BASE IN FEET, TYPE AND TENTHS OF COVER)

(j) Time of Day and Brilliance of Sun or Moon _____ (NIGHT, BRIGHT MOON; DAY, OVERCAST; ETC.) (k) Visibility _____ (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: TYPE A/C	SQUADRON	PILOT OR GUNNER	GUNS USED	(c) WHERE HIT, ANGLE	(d) DAMAGE CLAIMED

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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	
PBM-5	700	700	12.8	2600	2050		2850			2

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

CALIBER	NONE	MEAGER	MODERATE	INTENSE
HEAVY — Time-fused shells, 75mm and over	X			
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

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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) FOX TARE CHARLIE 36-55 N 122-45 E (FOR SHIPS INCLUDE ALL IN AREA UNDER ATTACK) (b) Time Over Target(s) 1220 I (Zone)

(c) Clouds Over Target None (BASE IN FEET, TYPE AND TENTHS OF COVER)

(d) Visibility of Target Clear (CLEAR, HAZY, PARTIALLY OBSCURED BY CLOUDS, ETC.) (e) Visibility 20 mi (MILES)

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

Bombs Dropped per Run See below (NUMBER) Spacing 20-25 ft (FEET) Altitude of Bomb Release 100 ft (FEET)

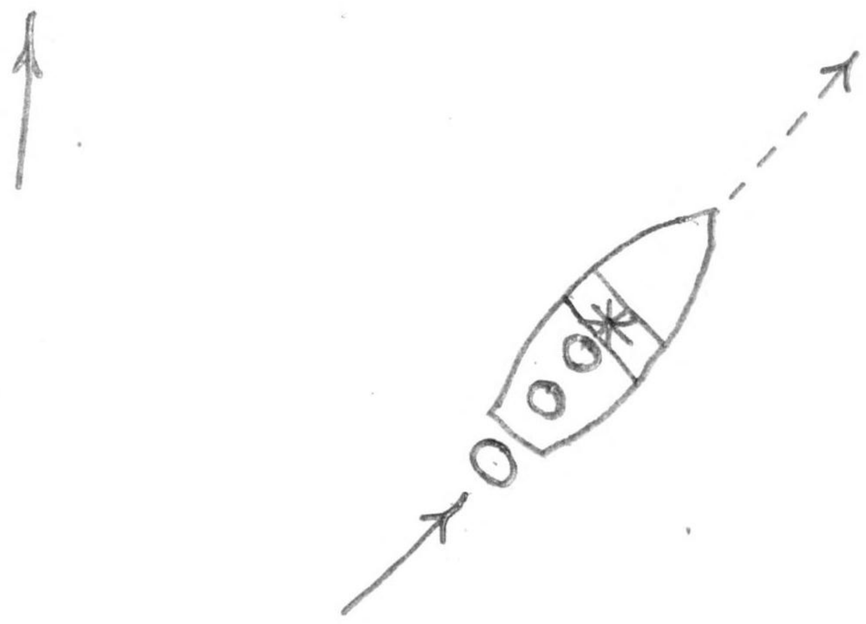
(g) Number of Enemy Aircraft Hit on Ground: Destroyed None Probably Destroyed None Damaged None

Runs	(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	Fox Tare Charlie	2000 GT	154v464	3 x 100 GP and 1 x Incd.cluster25ft	3	Serious
2	Same	Same	54v	2 x 100 Incd.cluster 2 x 100 GP, 25 ft.	2	Serious
3	Same	Same	154v	2 x 100 GP, 25 ft.	0	
4	Same	Same	54v	4 x 100 GP, 20 ft.	10 ft near miss	Slight
5	Same	Same	154v	1 x 100 GP,	0	
6						
7						
8		Ship Was	Seen To Sink			

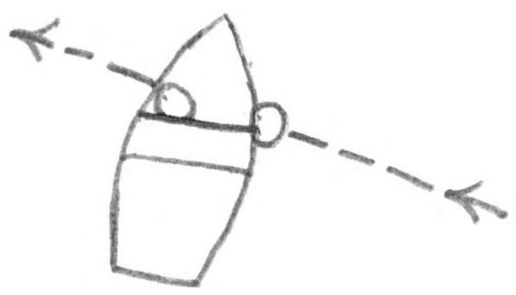
(o) **RESULTS:** (For all hits claimed on ship targets and for land targets of special interest, draw diagram, top or side view or both, as appropriate, showing type and location of hits. For all targets give location and effect of hits, and identify by numbers above. Use additional sheets if necessary).

N

Run 1, Lt. CLEWS



Run 2, Lt. HOFFMAN



(0)-GP Bomb
(*)-Incendiary

(p) Were Photographs Taken? Yes Photographs of Damage, WhenTaken, 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. Robert C. Hoffman and Lt. J.A. Clews, of VPB 26, as PPC's took off from Kerama Retto on a two plane search flight on the morning of 26 June 1945, bound for the Shantung Peninsula. They found a Freighter Transport (Fox Tare Charlie), size about 2000 Gross Tons, off the SE tip of the Peninsula, at 36-55 N, 122-45 E, proceeding on a northeasterly course, at a speed of 6 knots.

Lt. Clews made the first run, at a speed of 160 knots and an altitude of 100 feet, dropping a stick of 3 one hundred pound GP bombs and one incendiary cluster, spaced a 25 feet, on a run straight from stern to bow. The first bomb was short, but the remaining bombs hit the deck and superstructure.

Lt. Hoffman then came in on abeam run, squarely across from the starboard side, at 100 feet and 150 knots. He used 2 incendiary clusters and 2 GP 100 lb bombs, spacing them 20 feet apart. The incendiaries were short, but the first bomb hit the side of the vessel and went below deck where it exploded. The second bomb hit on deck. The first bomb went off in a vital part of the ship, undoubtedly doing great damage, as shown by the smoke that billowed up and the slowing down of the ship, after which it soon began to sink. Subsequent runs by both planes became less effective. Lt Clews next dropped 2 GP 100 pounders on another stern to bow run, missing on the starboard side. Lt Hoffman made another beam run and missed with 4 x 100 GP bombs, spaced at 20 feet, getting a ten foot near miss with the last bomb of the stick.

Meanwhile the ship was sinking, the stern well down, as Lt. Clews came in for a final run. He again tried a run straight from the stern to bow, missing with a one hundred pounder which fell about 20 feet off the port beam. Strafing had accompanied every run.

Further bombing was unnecessary, since the vessel was afire and sinking rapidly. The last glimpse of the ship showed it slipping beneathe the water - definitely sunk.

Tactics. It is believed that on undefended targets, a bombing run squarely abeam is the best approach, since it gives bombs a chance to skip into the vessel, in case they are short. Furthermore, a bomb skipped or thrown through the side of the vessel, where it can reach the bowels of a ship, will ordinarily do more damage than one which falls on the deck.

The disadvantage of a run straight from stern to bow is the chance of dropping to either side, missing the vessel entirely. If hits are obtained, more bombs can frequently be placed on the target, but missing on one side or the other is very frequent. The PBM bomb bays are some 25 feet apart, which makes accuracy a still greater problem on this type of run.

If the target is defended, ordinarily a run from the stern will subject the plane to less fire, assuming that some of the guns are forward. But it is believed a quartering run, from an angle of about 15 or 20 degrees off the stern, would not subject the attacking plane to greater fire, and would give greater chances of a hit on the target.

In the attack set out in the foregoing narrative, the advantages and disadvantages of a straight stern to bow run, and of a straight beam run on an undefended target, are well illustrated.

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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

NO COMMENT.

REPORT PREPARED BY:

Frank Guittard

FRANK GUITTARD, Lt., USNR - ACI Officer

SIGNATURE — RANK AND DUTY

APPROVED BY:

R. S. Null

R. S. NULL, Lt.Cdr., USNR - Cd'g. — 7-19-45

SIGNATURE — RANK AND DUTY — DATE

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