

AIRCRAFT ACTION REPORT

RESTRICTED
(Reclassify when filled out)

CONFIDENTIAL

I. GENERAL

(a) Unit Reporting VD-1 (b) Based on or at Yontan Field, Okinawa R. (c) Report No. 33A-45
 (d) Take off: Date 2 July 1945 Time (LZT) 1205 Itea (Zone); Lat. 26° 23' N Long 127° 45' E
 (e) Mission Photography of Kyushu Island (f) Time of Return 1740 Itea (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>FB4Y-1P</u>	<u>VD-1</u>	<u>5</u>	<u>1</u>	<u>5</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>P47N</u>	<u>516th</u>	<u>56</u>	<u>Ie Shima</u>	<u>P47N</u>	<u>VH4</u>	<u>1</u>	<u>Karana Retto</u>
	<u>FG TAF</u>						
	<u>10th Army</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 (ZONE)	(e) LOCATION OF ENCOUNTER	(f) BOMBS, TORPEDOES CARRIED; GUNS OBSERVED	(g) CAMOUFLAGE AND MARKING
<u>Tojo</u>	<u>2</u>	<u>2</u>	<u>1540 I</u> (ZONE)	<u>Just north of</u> <u>Tatsu Saki</u>	<u>20 mm guns</u>	<u>Fuselage dirty</u> <u>green with red</u> <u>stripe about 45</u> <u>with the cockpit</u> <u>wings white under-</u> <u>neath, green splot-</u> <u>ched on top with</u> <u>rising sun on each</u> <u>wing.</u>
			(ZONE)			
			(ZONE)			

(h) Apparent Enemy Mission(s) Interception

Did Any Part of

(i) Encounter(s) Occur in Clouds? no 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 Day "bright sun" (k) Visibility 30 plus
(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	GUNS USED		
<u>none</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 FB4Y-1P	VD-1	20MM gun fire from Tojo type aircraft	Fuselage aft of belly turret. Tail turret and tail surfaces. Angle about 20°	Numerous holes in after fuselage, tail turret and tail surfaces. Several frames and stringers severed. Intercommunication system severed. Hydraulic lines in tail turret severed.
2				
3				
4				
5				
6				
7				
8				
9 FB4Y-1P	VD-1	AA fire	Forward bomb bay	Small shrapnel hole
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
1	VD-1	Arena, P. A., AMM3c(CA)	20 MM shell from fighter aircraft	Right leg shattered below knee
1	VD-1	Staskal, F. W., AMM2c(CA)	20 MM shell from fighter aircraft.	Flesh wound in left leg.

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	
FB4Y-1P	360	360	6.8	2700	1850		10			5

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
- URNS
- DIVES
- CEILINGS
- RANGE
- PROTECTION
- ARMAMENT

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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

Five PB4Y-1P aircraft of Fleet Air Photographic Squadron One, with Lieut. H. C. PAIGE flight leader, took off from Yonabaru Airfield, Okinawa, R. I. on 2 July 1945 at 1200 Item to obtain reconnaissance photography of Kyushu Island, Kuro Shima, Danjo Gunto and Tori Shima. Ten flight lines on Kyushu were planned to run from west to east beginning at 32°-30' North and across the entire width of the island. Flight lines were two miles apart and approximately eighty miles long to be flown at an altitude of 20,000 feet using a twenty-four inch focal length camera. The Tactical Air Force provided fifty-eight P47N aircraft, eight to escort each photo-Liberator, twelve to provide a roving top cover and four to escort the Dumbo rescue plane. A Dumbo rescue plane to orbit in the vicinity of Take Shima was provided by VH4.

Rendezvous with the escorting fighters was made at the southern end of Izeha Shima at 1230 Item and the formation proceeded from there over Kuro Shima climbing to altitude enroute. Photographs of Kuro Shima were taken and the formation proceeded up along the West coast of Kyushu to the initial flight lines at 32°-30' North arriving at 1405 Item. Each aircraft flew two flight lines, one from west to east and the other from east to west. The area thus photographed was in excess of 1600 square miles, and is believed to represent the greatest area coverage yet performed by a naval photographic squadron on a single mission over enemy territory during this war.

After leaving the second flight line at 1535 Item and while in the vicinity of Tatsu Saki, plane No. 23 piloted by Lieut. E. H. VOORHEES was attacked by enemy fighters. Two Tojos were first observed high and slightly forward of the plane preparing to make runs. The escorting P47N aircraft attempted to drive off the interceptors. The top turret man then saw a Tojo at 8:30 high on the tail of and firing at a P47N. Both planes disappeared into the sun. A moment later he saw a Tojo coming up under the starboard wing with a P47N following on his tail. The top turret gunner was able to fire only ten bursts at the enemy and did not get any hits. The bow turret man saw this enemy plane coming in; was unable to bring his guns to bear on the enemy, but with unbelievable strength actually tore the handles from his guns when the turret reached the end of its travel. The enemy plane came up under the starboard wing firing and got several hits on the after section of the fuselage and in the tail surfaces. The first 20MM shell entered the belly of the ship at the port belly-gun tunnel, penetrated an oxygen bottle at station 7.1 and exploded, tearing a hole in the decking aft of the belly turret and in a deck stringer at station 7.1 and causing shrapnel holes in four sections of skin from station 7.1 to 7.3 and between No. 2 and 9 stringers port side. Three oxygen bottles and oxygen lines below the deck plates were damaged. The inter-communication system was cut at the port waist.

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Speeds
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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

A second projectile entered the starboard side of the ship above No. 6 stringer, struck the belt frame at station 8.0 and exploded, rupturing the belt frame over a two foot area, cutting nine stringers on the starboard side and riddling the skin between stations 7.7 and 8.1 and between stringers Nos. 4 to 12. The explosion of this projectile also damaged and exploded ammunition in the tail turret ammunition boxes and feed chutes. The elevator A.F.C.E. servo motor was also knocked out by the projectile. Bulkhead 9.0 was torn at the push-pull rod hole on the port side and the skin was riddled between stations 7.7 and 9.0 and stringers 12 to 17 port side. The tail turret intercommunication and power lines were also knocked out by this shell and the starboard elevator was riddled and one rib torn. A third shell struck the port vertical stabilizer just below the forward attachment fitting, damaging the horizontal stabilizer, port vertical stabilizer and rudder. A fourth projectile entered the starboard side of the ship rupturing frames at stations 9.1 and 9.2 and entered the tail turret and exploded near the lower right leg of the tail gunner P. A. ARENA, AMM3c, shattering his leg below the right knee. This explosion severed all hydraulic lines in the tail turret and caused numerous shrapnel holes in the tail turret body.

The starboard waist gunner F. W. STASKAL, AOM2c, was wounded by shrapnel in the upper left leg. A serious fire was started in the after station but was put out by the waist gunners and photographers. The pilot then reduced altitude and proceeded towards the rally point off Kuro Seto. Eighteen enemy fighters were observed by the escort plane above the formation. None was reported destroyed.

Heavy moderate and generally inaccurate antiaircraft fire was encountered by all of the aircraft over various portions of the photographic runs and near the rally point at Kuro Seto. Plane No. 27 piloted by Lieut. F. W. CROOK received a six inch shrapnel hole in the bottom of the forward bomb-bay by the bomb-bay fuel cell from antiaircraft fire.

After arriving at the rally point, three of the photo-Liberators set course for base while plane No. 22, piloted by Lieut. H. C. PAIG and plane No. 21, piloted by Lieut. (jg) H. PETERSEN, proceeded on a westerly course to complete the photography of Danjo Gunto and Tori Shima. They found Danjo Gunto covered by five-tenths clouds but obtained photography of the clear areas. Tori Shima was overcast making photography impossible. From this point both planes proceeded to base. All aircraft had landed at Yontan by 1850 Item.

REPORT PREPARED BY: *[Signature]*
H. J. MEYERS
Lieut., USNR
ACI Officer

APPROVED BY: *[Signature]*
J. C. HUTCHISON
Lt. Comdr., USNR
Commanding Officer

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