

# AIRCRAFT ACTION REPORT

RESTRICTED  
(Reclassify when filled out)  
**CONFIDENTIAL**

## I. GENERAL

(a) Unit Reporting VF-33 (b) Based on or at USS SANGAMON (c) Report No. 9  
 (d) Take off: Date 6 April 1945 Time (LZT) 1550 (I) (Zone); Lat. 25-25 N Long. 128 - 18 E  
 (e) Mission Target combat Air Patrol - OKINAWA (f) Time of Return 1940 (Zone) (I)

## 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)		
F6F-5E	VF-33	4	4	0	None	None

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

TYPE	SQUADRON	NUMBER	BASE	TYPE	SQUADRON	NUMBER	BASE
None							

## 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
Zeke	1	1	1735 (I) (ZONE)	10 miles west of KERAMA RETTO	1 x 500 lb bomb fired on guns	Aluminum rising sun
Val	1	1	1835 (I) (ZONE)	5 miles S.E. of TONAKI SHIMA	None noticed fired no guns	Brown Rising sun
Val	1	1	1840 (I) (ZONE)	5 miles S.E. of TONAKI SHIMA	None noticed fired no guns	Brown rising sun

(h) Apparent Enemy Mission(s) Attack on shipping in KERAMA RETTO & area (possible suicide planes)  
 Did Any Part of  
 (i) Encounter(s) Occur in Clouds? Yes If so, Describe Clouds 2500 feet cumulus, overcast, hazy  
(YES OR NO) (BASE IN FEET, TYPE AND TENTHS OF COVER)  
 Time of Day and Brilliance  
 (j) of Sun or Moon Day overcast (k) Visibility 10  
(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:			GUNS USED	(c) WHERE HIT, ANGLE	(d) DAMAGE CLAIMED
	TYPE A/C	SQUADRON	PILOT OR GUNNER			
Zeke	F6F-5E	VF-33	Lt. William Galbraith USNR.	6 -.50	left wing root 5 level	destroyed
Val	F6F-5E	VF-33	Lt(jg) Wesley GANDY* USNR.	6 - .50	Right wing root & cockpit 4 level	destroyed
Val	F6F-5E	VF-33	Lt(jg) Loran W. Flock, USNR.	6 - .50	Rt wing & cockpit 6 o'clock level	destroyed

\* assisted by other three members of the division.







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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

After orbiting east of KERANA RETTO for about an hour listening on the radio to other fighter splash Jap planes by the dozens, Lt-Comdr Paul M PAUL's division on TCAP finally received a vector. At 1735 heading 270° at 2000 feet, the division leader had just tallyhoed the bogey given them, as a PBM\* when Lt. William C. GALBRAITH the second section leader spotted a Zeke about 500 feet above on an opposite course. The Jap plane was flying at mattress in and out of the scuds and appeared to be weaving around to pick a target in KERANA RETTO. GALBRAITH tallyhoed him and did a right chandelle ending up at 6 o'clock level on the Zeke. The Jap was carrying a 500 lb bomb evidently busy searching for a target and didn't see his attacker. GALBRAITH closed to about 200 feet and at 6 o'clock level let go a short burst hitting the Zeke in the left wing root and he burst into flames. His bomb fell separately either at the same instant or shortly before the Zeke was hit. The Jap plane went into a spiral and GALBRAITH followed him down watching him hit the water.

The three other members of the division saw the action, the Zeke burn and hit the water. Also camera gun picture show the incident.

At 1835 (I) after another bogey had turned out to be a PBM Lt(jg) Loren W. FLOCK - GALBRAITH's wingman tallyhoed a Val. OMAK division was flying at 1500 feet heading north and the Val was spotted at 3 o'clock above flying in the same direction right at mattress. FLOCK immediately went after the Jap followed by his section leader. As they closed, FLOCK in the lead, the Val went into about a 30° glide and as both FLOCK and GALBRAITH opened fire at 8 o'clock level the Jap pulled up into a right wing over smoking a little. FLOCK followed the Val through its maneuver sliding off its tail to the left for a short while in his execution. GALBRAITH did a steep left wing over instead of a right ~~losing~~ contact until after the maneuver was completed. The Val smoking but apparently under control with the two fighters on his tail headed directly for Lt-Comdr PAUL and his wingman Lt(jg) GANDY who had just turned into the Jap. Lt-Comdr PAUL held his fire as he was afraid he would hit his other section behind the Val and broke off in a steep wing over to the left to later come down in an overhead run on the Jap before he hit the water. GANDY instead opened fire head on into the Val and as it turned to the left GANDY did a quick vertical turn catching the Jap as he passed with a long burst at 3 o'clock level hitting the right wing root and cockpit. GANDY then noticed the Val burn slightly and dive into the water. Three other pilots saw the Val splash.

In the meantime FLOCK and GALBRAITH had been forced to break off their attack due to GANDY's fire. As FLOCK broke off at about 800 feet altitude he spotted elliptical wing of a Val, large "meat ball" and all passing low off the water under him turning quickly FLOCK chased the Val, which travelled unusually fast for a Val, closed to about 800 feet and let go at 6 o'clock level. FLOCK kept firing hitting the cockpit and right wing until at about 100 ft distance and less than 50 ft above the water the right wing of the Val disintegrated and it plunged into the water throwing water and debris from the Val in FLOCK's line of flight. Unable to avoid this debris the F6F-5E was damaged to such an extent that an emergency landing at YONTON Air Field accompanied by Lt. GALBRAITH was required by FLOCK.



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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

REPORT PREPARED BY:

*Oden F. Goshorn*  
**Oden F. GOSHORN, Lt(jg), USNR**

SIGNATURE

RANK AND DUTY

Continued from page 4, par XII.

Lt Cmdr. PAUL and Lt(jg) GANDY returned to the ship arriving and landing after dark successfully during a completely black night with a low overcast and visibility very hazy.

The flight leader wished to comment on the poor communication discipline over the central TCAP VHF channel when it was very important to have quick and accurate communication. The particular day the air was full of U. S. and Jap aircraft and the TCAP was having a field day while the ships below were suffering a good deal of damage from suicide planes. At this critical time the TCAP channel which every one seemed to be on was so jammed by useless chatter and unnecessary comments that the F.D.O. sounded as if ready to give up disgusted.

Both pilots that returned and landed after dark commented on the usefulness of their A/N-APS-4 gear which was used to keep accurate station on TCAP and to find the ship coming back.

APPROVED BY:

**Paul C. ROONEY, Lt-Cdr, USN, 4-12-45**

SIGNATURE

RANK AND DUTY

DATE