

AIRCRAFT ACTION REPORT

RESTRICTED
(Reclassify when
filled out)

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I. GENERAL

(a) Unit Reporting VT-49 (b) Based on or at U.S.S. SAN JACINTO (c) Report No. 20
 (d) Take off: Date 18 July 1945 Time (LZT) 1335(-9) (Zone); Lat. 34-41 N Long. 142-26E
 (e) Mission Bomb A/A positions at Yokosuka Naval Fuel Depot (f) Time of Return 1808(-9) (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) | | | |
| TBM-3 | VT-49 | 9 | 0 | 9 | 2-planes 260# Frags (8) | VT-Nose | ALL |
| | | | | | 1 plane 12-100# G.P. | Inst.Nose | tail |
| | | | | | 5 planes 12-100# G.P. | VT-Nose | non- |
| | | | | | 1 plane 6-260# Frag | VT-Nose | delay |
| | | | | | 1-100# G.P. | VT-Nose | |

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

| TYPE | SQUADRON | NUMBER | BASE | TYPE | SQUADRON | NUMBER | BASE |
|--|----------|--------|------|------|----------|--------|------|
| All squadrons of Task Force 38 participated in this operation, centered around attack on Japanese BB Nagato. | | | | | | | |
| | | | | | | | |

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 |
|---------------|------------------------|--------------------------------|----------------------------|---------------------------------|---|----------------------------------|
| (ZONE) | | | | | | |
| None Airborne | | | | | | |
| (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 _____ (k) Visibility _____
(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 | | |
| 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) A/A positions-Yokosuka Naval Fuel Depot (b) Time Over Target(s) 1600(-9) (Zone)
(FOR SHIPS INCLUDE ALL IN AREA UNDER ATTACK)
- (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 (MILES)
4-None
- (f) Bombing Tactics: Type Glide (LEVEL, GLIDE OR DIVE) Bomb Sight Used 5-Mark VIII (TYPE)
GP-
- Bombs Dropped per Run All (NUMBER) Spacing 1 (FEET) Altitude of Bomb Release 6500-4500 (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 Heavy A/A Positions (1) | 200' X 300' | 2 VT-49 | 24-100# G.P. VT-Nose | Not Observed. | |
| ² Oil Tank just S.E. of A/A | 75' X 75' | 2 VT-49 | 8-260# Frags/ VT 11-100# G.P. / Nose | Don't know | Fired. Seen to smoke. |
| ³ Heavy A/A Positions (2) | 200' X 300' | 2 VT-49 | 24-100# G.P. VT-Nose | 6 at least | Direct hits seen by another pilot |
| ⁴ Medium A/A Positions (3) | 150' X 200' | 3 VT-49 | 14-260# Frags-VT Nose 13-100# G.P. (1-VT, 12 | Not observed. Inst. Nose) | |
| 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).

Enclosure shows flak positions assigned to San Jacinto's VT, (and to other carriers' VT) in neutralizing A/A in support of attack on BB Hagato. A/A positions, not observed by pilots were previously pinpointed on target photos and one pilot saw one half string laid across lower Heavy positions.

Two pilots, forced off assigned aiming points, both took aim on adjacent oil tank, which was set afire by one or more hits.

The numbers indicate specific areas assigned to Lieut. Peters', Lieut. Livingston's and Lt(jg) Richards' divisions, respectively.

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

All of radiomen's pictures of poor quality.

S-E-C-R-E-T

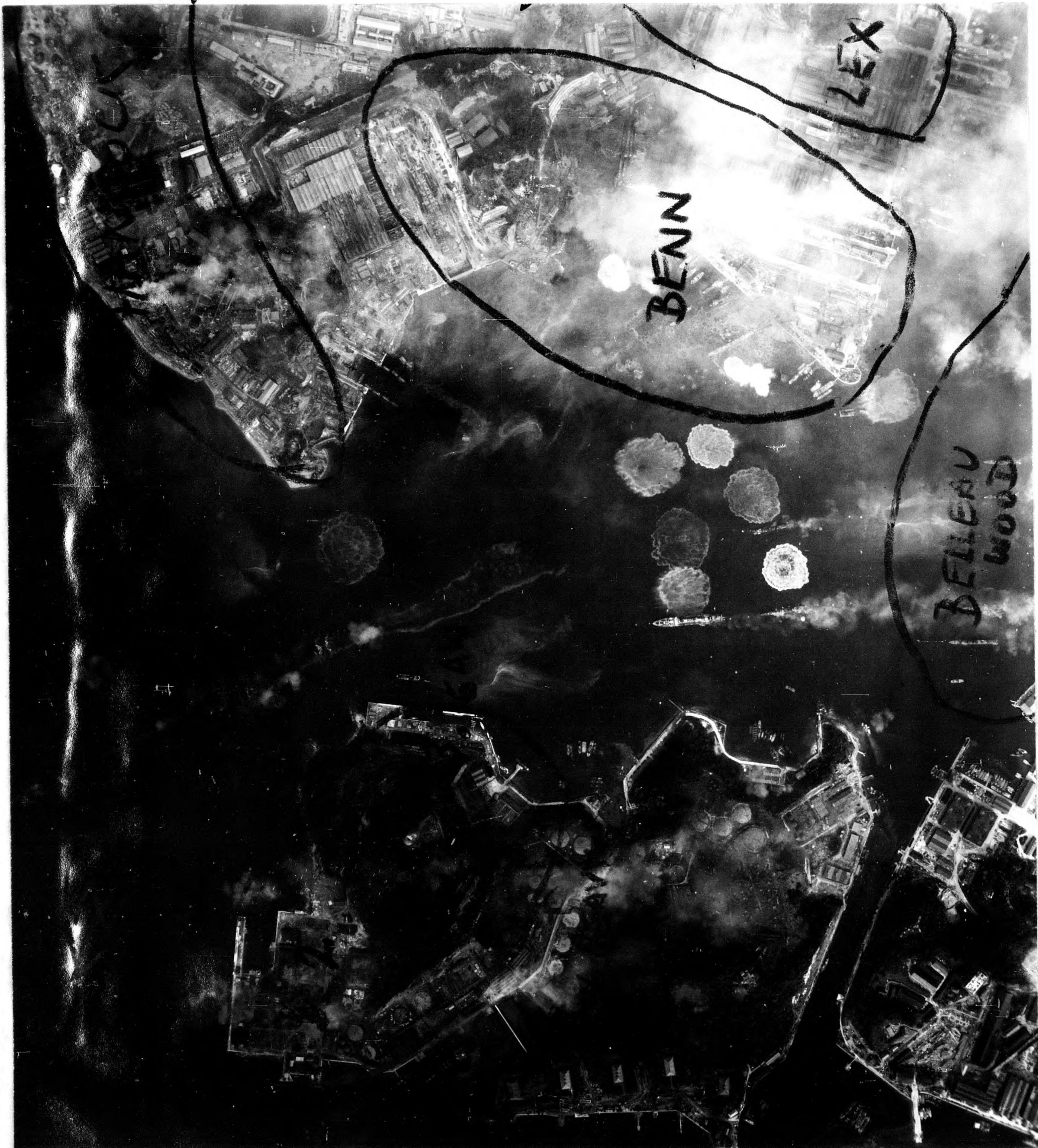


EXHIBIT (A)

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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

In its closing strike of the current Task Force Operation, directed at a crippling blow on the Jap BB Nagato, tied up at Yokosuka Naval Base, Torpedo Squadron FORTY-NINE sent its planes on a mission designed to clear the air for the direct attack by VFB's on the ship. All VT were assigned A/A positions, and this Task Group designated known emplacements in the immediate vicinity of the primary target for its strike's support.

Lieutenant Peters led the nine Avengers in a 1330 catapult (the morning strike having been weathered out) to join up with the other VT of the Task Group prior to arrival at the strike picket. The target rallying point lay almost due west-125 miles, and an immediate climb was commenced, so that this squadron's planes were able to orbit southeast of Najima Saki at 15,000 feet while awaiting the coordinator's orders to go in.

Keeping well outside the previously determined heavy flak circles at the southern tip of Chiba Peninsula, the group attack planes skirted Tateyama Wan and headed up Urago Suido, at which point evasive action was initiated, as they entered the inescapable flak circle. The jinking approach was continued as the turn West to the target areas was made, following the pointing finger of Cape Futtsu which directed all traffic to Yokosuka. The flight encountered heavy but inaccurate A/A fire, throughout this approach, at the end of which they had 13,000 feet altitude going into the initial pushover six miles East of the base.

Break-off into 3 three-plane divisions was at 10,000 feet, speeds of 350 knots plus and angles up to 40° attained in the aiming dives. The loading of VT fuzes for as many as 12 bombs to a plane required unusually long dives, and several pullouts were below 3,500 feet, amidst what was later described as "10/10 cumulus flak", "thick enough for a landing", etc. Intense A/A, both heavy and medium, much of it from the squadron's target A/A, ripped by, miraculously making no hits on any of our planes.

Window was liberally used and the pilots could see rope from a high-flying Bennington plane floating down to counter the enemy's tracking radar.

This was no day for pilots to slip over and observe their own hits, and none of them saw exactly where he dropped. The majority were in the target area, and Ens. Seckinger saw somebody's string explode along the line of a Heavy battery of six guns.

One hit with visible results came when two pilots, forced off their targets, dropped on a fuel tank and scored at least one lethal hit, as it was set on fire and later seen to be pouring forth black smoke.

Retirement at high speed was made across the narrow peninsula below Yokosuka and out over the flak free area in Sagami Wan. A count showed all present and course was set for the Tomcat and base.

No airborne Jap planes were seen, and recovery was made at 1800. Beside Mr. Peters, those participating were Lt. Livingston, Lts(jg) Pruitt, Richards, Hester, Austin, and Ensigns Schaub, Coffey and Seckinger, All of whom agreed that Jap flak was a major target for any strike.

S-E-C-R-E-T

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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

The squadron's newly acquired RCM jamming gear was used for the first time in this strike, and the operator reported that he was receiving pulses on the wave length assigned for jamming. Unfortunately no definite statement can be made as to the effectiveness of this type radar counter measure. The difficulty of evaluation lies in the fact that all planes equipped with this gear were instructed to jam the same frequency (200 mc). The pulses received by the operators may well have been sent out by transmitters within the group.

REPORT PREPARED BY:

APPROVED BY:

Charles N. Fuller, Lt(jg), USNR., ACIO

Carl H. Peters, Lieut. (A1), USNR., Comdg. 24 July 1945

SIGNATURE

RANK AND DUTY

SIGNATURE

RANK AND DUTY

DATE