

AIRCRAFT ACTION REPORT

RESTRICTED
(Reclassify when filled out)
CONFIDENTIAL

I. GENERAL

CVEG 33-14
VF 33-47
VT 33-32

(a) Unit Reporting CVEG-33 (b) Based on or at U.S.S. SANGAMON (c) Report No. _____
(d) Take off: Date 22 April 1945 Time (LZT) 1630(I) (Zone); Lat. 24-00N Long. 126-45 E
(e) Mission Strike Airfields at Miyako & Ishigaki (f) Time of Return 4 @ 1830, 4 @ 1915, 4 @ 1945 (Zone) (I)

II. OWN AIRCRAFT OFFICIALLY COVERED BY THIS REPORT.

TYPE (a)	SQUADRON (b)	NUMBER			BOMBS AND TORPEDOES CARRIED (PER PLANE) (f)	FUZE, SETTING
		TAKING OFF (c)	ENGAGING ENEMY A/C (d)	ATTACKING TARGET (e)		
<u>TBM-3E</u>	<u>VT-33</u>	<u>4</u>	<u>0</u>	<u>4</u>	<u>2x500 G.P., 4x100G.P.</u>	<u>Tail AN M101A2 .1 sec.</u> <u>Nose AN M219 Inst.</u> <u>Tail AN M100A2 .1 sec.</u>
<u>F6F-5E</u>	<u>VF-3</u>	<u>8</u>	<u>8</u>	<u>8</u>	<u>7 AR-5 in. head</u> <u>1x500 G.P.</u> <u>4 AR-5 in. head</u>	<u>Mk. 157 .02 sec.</u> <u>AN M101A2 .1 sec.</u> <u>Mk. 157 .02 sec.</u>

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

TYPE	SQUADRON	NUMBER	BASE	TYPE	SQUADRON	NUMBER	BASE
<u>F6F-5E</u>	<u>VF-33</u>	<u>4</u>	<u>U.S.S. SANGAMON</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>Oscar</u>	<u>11</u>	<u>11</u>	<u>1720(I)</u> (ZONE)	<u>Miyako Jima</u>	<u>Cowl guns, no bombs</u>	<u>Army olive drab,</u> <u>mottled, with</u> <u>meatball on each</u> <u>side wing.</u>
			(ZONE)			
			(ZONE)			

(h) Apparent Enemy Mission(s) CAP or Escort of Bomber about to take-off.
(i) Did Any Part of Encounter(s) Occur in Clouds? Yes If so, Describe Clouds 3000 scattered, 6/10
(YES OR NO) (BASE IN FEET, TYPE AND TENTHS OF COVER)
(j) Time of Day and Brilliance of Sun or Moon Late afternoon, bright sun. (k) Visibility Unlimited.
(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:			GUNS USED	(c) WHERE HIT, ANGLE	(d) DAMAGE CLAIMED
	TYPE A/C	SQUADRON	PILOT OR GUNNER			
<u>Oscar</u>	<u>F6F-5E</u>	<u>VF-33</u>	<u>LtCdr. P.C. ROONEY,</u> <u>U.S.N.</u>	<u>6x .50</u>	<u>Engine, 12 o'clock</u> <u>level.</u>	<u>Destroyed</u>
<u>Oscar</u>	<u>F6F-5E</u>	<u>VF-33</u>	<u>Lt(jg) J.F. HARRISON</u>	<u>6 x .50</u>	<u>Stb'd. wing root, 6</u> <u>o'clock level.</u>	<u>"</u>
<u>Oscar</u>	<u>F6F-5E</u>	<u>VF-33</u>	<u>Lt(jg) T.H. HOGAN</u>	<u>6 x .50</u>	<u>Eng., 12 o'clock level</u>	<u>"</u>
<u>Oscar</u>	<u>F6F-5E</u>	<u>VF-33</u>	<u>Lt(jg) C.V. FIDLER</u>	<u>6 x .50</u>	<u>" " " below</u>	<u>"</u>
<u>Oscar</u>	<u>F6F-5E</u>	<u>VF-33</u>	<u>Lt(jg) J.O. WATSON</u>	<u>6 x .50</u>	<u>Port wing root, 9</u> <u>o'clock above</u>	<u>"</u>
<u>Oscar</u>	<u>F6F-5E</u>	<u>VF-33</u>	<u>Lt(jg) P.R. WATERS</u>	<u>6 x .50</u>	<u>Cockpit, 4 o'clock</u> <u>level</u>	<u>"</u>
<u>Oscar</u>	<u>F6F-5E</u>	<u>VF-33</u>	<u>Lt(jg) D. HAMBLIN</u>	<u>6 x .50</u>	<u>Engine & cockpit at</u> <u>9 o'clock max above</u>	<u>"</u>

AIRCRAFT ACTION REPORT

RESTRICTED
CONFIDENTIAL

(OMIT THIS SHEET IF NO ATTACK WAS MADE)

CVG 33-14
VF 33-17
VT 33-32

REPORT No. _____

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

(a) Target(s) and Location(s) Nobara Airfield, Miyako Jima (b) Time Over Target(s) 1730(I) (Zone)

(c) Clouds Over Target 3000 feet, 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, VT - Dive Bomb Sight Used Mk. VIII
(LEVEL, GLIDE OR DIVE) Rockets S/R 1500 yds.

Bombs Dropped per Run 0 Spacing 40 Altitude of Bomb Release 2000
(NUMBER) (FEET) (FEET)

(g) Number of Enemy Aircraft Hit on Ground: Destroyed VT-5 Probably Destroyed VT-2 Damaged -
VT-4 VT-8

(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 5500'	4 VT-33	8x500, 16x100 GP.	21	Serious
2 " "	" "	8 VT-33	4 x 500 G.P. 18 AR	4 18	"
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. Nobara Strip is the central field on Miyako Jima. About 25 airplanes were on the strip, in revetments and along taxiways. Some were turning up. Aiming point actually was the airplanes but at the same time considerable damage was done to the runways, taxiways and revetments. One VT bomb was a direct hit on a gasoline truck which had just parked between two planes. The truck was destroyed and the two planes probably destroyed. It is believed that the above estimate in paragraph (c) is conservative.

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

AIRCRAFT ACTION REPORT

CONFIDENTIAL
RESTRICTED
(Reclassify when
needed)

REPORT No. **CVEG 33-14**
VF 33-47
VT 33-32

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

S-e-e a-t-t-a-c-h-e-d n-a-r-r-a-t-i-v-e

CONFIDENTIAL

III Tactical and Operational Data (Narrative)
ACA-1 Report CVEG-33 No. 14

VF-33

The results of this strike seem invaluable in the way of protection for the operation at OKINAWA GUNTO and very definitely accomplished the purpose for which our task unit was sent to SAKISHIMA GUNTO. This achievement and the efficient manner in which it was carried out appears to be very commendable on the part of the flight leader and the members of the flight.

To get a true picture of this flight it is necessary to look back to the Air Group's operations in this group of islands for the past few days. Notwithstanding reports of the British to the contrary, it had been found that the airfields on ISHIGAKI and MIYAKO were still in an operational status and were being used at dusk and possibly at night. Just before dusk on April 18th four of our VF, heavily loaded with bombs and rockets, contacted five Tonys over ISHIGAKI but they escaped. Our first night intruders consisting of 2 VF, the same night observed the lights of one plane in the landing circle at MIYARA field and attacked with unobserved results. Later the same night one of our night intruders shot down a Nick attempting to land at ISHIGAKI Field. In our next appearance in this area, on April 21st, two VFN intruders contacted two Zekes on the ground at HIRARA Field, one taxiing, and two more Zekes in the air. One of the airborne was probably destroyed and the taxiing Zeke destroyed.

In the light of these past occurrences this particular strike was planned consisting of two divisions of fighters loaded with rockets and bombs and four VF. These twelve planes were to hit HIRARA Airfield on MIYAKO. After all loads had been dropped the VF were to return to base while one division of VF would act as TCAP over MIYAKO returning to base at 1910. The other division was to proceed to ISHIGAKI to cover it and later be joined by a division of VFN from VF-33. Thus a strong cover would be over ISHIGAKI at dusk. The day fighters would return to the ship at 2000 (I) and the night fighters would remain until relieved by 2 VFN intruders.

The strike led by Lt-Comdr. Paul C. ROONEY, USN, Commanding Officer of VF-33, arrived at the southeast tip of MIYAKO at about 1715 (I) and proceeded around the island on the eastern side in order to attack HIRARA from the north. About midway up the east coast Lt(jg) LACY spotted planes turning up on NOBARA Airfield and reported it to the flight leader. Immediately the attack was changed to the planes on NOBARA Airfield, the runs still to be made from the same direction. The cloud cover was perfect with a layer of clouds at 3000 feet, stretching in a northerly - southerly direction just east of the two airfields. This enabled the attack group to keep well covered yet have good visibility of the target.

CONFIDENTIAL

Just as the torpedo planes were about to push over one of the aircrewmen, James A DUFFY, ARM2c, spotted seven Oscars at about 14,000 feet circling just north east of NOBARA in a tail chase. The attack on the planes on the ground was carried out, however, Lt-Cmdr. ROONEY's division going in first dropping four 500 G. P. followed by 4 VT led by Lt. H. S. YOUNG Jr., unloading eight 500 G. P. and sixteen 100 G. P. while Lt(jg) WATSON's division covered the VT in their dive, keeping an eye on the airborne Oscars and strafing the planes on the ground.

About 25 to 30 planes were seen on the ground, mostly located in the vicinity of the west end of the east-west runway. Five Oscars were lined up across the very tip of the strip. At least twelve T/E planes were cocked along the taxiways south and north of the strip and turning up as if awaiting take-off. Others were taxiing into position to await take-off and two large T/E planes were parked on the taxi-way east of the north-south runway, about half the length of the runway, with a large group of people around them. It was estimated that up to 500 people were all over the field, with the largest concentration being at the east end of the east-west runway.

The bomb load of three VT and two VF completely covered the taxi-way leading to the east-west runway where the T/E planes were apparently awaiting take-off. One VT dropped its load on a revetment area and gas truck and strafed the area of concentrated people. One VF 500 G. P. was seen to hit the wing of a taxiing T/E plane and another VF 500 G. P. hit in the middle of two large twin engine planes parked to the north. The covering division of VF strafed the five Oscars on the west end of the east-west runway. Smoke, fire and dust covered this area so completely that actual results were hard to ascertain. At any rate the Japs were "caught with their pants down".

Knowing that there were at least seven enemy VF airborne over the target, Lt-Cmdr. ROONEY quickly rendezvoused the group after the first run, escorted the VT to the S. E. tip of MIYAKO and sent them back to the ship. The two divisions of VF, having the Oscars in sight, took a defensive position with Lt-Cmdr. ROONEY's division low and ahead. With WATSON's division behind and about 1000 feet above they started climbing for altitude. WATSON's division still had their bombs jettisoned them, while most of the other planes dropped their AN-APS-4 radar gear over water and only three planes jettisoned their rockets.

Upon reaching 11,000 feet altitude about 1½ miles south of the island, the seven Oscars were at 12 o'clock at about 8000 feet. Taking the action by divisions from here it occurred as follows.

WATSON's division, consisting of Lt(jg) J. O. WATSON, division leader, wingman, Lt(jg) Paul R. WATTERS, section leader Lt(jg) Darwin HAMBLIN and his wingman, Lt(jg) H. L. LACY, spotted five of the Oscars flying in two sections of three forward and two behind in a right hand turn at about 11 o'clock low. WATSON and WATTERS took the last two while HAMBLIN and LACY attacked the first three. WATSON selected the plane to the left, WATTERS the one to the right and they started their runs.

Firing at about 1500 feet from 6 o'clock above, WATSON got hits in front of the cockpit. As he closed, the Jap started a tight left turn giving about a 45° deflection shot. With a long burst in the left wing root from 9 o'clock above, the Oscar exploded and burst into flame with debris flying off. The plane rolled over on its back and was seen to crash into the water. After several head on shots, WATSON tailed in on another Oscar at about 1000 feet off the water. The Oscar began climbing and weaving in short turns. After some time lost re-charging jammed guns, WATSON gave the Jap a short burst at 7 o'clock level getting hits in the wing root and engine. A small fire started in the wing and he began smoking. The Jap was last seen to slow roll and disappear into a cloud at 2000 feet.

WATTERS' plane slid to the left as he dove on the Jap at 5 o'clock. When in range, the Jap turned to the right and WATTERS cut loose at 4 o'clock level, closing to 200 feet and gradually working back from the engine to the cockpit. When hit in the cockpit, the Oscar rolled over on its back and dove straight down into the water.

HAMBLIN and LACY making section runs picked the middle of the three forward planes and made a run from 9 o'clock above. The Jap turned into them and HAMBLIN fired head on from 1000 feet to 400 feet, hitting the engine and cockpit. As the Oscar passed to the port side the cockpit was one big sheet of flames. It turned over on its back and crashed into the water. The Jap's wingman made the same type of run and although receiving more hits, did not appear damaged. HAMBLIN and LACY chased another Jap but were unsuccessful. At all times LACY stuck right on HAMBLIN's wing.

As the seven Oscars were in their left hand turn the tail end two crossed in front of the Skipper's division. Lt-Cdr. ROONEY and his "Red Headed" wingman Lt(jg) J. F. HARRISON pushed over and opened fire with a 90° deflection shot at 3 o'clock below on the nearest Oscar. Although hits were seen in the fuselage and right wing, the Jap didn't smoke and kept

going. As the two F6F's joined up after the run a Jap got on HARRISON's tail and Mr. ROONEY turned into and smoked him with hits in the engine. The Oscar went into a split S and was last seen in a steep dive. Shortly after this another Oscar crowded in front of HARRISON. With a couple of short bursts into the Jap's side at 9 o'clock level, one aileron and another chunk of some sort was seen to fly off the Oscar and it disappeared in the clouds.

When the first section of the Skipper's division made its first attack, the second section leader, Lt(jg) Tommy H. HOGAN, and his wingman, Lt(jg) C. V. FIDLER, were covering from above. In this position an Oscar made a run on the two from 12 o'clock above. The section nosed into the Oscar, firing. FIDLER, being in the better position of the two, kept firing head on at 12 o'clock below closing from 600 feet to about 200 feet getting hits in the engine. As FIDLER broke off to the right the Jap passed to the front of HOGAN with his engine smoking badly, fire streaming back toward the cockpit, and was last seen diving straight for the drink aflame.

Just as FIDLER's Oscar passed HOGAN to the port a second Oscar attacked HOGAN from 12 o'clock slightly above. HOGAN opened fire head on, getting hits in the engine, and as the Oscar broke off its attack at about 300 feet by rolling over on its back HOGAN kept firing, and firing it with hits in the belly. HOGAN followed the Jap down as he spun and watched him hit the water.

No airborne Jap aircraft found to be left in the area over MIYAKO, the two divisions rendezvoused and Lt-Cdr. Paul C. ROONEY led another attack on the remaining aircraft on NOBARA Field. Pushing over in their dive about 45 minutes after their first attack, the 8 VF strafed and expended their remaining rockets on any aircraft still appearing to be in good condition. Many rocket hits were seen among five Oscars still in fair condition at the west tip of the east-west runway.

During the engagement the flight leader had contacted the 4 VFW that were to go to ISHIGAKI, over radio, shortly after they had left the carrier. They were told to come to MIYAKO instead and join the engagement. As the second attack on NOBARA was completed, the night fighters, led by Lt(jg) John W. RANKIN, arrived over MIYAKO. WATSON's division was left to make one more strafing run on NOBARA as the Skipper and RANKIN's division departed for ISHIGAKI to see what was up there.

At 1830, as the two divisions were headed for ISHIGAKI, VFM pilot Ensign John DELANEY tallyhoed 4 Oscars on an opposite course to that of our fighters in a slight glide. Before getting in range they turned directly toward MIYAKO only to turn back towards ISHIGAKI, when they reached a point over the southwest tip of MIYAKO, as the HELLICATS had them boxed in.

As our planes closed, the Oscars spread out in a line extending about two miles with two fairly close together in the center and the two end ones out a good ways and about 1000 feet below the others. The Skippers division was behind the two in the center and the night fighters were off to the Skippers right. On reaching a point about 25 miles west of MIYAKO at 8000 feet altitude, the Oscars turned back into the HELLICATS. The two center Oscars did a right Chandelle and one of them attacked Lt-Cmdr. ROONEY head on. The Skipper opened fire at 12 o'clock level getting hits in the engine and cowling. Pulling up, he missed the Oscar, who was out of control, by about 20 feet. The Jap was seen to hit the water.

The low plane to the left of the 4 Oscars pulled across in front of Mr. ROONEY's wingman. HARRISON got hits in the center part of the fuselage from 70° deflection shot. The Jap turned, giving HARRISON 6 o'clock level hits. Opening fire at 300 feet and closing to about 100 feet, hits were obtained in the right wing root and small flames started with increasing smoke as the Oscar turned to the right, nosed down and hit the water.

All four Oscars engaged at sea between MIYAKO and ISHIGAKI were splashed; two by the day fighters and two by the night fighters, Ensign John DELANEY and Lt(jg) John W. RANKIN, assisted by his wingman, Ensign Robert GORDON.

The two divisions proceeded to ISHIGAKI and after a short stay the four day fighters returned to the ship and the night fighters completed their flight. The account of the action of the night fighters is covered in another ACA-1, VF-33 report, number 48.

During the two engagements the Oscars used both cowl and wing guns, firing nothing larger than what appeared to be 12.7. Lt(jg) HARRISON noticed a cloud of material jettisoned from one of the Oscars shortly before it hit the water. To HARRISON it was Window, as the small particles floated gently down to the water. The same pilot noticed that on at least one Oscar there were bulges under each wing root. The bulges did not appear to be large enough for bombs.

CONFIDENTIAL

Lt-Cdr. ROONEY also saw the Window dropped over the water and noticed two cylindrical objects about 6 inches in diameter and 24 inches long falling from one of the Oscars over MIYAKO.

AIRCRAFT ACTION REPORT

CONFIDENTIAL
RESTRICTED
Reclassify when
(1) (2) (3)

OPNAV-16-223
Form ACA-1
Sheet 5 of 5

REPORT No. _____

OVBG 33-14
VF 33-47
VT 33-32

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

N-O-N-E

APPROVED BY:

A.W. SWARNER, Lt., (A), USNR,

A.C.I.O., VT-33.

O.F. GOSHORN, Lt(jg), (A), USNR,

A.C.I.O., VT-33.

F.B. GILKESON, Lt(jdr.), U.S. Navy,

Commander, OVBG-33.

22 April 1945.

RANK AND DUTY

SIGNATURE

RANK AND DUTY

DATE