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U. S. S. SAN JACINTO

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SECRET

CVL30/A16-3
Serial: 0010

c/o Fleet Post Office,
San Francisco, California,
26 January 1945.

SECOND ENDORSEMENT to:
VT-45/A9-8 Cf11-acc
Serial: 065 dated
23 January 1945.

File-3/Jan



From: Commanding Officer.
To: Commander in Chief, U.S. Fleet.

Via: (1) Commander Task Group THIRTY-EIGHT POINT THREE.
(2) Commander Task Force THIRTY-EIGHT.
(3) Commander Third Fleet.
(4) Commander in Chief, U.S. Pacific Fleet.

Subject: Aircraft Action Report - Strikes on Formosa and Ie Shima,
21 January and 22 January 1945.

1. Forwarded.

MICHAEL H. KERNODLE

DISTRIBUTION:

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*Det Enc
17-45*

UNITED STATES PACIFIC FLEET
AIR FORCE
FIGHTING SQUADRON FORTY-FIVE
c/o Fleet Post Office
San Francisco, California

In Reply
Refer To:

VF-45/A16-3/A9
Serial: (006)

SECRET

25 January 1945

FIRST ENDORSEMENT: to
VT-45 Secret Ltr. file
A9-8/ Ofll-acc, serial
(065), dated 23 January
1945

From: Commander Carrier Air Group FORTY FIVE.
To : Commander-in-Chief, U.S. Fleet.

Via : (1) Commanding Officer, U.S.S. SAN JACINTO.
(2) Commander Task Group THIRTY-EIGHT POINT THREE.
(3) Commander Task Force THIRTY-EIGHT.
(4) Commander Third Fleet.
(5) Commander-in-Chief, U.S. Pacific Fleet.

Subject: Aircraft Action Report - Strikes on Fernosa and
Ie Shima, 21 January and 22 January 1945.

1. Forwarded.

G. E. SCHECTER.

VT-45/A9-8
Of11-acc

UNITED STATES PACIFIC FLEET
AIR FORCE
TORPEDO SQUADRON FORTY-FIVE

Serial: 065

c/o Fleet Post Office
San Francisco, California

23 January 1945.

SECRET

From: The Commanding Officer.
To : The Commander-in-Chief, U. S. Fleet.
Via : (1) Commander Carrier Air Group FORTY-FIVE.
(2) The Commanding Officer, U.S.S. SAN JACINTO.
(3) Commander Task Group THIRTY-EIGHT POINT THREE.
(4) Commander Task Force THIRTY-EIGHT.
(5) Commander Third Fleet.
(6) Commander-in-Chief, U.S. Pacific Fleet.
Subject: Aircraft Action Report - Strikes on Formosa and Ie Shima,
21 January and 22 January 1945.
References: (a) CominCh Serial 7152 of 29 October 1943.
(b) PacFlt Confid. Ltr. 1CL-45 of 1 January 1945.
Enclosures: (A) Aircraft Action Report #12, VT-45, Strike on
Reigaryo Airfield, Formosa, 21 January 1945.
(B) Aircraft Action Report #13, VT-45, Strike on
Shipping at Takao, Formosa, 21 January 1945.
(C) Aircraft Action Report #14, VT-45, Strike on
Ie Shima Airfield, 22 January 1945.
(D) Aircraft Action Report #15, VT-45, Strike on
Ie Shima, 22 January 1945.

1. In accordance with references (a) and (b), enclosures (A) through (D) are forwarded herewith.

J. G. PIEGARI.

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AIRCRAFT ACTION REPORT

RESTRICTED
(Reclassify when filled out)

(OMIT THIS SHEET IF NO ATTACK WAS MADE)

SECRET

REPORT No. **12**

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

- (a) Target(s) and Location(s) Reigaryo Airfield (b) Time Over Target(s) 0850 **-9**
(FOR SHIPS INCLUDE ALL IN AREA UNDER ATTACK) (Zone)
- (c) Clouds Over Target 4/10 at 9500 Feet
(BASE IN FEET, TYPE AND TENTHS OF COVER)
- (d) Visibility of Target Clear (e) Visibility 20 Miles
(CLEAR, HAZY, PARTIALLY OBSCURED BY CLOUDS, ETC.) (MILES)
- (f) Bombing Tactics: Type Glide Bombing Bomb Sight Used Mark 8 or None
(LEVEL, GLIDE OR DIVE) (TYPE)
- Bombs Dropped per Run Four Spacing Select Altitude of Bomb Release 5000 Feet
(NUMBER) (FEET) (FEET)
- (g) Number of Enemy Aircraft Hit on Ground: Destroyed Unknown Probably Destroyed Unknown Damaged Unknown

(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 Main Runway	5000' X 300'	3 VT-45	10	6	Serious
2 Revetment area at N.W. end of field	3000' X 1500'	1 VT-45	2	2	Serious
3 Barracks area N.E. end of field	800' X 500'	1 VT-45	2	2	Serious
4 Hangars and installation off	1500' X 800'	1 VT-45	4	4	Unobserved
5 Eastern portion of South side of					
6 runway					
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).

Six large craters were made in the main runway and are apparent in photographs taken after the attack.

At least six yellow single engine planes were observed in revetments at N.W. end of field. One plane dropped two bombs directly on these revetments. Both bombs exploded in revetment area and one hit directly on a revetment, but it is not known whether or not this was one of the occupied revetments.

Two hits were observed in barracks area at N.E. end of field, but damage to specific buildings was not observed.

Four bombs were dropped on and resulting explosions were seen in hangar and installation area at S.E. side of field, but the smoke and dust from the explosion prevented observation of exact installations hit.

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

AIRCRAFT ACTION REPORT

RESTRICTED
(Reclassify when
filled out)

SECRET

REPORT No. 12

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

No bombs hung up during this attack on Reigaryo Airfield. All bombs were dropped select instead of automatically by intervalometer setting. It appears that difficulty with bombs hanging up which has been experienced in the past is associated with the automatic dropping mechanism, since consistently better results in this respect are attained by dropping select.

REPORT PREPARED BY:

APPROVED BY:

Malcolm I. RUDDOCK, Lt.(jg) USNR

SIGNATURE

A.G.I. Officer

RANK AND DUTY

J. G. PIEGARI, Lieut., USNR

SIGNATURE

Commanding Officer

RANK AND DUTY

23 Jan, 1945

DATE