

# AIRCRAFT ACTION REPORT

RESTRICTED  
(Reclassify when filled out)

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## I. GENERAL

~~SECRET~~

- (a) Unit Reporting VM-49 (b) Based on or at USS SAN JACINTO (c) Report No. ACA-1-62  
 (d) Take off Date 24 July 1945 Time (LZT) 0750(I) (Zone); Lat. 31°33'W Long. 135°21'W  
 (e) Mission Strike - Kure Naval Base (f) Time of Return 1230(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>F6F-5</u>	<u>VM-49</u>	<u>8</u>		<u>8</u>	<u>7 planes carried 1-1000lb G.P. bombs per plane</u>	<u>Mk-243 .025 nose delay</u> <u>Mk-102-4-3 .24 base delay</u>

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

TYPE	SQUADRON	NUMBER	BASE	TYPE	SQUADRON	NUMBER	BASE
<u>SB2C-3</u>	<u>VM-49</u>	<u>9</u>	<u>USS SAN JACINTO</u>				
<u>Deckload strike by entire task force.</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>Frank</u>	<u>10</u>	<u>5</u>	<u>1015(I)</u> <u>(ZONE)</u>	<u>Rangoon Streets</u>	<u>Unobserved</u>	<u>White band about foot wide around fuselage just forward of horizontal stabilizer.</u> <u>Planes painted greenish brown with very glossy finish.</u>
			<u>(ZONE)</u>			
			<u>(ZONE)</u>			

- (h) Apparent Enemy Mission(s) Interception

Did Any Part of

- (i) Encounter(s) Occur in Clouds? No

If so, Describe Clouds

Clear

(BASE IN FEET, TYPE AND TENTHS OF COVER)

Time of Day and Brilliance

- (j) of Sun or Moon Bright Day

(NIGHT, BRIGHT MOON, DAY, OVERCAST, ETC.)

- (k) Visibility

Unobstructed

(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>Frank</u>	<u>F6F-5</u>	<u>VM-49</u>	<u>Cms. W. A. YANCY</u>	<u>Pinned .50</u>	<u>Cockpit and engine</u>
<u>Frank</u>	<u>F6F-5</u>	<u>VM-49</u>	<u>Cms. W. A. YANCY</u>	<u>Pinned .50</u>	<u>Engines</u>
<u>Frank</u>	<u>F6F-5</u>	<u>VM-49</u>	<u>Lt(jg) G. H. WILLIAMS</u>	<u>Pinned .50</u>	<u>Cockpit and engine</u>
<u>Frank</u>	<u>F6F-5</u>	<u>VM-49</u>	<u>Lt(jg) J. A. GIBSON</u>	<u>Pinned .50</u>	<u>Cockpit and engine</u>
<u>Frank</u>	<u>F6F-5</u>	<u>VM-49</u>	<u>Lieut. A. H. LINDSEY</u>	<u>Pinned .50</u>	<u>Cockpit and engine</u>

Enclosure (0)

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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 <b>none</b>				
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
	<b>none</b>			

## 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	
P6P-5	202	202	4 hrs 30 min	400	360	2000	(average per plane)			8

## 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

The P6P-5 had no trouble in closing with the Frank with the use of Water Injection. The Jap FRANKS were very hard to bring down, as each pilot reported a number of hits were made before they splashed the enemy planes.

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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) KURE Naval Base  
(FOR SHIPS INCLUDE ALL IN AREA UNDER ATTACK)
- (b) Time Over Target(s) 0930(I) (Zone)
- (c) Clouds Over Target 7500 feet and another layer 4000 strato cumulus 5/10  
(BASE IN FEET, TYPE AND TENTHS OF COVER)
- (d) Visibility of Target Partially obscured by clouds  
(CLEAR, HAZY, PARTIALLY OBSCURED BY CLOUDS, ETC.)
- (e) Visibility 15 (MILES)
- (f) Bombing Tactics: Type Dive Bomb Sight Used Mk.8 Illuminated sunsight.  
(LEVEL, GLIDE OR DIVE) (TYPE)
- Bombs Dropped per Run 1 Spacing - Altitude of Bomb Release 3,000  
(NUMBER) (FEET) (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)
Center of Flight Deck CV moored south of Mitsuke Jim. Bay No.12 Exhibit A hereto attached. 3	750' X 82'	5 VP-49	5-1000# GP	2	Not assessed.
A large engine-aft freighter-probably Sugar 5 Charlie Love (JICF)	2300 GT	1 VP-49	2-1000# GP	1 direct hit	Capsized and sank
Building area immediately southeast of Mitsuke Jim. 7		1 VP-49	1-1000# GP	Unobserved	Unobserved
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).

- (p) Were Photographs Taken? Yes Photographs of Damage, When Taken, Should Be Attached By Staple.

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REPORT No. **ACA-1** 42**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 **fire**  
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

Eight Hellcats and nine Avengers of Air Group FORTY-NINE were launched from the USS SAN JACINTO at 0758(I), 24 July 1945 to join in a Task Force strike against the Japanese Naval base at Kure. The Fighter group was to act as top cover and fighter bombers on the mission. The course to the target was over Shikoku, with the entrance to the inland sea area being made below Matsuyama West airfield. The final approach to the enemy naval base was from the northeast, and the FORTY-NINE Fighter group was the last to go in on their assigned targets, which were two Jap CVs., of the Amagi-Katsuragi class. These ships, heavily camouflaged, were moored on the southern and northeastern extremities of Mitsuke Jima, which is just to the west of Kure harbor. The dive was started at 12,000 feet and the bombs were dropped from about 3,000 feet, with the average pull out being about 1,000 feet below that altitude. The attack was made through intense heavy and medium automatic flak. The northern half of the target was obscured by a cloud and all bombs were directed against the southernmost ship. Two direct hits were seen and great damage to the flight deck was caused by the explosions. Ens. E. A. Case was unable to release his bomb on the target and it was dropped on an industrial area to the southeast of Mitsuke Jima. A large explosion was seen at his point of aim, but damage was not assessed. Lt. A. W. Lindsay, the fighter group flight leader, also could not release on the target and finally dropped his bomb by manual control on a large engines-aft freighter, probably a Sugar Charlie Love (JNST) about ten miles west of Matsuyama West airfield. His bomb struck close aboard on the port side of the freighter and the ship was seen to capsize and sink. On retirement the entire strike group ran into a vast number of enemy ships south of Kure. The situation became very confused with attacks being made on every enemy ship that could be found. The group from Fighting Squadron FORTY-NINE made the following sure kills: An engines-aft freighter (JNST-Sugar Dog) set on fire and certainly sunk by Lt(jg) G.C. Pompeo just south of Yoko Shima; Another Sugar Dog blown up and sank by Lt(jg) G. H. WILLIAMS south of Tsuwaji Shima; a lugger destroyed by concentrated strafing of Lt. Lindsay's division just east of Sada Misaki. One Sugar Dog was set on fire and at least heavily damaged just off Kurabashi Shima by Ens. R. A. Yancy. A number of other ships which had already been brought under attack or damaged by other groups, were attacked by Forty-Nine's fighters. Among these were the following: A destroyer escort, which subsequently sank; A Sugar Charlie Love and at least two Sugar Dogs, attacked by the division headed by Lt. D. L. Hazelhurst, Jr.; and a large freighter just south of the target which was attacked by the flightleader's division.

The two divisions were rendezvoused and started to retire down Bungo Straits when a number of enemy planes were sighted. (Lt(jg) J.A. GIBSON, of Big Boydell, Arkansas, who is reported to have said, "I'm fixin' to attack." described what then happened as follows: "We heard a call from some fighters ahead that they were jumped by enemy planes. We immediately joined up and started to their aid. As we approached the planes ahead, I noticed two planes coming toward us, and I went with my wing man, Lt(jg) G.H. Williams, to investigate. The planes had wing tanks and as we approached they dropped them and started to dive for the water. By now we could see that they were Franks and we started to close on them. Our section split and I followed one, while Lt(jg) Williams closed on the other. The F6F-5 had no trouble at all in closing on the Frank, with the addition of water injection. The Jap tried to turn inside of me, but every time he started a turn I would fire a short burst in front of him which would always bring him back straight and level. When I got in effective range my first burst knocked his wheels down. I overran him and had to pull up in a wing-over to drop back on his tail. He then tried skidding turns, without success. By this time I began to get my bursts in the cockpit and he commenced to smoke. He finally fell

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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

over on one wing and went straight into the water, without turning." Lt(jg) Williams made the following statement: "Lt(jg) Gibson Tally had two enemy fighters under us on the water. He made a 180 degree turn and gave chase, each taking one. I closed rapidly on my plane which I am reasonably sure was a Frank. Just as I came into range on his tail, he executed a very tight turn, which I attempted to follow, but in which I was not successful. Before I "blacked-out" I shot about a three second burst and I think I killed or wounded the pilot. Then I came to I found he was falling in a tight spiral trailing a great cloud of smoke. Just before he struck the water another group of friendly fighters followed him down and fired into his plane." Ensign N.A. Yaney, who was after another bogey on the other side of Bungo Straits made the following statement: "I looked back and saw seven unidentified planes above and to the rear of our group. I Tally had and Ensign E.L. Case, leading the division, made a 180 degree turn and started climbing. He started closing on a single bogey but he turned and dove away. I nosed down and saw a Jap Frank directly below. I dropped my belly tank, closed and fired a long burst. He started smoking and made a very sharp climbing turn to the starboard. I made a slight climbing turn to port and found another Frank in front of me. I closed and fired a short burst. He made a diving turn to the left. I followed him down from 8000 feet, firing another long burst. His turn tightened and he went into the water from a steep spiral." Another enemy plane was splashed close by, and Ensign Yancy believed it was the first plane brought under his fire as no other planes were observed in the neighborhood. He was credited with a probable kill for the second plane. Lt. A.E. Lindsey at about the same time followed another Frank, and got in a long burst which he saw go into the plane, before it broke off in a tight turn. However, while he undoubtedly damaged the enemy plane, it was not seen to splash. An intense barrage of heavy and medium automatic anti-aircraft fire was encountered over the principal target at Kure. The ships attacked south of Kure fired some light automatic weapons, but the volume was meager and the firing inaccurate. The flight rendezvoused and returned to its base with gasoline tanks almost empty. The score, not counting assists: 3 enemy fighters splashed; one probably destroyed; and one damaged. One JNET Sugar Charlie Lost; Two Sugar Dogs and one lugger sunk; One CV of the Azagi-Satouragi class very heavily damaged, and one Sugar Dog damaged.

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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

REPORT PREPARED BY:

R. A. SHAW, Lieut., USAF  
SIGNATURE  
A. C. I. Officer.

RANK AND DUTY

G. H. ROUZEE, Lieut. Cmdr., USN  
SIGNATURE  
Commanding Officer, VP-49 RANK AND DUTY

ALLSET - MFD. BY THE EGRY REGISTER CO., PATENTED

24 July 1945  
DATE