

AIRCRAFT ACTION REPORT

RESTRICTED
(Reclassify when filled out)

SECRET

I. GENERAL

(a) Unit Reporting VT-45 (b) Based on or at U.S.S. SAN JACINTO (c) Report No. 17
 (d) Take off: Date 17 February 1945 Time (LZT) 0910 (Zone); Lat. 33 - 50 N Long. 141 - 52 E
 (e) Mission Bomb Kisarazu A/P, Tokyo Area (f) Time of Return 1245 (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-45	8		1	12 100# G.P.	Nose .025

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

TYPE	SQUADRON	NUMBER	BASE	TYPE	SQUADRON	NUMBER	BASE
F6F-5	VF-45	6	U.S.S. SAN JACINTO	SB2C	VB-9	14	U.S.S. LEXINGTON
F6F-5	VF-9	16	U.S.S. LEXINGTON	TBM	VT-80	15	U.S.S. HANCOCK
TBM	VT-9	15	U.S.S. LEXINGTON	SB2c	VB-80	12	U.S.S. HANCOCK
				F6F-5	VF-80	16	U.S.S. HANCOCK

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 _____ (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		

ALLSET - MFD. BY THE EGRY REGISTER CO., PATENTED

Enclosure (B)

AIRCRAFT ACTION REPORT

SECRET

RESTRICTED
(Reclassify when filled out)

REPORT No. **17**

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)
TBM-3	VT-45	Unknown operational		Water landing - plane lost
2	(BuNo 23412)			
3				
4				
5				
6				
7				
8				
9				
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	VT-45	Lieut. Alvin F. Rieck #121492	Water Landing	Unhurt - Rescued by D.D.
1	VT-45	John R. Horn, AOM1c(T) 602 27 72	Water Landing	Unhurt - Rescued by D.D.
1	VT-45	Robert D. Taylor, ARM2c(T) 312 68 99	Water Landing	Unhurt - Rescued by D.D.

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	
TBM-3	138	138	3Hrs. 35M	300	200					7

IX. ENEMY ANTI-AIRCRAFT ENCOUNTERED (Check one block on each line).

CALIBER	NONE	MEAGER	MODERATE	INTENSE
HEAVY — Time-fused shells, 75mm and over			V	
MEDIUM — Impact-fused shells, 20mm-50mm				V
LIGHT — Machine gun bullets, 6.5mm-13.2mm				

X. COMPARATIVE PERFORMANCE, OWN AND ENEMY AIRCRAFT (use check list at left).

SPEED, CLIMB,
at various altitudes

- TURNES
- DIVES
- CEILINGS
- RANGE
- PROTECTION
- ARMAMENT

AIRCRAFT ACTION REPORT

RESTRICTED
(Reclassify when
filled out)

(OMIT THIS SHEET IF NO ATTACK WAS MADE)

SECRET

REPORT No. **17**

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

(a) Target(s) and Location(s) **Kisarazu A/F, Tokyo Area** (b) Time Over Target(s) **1113** (Zone) **-10**
(FOR SHIPS INCLUDE ALL IN AREA UNDER ATTACK)

(c) Clouds Over Target **4/10 at 6,000 feet - Unlimited above that.**
(BASE IN FEET, TYPE AND TENTHS OF COVER)

(d) Visibility of Target **Partially obscured by clouds** (e) Visibility **20 Miles**
(CLEAR, HAZY, PARTIALLY OBSCURED BY CLOUDS, ETC.) (MILES)

(f) Bombing Tactics: Type **Glide bombing** Bomb Sight Used **Mark 8**
(LEVEL, GLIDE OR DIVE) (TYPE)

Bombs Dropped per Run **12** Spacing **Select** Altitude of Bomb Release **8,000**
(NUMBER) (FEET)

(g) Number of Enemy Aircraft Hit on Ground: Destroyed **Unknown** Probably Destroyed **2 or 3** Damaged **3 or 4**

(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)
Group of six Jap planes on field.	Single engine fighters	1 VT-45	12 100# G.P.	12	Probably destroyed 2 or 3 of the planes, certainly damaged all 6.
2					
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).

Ensign Dysert saw six single engine Jap planes grouped closely together in the open between runways in the Northeastern part of the field about 500 feet in front of the hangar area on NE side of field. He dropped his 12 100# G.P. bombs select on this concentration. At least six of the bombs were seen to fall on or among these planes and explode. The other bombs landed close beside the concentration. The smoke and dust of the explosion still covered these planes when Ensign Dysert's plane entered a cloud after pull out which prevented further observation.

(p) Were Photographs Taken? **No** Photographs of Damage, When Taken, Should Be Attached By Staple.

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

Eight torpedo planes took off from the **SAW JACINTO** on this strike. Over the water in the vicinity of the ship there was solid overcast from 1,500 feet up to 8,000 feet. Rendezvous was effected with planes from the other carriers and then the entire flight set out to climb through the overcast. In the process of doing this six of the torpedo planes became separated from the fighters and the other bombers. Two torpedo planes, piloted by Lieutenant Rieck and Ensign Dysert, came out of the overcast near the fighters and joined up with them and with planes from the **U.S.S. HANCOCK**. At about this time Lieutenant Rieck's engine cut out once. He got it started again but his oil pressure gauge fluctuated wildly and the plane lost altitude. He turned back and made a water landing about 1,000 yards ahead of a picket destroyer. Lieutenant Rieck and his two crewmen made a safe exit from the plane but their life raft failed to inflate. Lieutenant Rieck's life jacket did not hold his head up sufficiently for him to avoid swallowing quite a quantity of sea water with dye marker in it. As a result he became ill and was in a precarious condition and unable to aid himself. His radioman, Robert D. Taylor, **ARM2c(T)**, swam to his aid and held him up for the 10-15 minutes they were in the water before a boat from the destroyer could reach them in the heavy sea.

Ensign Dysert remained with the fighters and the other bombers and successfully attacked planes on the field at **Kisarazu**. The remaining six torpedo planes came out of the overcast in two groups, one of four planes and one of two. A diligent search for fighters was unsuccessful and at a point about 20 miles off the coast of **Chiba Peninsula, Honshu**, these planes turned back deeming it unwise to go in over Japan without fighters in view of the severe running battle they had had with Jap fighters the previous day.

AIRCRAFT ACTION REPORT

SECRET

REPORT No. 17

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 nature of the mechanical failure of Lieutenant Rieck's plane is unknown and therefore cannot be commented on.

With regard to emergency equipment, Lieutenant Rieck reported that his life jacket did not have sufficient buoyancy after inflation to support him properly. This may not be significant as there was no opportunity to check the oral inflation tube valves after the rescue.

The life raft installed in the plane was defective. When the CO2 was released it did not inflate the raft, but escaped into the water and the raft promptly sank. The life rafts in all the other planes have since been tested and none has been found defective.

REPORT PREPARED BY:

APPROVED BY:

Malcolm I. RUDDOCK, Lt.(jg) USNR,
SIGNATURE **A.C.I. Officer** RANK AND DUTY

J. G. FIGGARI, Lieut., USNR, 24 Feb. 1945.
SIGNATURE **Commanding Officer** RANK AND DUTY DATE