

AIRCRAFT ACTION REPORT

CONFIDENTIAL
RESTRICTED
(Reclassify when filled out)

(OMIT THIS SHEET IF NO ATTACK WAS MADE)

CVEG 33-15

REPORT No. VF 33-52

VT 33-33

XI. ATTACK ON ENEMY SHIPS OR GROUND OBJECTIVES (By Own Aircraft Listed in II Only).

(a) Target(s) and Location(s) Airfields, Miyako Jima (b) Time Over Target(s) 0550(I) (Zone)
(FOR SHIPS INCLUDE ALL IN AREA UNDER ATTACK)

(c) Clouds Over Target 3000, cumulus, 3/10
(BASE IN FEET, TYPE AND TENTHS OF COVER)

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

(f) Bombing Tactics: Type VT - Glide, VF - Dive Bomb Sight Used Mk. VIII
(LEVEL, GLIDE OR DIVE) (TYPE)
Rockets S/R 1500 yds.

Bombs Dropped per Run VF - 0, VT - 2 Spacing 150 Altitude of Bomb Release 4@2500, 1@800
(NUMBER) (FEET) (FEET)
VF - 2000'

(g) Number of Enemy Aircraft Hit on Ground: Destroyed 0 Probably Destroyed 1 Damaged 2

(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 Nobara Strip	150' x 5200'	5 VT-33	9x500, 11x100 GP. 6 AR-3 in. head	17 6	Slight
2 " "	" "	7 VF-33	7x500, 7x100 G.P.		"
3 Revetments	100' x 100'	4 VT-33	1x500, 7x100 G.P. 12 AR-3 in. head	7 12	Serious
4 " "	" "	7 VF-33	Strafed	-	Slight
5 Underground Hangar Area	- - - -	1 VT-33	1 AR-3 in. head	1	"
6 " "	- - - -	7 VF-33	14 AR-3 in. head	7	"
7 Operations Building	30' x 70'	1 VT-33	Strafing and 4 AR-3 in. Head	4	"
8 Sukama Field	- - - -	4 VF-33	Strafed	-	"

(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 & 2 This strip was being used for take-offs yesterday evening regardless of daily bombing for at least the past two weeks. Bomb hits merely pitted the runway and these appear to be repaired daily by filling in. 500 lb. bomb make good sized craters. Each plane strafed during runs. Two single engine planes by side of runway were well strafed. They were probably damaged some the day before.

3 & 4 Revetments are situated in area within 500 yards radius of center of Nobara field. Hits tore top off one earthen covered revetment and one net covered revetment. A fuel dump in one was set afire causing large orange blaze, black billowy smoke and intermittent explosions. SE plane in tree surrounded revetment well strafed. Deemed probably destroyed.

5 & 6 Underground hangar near Nobara field. Large fire started by rockets and strafing about 300 feet south of the two strips.

7 This building so situated with respect to Nobara Airfield, pilot believed it to be probable operations building.

8 Location Miyako Jima strafed clump of trees at northeast end of runway starting a fire among the trees.

(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

Strike group rendezvoused and proceeded immediately. The use of strike groups from a single ship, even though small in size, results in effective work and pays more dividends with less loss than the combined strikes from three or more ships. This is particularly true where the AA is intense as it is at Sakishima.

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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

TBM-3E radioman, on his AN/APS-4 radar, picked up target, an island, at 42 miles and the base force at 40 miles. This radar gear is highly regarded by all TBM-3E pilots. It has very good mapping characteristics and is especially helpful in navigation and approaches to the target and base. The above ranges are now considered to be average and are expected.

REPORT PREPARED BY:

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APPROVED BY:

F.B. GILKESON, LtCdr., U.S. Navy, 23 April 1945.

Commander CVEG-33.

RANK AND DUTY

DATE