

AIRCRAFT ACTION REPORT

RESTRICTED
(Reclassify when filled out)

I. GENERAL

SECRET

(a) Unit Reporting VT-45 (b) Based on or at U.S.S. SAN JACINTO (c) Report No. 55
 (d) Take off: Date 27 April 1945 Time (LZT) 1015 (Zone); Lat. 26 - 18 Long. 129 - 32
 (e) Mission Strike Shipping at Kakerama Shima (f) Time of Return 1415 (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)		
TB-3	VT-45	8	0	8	Four 500# G.P.	None - None Tail - 4 to 5 Sec. Delay

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

TYPE	SQUADRON	NUMBER	BASE	TYPE	SQUADRON	NUMBER	BASE
TBF	VT-45	12	USS SAN JACINTO				
TBF		8	USS BELLEROPHON				
TBF		12	USS BELLEROPHON				

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
None			(ZONE)			
			(ZONE)			
			(ZONE)			

(h) Apparent Enemy Mission(s) _____
 Did Any Part of _____
 (i) Encounter(s) Occur in Clouds? _____ If so, Describe Clouds _____
(YES OR NO) (BASE IN FEET, TYPE AND TENTHS OF COVER)
 Time of Day and Brilliance _____
 (j) 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:				(c) WHERE HIT, ANGLE	(d) DAMAGE CLAIMED
	TYPE A/C	SQUADRON	PILOT OR GUNNER	GUNS USED		
None						

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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) One SD, One LST and 5 Luggers in cove at [unclear] [unclear] (b) Time Over Target(s) 1145 - 1210 (Zone) 9
(FOR SHIPS INCLUDE ALL IN AREA UNDER ATTACK)
- (c) Clouds Over Target 6/10 at 3500 feet
(BASE IN FEET, TYPE AND TENTHS OF COVER)
- (d) Visibility of Target Clear (e) Visibility 15 Miles
(CLEAR, HAZY, PARTIALLY OBSCURED BY CLOUDS, ETC.) (MILES)
- (f) Bombing Tactics: Type 01100 Bomb Sight Used Mark 8
(LEVEL, GLIDE OR DIVE) (TYPE)
- Bombs Dropped per Run Two Spacing Select Altitude of Bomb Release 3000-4000
(NUMBER) (FEET) (FEET)
- (g) Number of Enemy Aircraft Hit on Ground: Destroyed None Probably Destroyed None Damaged None

(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 <u>One SD.</u>	<u>800 tons</u>	<u>2</u> <u>VT-45</u>	<u>6</u> <u>500# G.P.</u>	<u>2</u>	<u>Serious</u>
2 <u>Group of 5 Luggers</u>	<u>150 Ft. long.</u>	<u>7</u> <u>VT-45</u>	<u>24</u> <u>500# G.P.</u>	<u>3 to 5</u>	<u>3 sunk</u>
3					
4					
5					
6					
7					
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).

1. The Sugar Dog was hit by two bombs but was not observed to burn or sink. This may have been due to the 4 to 5 second delay fuse which would probably enable the bomb to pass right through the ship before it exploded or to the fact that the ship was close to shore. In the latter event the ship might have settled onto the bottom without appearing to sink.

2. A large number of bombs were dropped on this group of luggers and three of them had disappeared from sight when the planes had completed their attack.

(p) Were Photographs Taken? No. 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

This special strike was sent out to attack a group of small ships sighted earlier in the day in O Shina Kaiyo on the northern shore of Hakusima Shima. Lieutenants Osborne, Rieck, Riley and Van Haven, Lieutenant (j.g.) Robinson and Ensign Lawson, Robertson and Nicholl participated in this strike. The strike planes together with 12 VF-45 fighters proceeded to O Shina Kaiyo in company with 12 F6F's and 8 TBM's from the USS HULLMAN BORN. In a large cove at the town of Oshima on the north shore of Hakusima Shima a congregation of small ships was seen. As no other shipping could be discovered in the general area these small ships were attacked. On closer approach 5 of the ships were seen to be luggers or landing craft about 150 feet long. Two slightly larger ships were also present one of which appeared to be an LST. The other was a Sugar Hog. Two runs were made on these ships, two bombs being dropped on each run from altitudes ranging from 3000 to 4000 feet. Three of the luggers were sunk and Lieutenant Osborne scored two direct hits on the Sugar Hog. This ship was not seen to sink but that may have been due to the fact that it was in shallow water near shore and may have rested on the bottom after the attack. All these ships were at anchor and all were camouflaged with branches. Very intense and accurate 40mm and 20mm A/A fire was directed at the planes from the ships and from shore. A moderate amount of 5 inch A/A fire was directed at the planes from shore positions.

The approach to the target was made at 5500 feet on the first bombing run and at 6500 feet on the second run. Bombs were dropped at altitudes ranging from 3000 feet to 4000 feet after glides averaging 350 to 400.

Two bombs hung up in Lieutenant Riley's plane and defied all efforts to release them over the target area. On instruction from his ship, Lieutenant Riley landed at Yontan Airfield, Okinawa in company with his wingman Ensign Robertson in order to have his bombs removed before landing aboard the ship. On his way to Yontan he had succeeded in jettisoning one of the bombs, but the other had to be manually removed at Yontan. The two planes landed at Yontan at 1315 and took off from there at 1530. They returned to the carrier and were taken aboard at 1710.

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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:

APPROVED BY:

Malcolm I. RUDNICK, Lieut., USNR,
SIGNATURE **A.C.I. Officer.** RANK AND DUTY

J. G. FERRARI, Lieut., USNR,
SIGNATURE **Commanding Officer.** RANK AND DUTY

28 April 1945
DATE