





# AIRCRAFT ACTION REPORT

RESTRICTED  
(Reclassify when filled out)

(OMIT THIS SHEET IF NO ATTACK WAS MADE)

**SECRET**

REPORT No. **20**

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

- (a) Target(s) and Location(s) **Tokuno Shima A/F - Iansai Shoto** (b) Time Over Target(s) **0857** (Zone) **-10**  
(FOR SHIPS INCLUDE ALL IN AREA UNDER ATTACK)
- (c) Clouds Over Target **8/10 at 12,000 feet - unobstructed below that.**  
(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** Bomb Sight Used **Mark 8**  
(LEVEL, GLIDE OR DIVE) (TYPE)
- Bombs Dropped per Run **All 10 or 12** Spacing **Select** Altitude of Bomb Release **2500-3000**  
(NUMBER) (FEET) (FEET)
- (g) Number of Enemy Aircraft Hit on Ground: Destroyed **One** 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 <b>A/C Repair and barracks area west of field.</b>	<b>500 Ft. X 750 Ft.</b>	<b>8 VT-45</b>	<b>90 100# G.P.</b>	<b>86</b>	<b>Six buildings destroyed, one or more damaged.</b>
3 <b>Planes in revetments off SW corner of field.</b>	<b>Single engine fighters.</b>	<b>1 VT-45</b>	<b>4 100# G.P.</b>	<b>1</b>	<b>One single engine fighter destroyed. Direct hit.</b>
5 <b>Storage area off SE corner of field.</b>	<b>Two bldgs. 25 X 40</b>	<b>1 VT-45</b>	<b>12 100# G.P.</b>	<b>unobserved</b>	<b>None</b>
2					
4					
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).

Eight of these planes attacked the Aircraft Repair and Parts area consisting of ten buildings averaging 20' X 25' and barracks area and administration building directly adjoining it on west side of Tokuno Shima Airfield. (See analysis of target on pages 52 and 53 CinePac - CinePoa Bulletin No. 163-44, dated 25 November 1944. This same area is clearly pictured as it existed prior to this attack in CinePac - CinePoa P. I. Report No. 447.) Three of the barracks were 32' X 65'.

After these planes had delivered an accurate glide bombing attack on this particular area, the installations situated in it were almost all completely destroyed. The attached photograph shows the A/C repair portion of this area shortly after the attack as a barren waste with no buildings remaining and it shows at least three of the barracks buildings eliminated and the administration building is gone. Pilots and crewmen reported that the area appeared intact prior to the attack. Specific claim to destruction on this attack is limited to four 20' X 25' A/C Repair buildings, two barracks, one 32' X 65' and one smaller, and severe damage to another large barracks building because these results are confirmed by photographic interpretation of the attached photograph as having been achieved just prior to the taking of the picture. The other buildings which are missing may or may not have been removed previously. In any event, the area has been obliterated.

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

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XI. ATTACK ON ENEMY SHIPS OR GROUND OBJECTIVES (Cont'd.)  
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One of the pilots saw two enemy planes in revetments at the S.W. corner of the field as he went in on his run on the Repair area. He dropped four 100# G.P. bombs select on these revetments and obtained one direct hit in a revetment occupied by a Jap S/E fighter. See area encircled and marked "B" on attached photograph. This plane is claimed as destroyed.

**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
- Defensive 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

Lieutenants Piegari, Osborne, Van Hoven and Bertoglio, Lieutenant (j.g.) Laughlin and Ensigns Dysert, Sharp, Robertson and Jefson participated in this strike against the airfield on Tokuno Shima, an island about 12 miles south of Amami O Shima in the Nansei Shoto. The object of the strike was to bomb any concentrations of enemy aircraft which might be found on the field or, in the absence of any such target, to bomb the aircraft repair and parts area to the west of the field, which was considered the most important installations area adjacent to the field. The planes arrived at the island, which is about 16 miles long and 10 miles wide, and quickly located the airfield on the northwestern shore. As an examination of the field showed only 5 badly wrecked planes on the field, the Repair area became the target. The planes commenced their run from 6,000 feet and made a 30 to 35 degree glide angle attack during which they attained an average speed of 280 knots. Some light anti-aircraft was observed firing at them from the south end of the field but it was not in great volume and the planes pressed in their attack to 2,500 to 3,000 feet before dropping. Bombs were dropped select and were dropped in quite rapid succession in order to blanket the specific target area. Very few bomb bursts were observed short of the specific target area and none were observed beyond it. The whole Repair area seemed to explode in the faces of the last pilots in as the entire bomb load of most of the preceding planes hit the target area. The bombing was above the average in accuracy and it is estimated that 86 100# G.P. bombs exploded within this area, which measured only 750 feet by 500 feet, within the space of a few seconds. On their run in, the pilots had observed the various buildings in the area located practically the same as the photographs from CinePac-CineFoa Bulletin No. 163-44 had indicated they would be and no pilot had any difficulty in locating the area for this reason. No pilot could report exactly what damage he had done because of the smoke and dust from the concentrated explosions over the target area as the torpedo planes withdrew. The attached photograph, which was taken by a VF-45 photo plane shortly afterwards, however, demonstrates graphically the destruction which this strike had wrought. The specific area attacked is encircled on the photograph and marked "A".

It is recommended that a fighter photo plane accompany all VF strikes when it is not required for special photographic missions. On many occasions in the past this Squadron has pressed home what appeared to be a successful attack on an area without being able to report the specific damage done for the reason that the smoke and debris thrown up by exploding bombs blanketed the target as the planes withdrew and rendered it impossible to see the results achieved.

XII. TACTICAL AND OPERATIONAL DATA (CONT'D.)  
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K-20 cameras are carried in VT-45 planes whenever available, but these cannot do the damage assessment job properly because a torpedo plane, being relatively slow, cannot tarry in the area after an attack and because a torpedo plane can seldom go as low as the K-20 camera requires without jeopardizing the plane and crew unnecessarily. The attached picture is an excellent example of the clear and detailed damage assessment obtainable by a trimetrogon camera in a properly piloted fighter plane.

Ensign Sharp dropped four of his bombs select on revetted planes just south of the aircraft repair area. One of these bombs hit within a revetment occupied by a single engine Jap fighter plane and the destruction of the plane is claimed. This hit is encircled on the photograph and marked "B".

Accompanying planes from AG-9 attacked the runway and area north and east of the field. In addition one VT-45 plane made its attack on the storage area southeast of the field, but no specific damage is claimed in that area.

# AIRCRAFT ACTION REPORT

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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:

APPROVED BY:

**Malcolm I. HUDDOCK, Lt. (jg) USNR,**  
SIGNATURE RANK AND DUTY

**A. C. I. Officer**

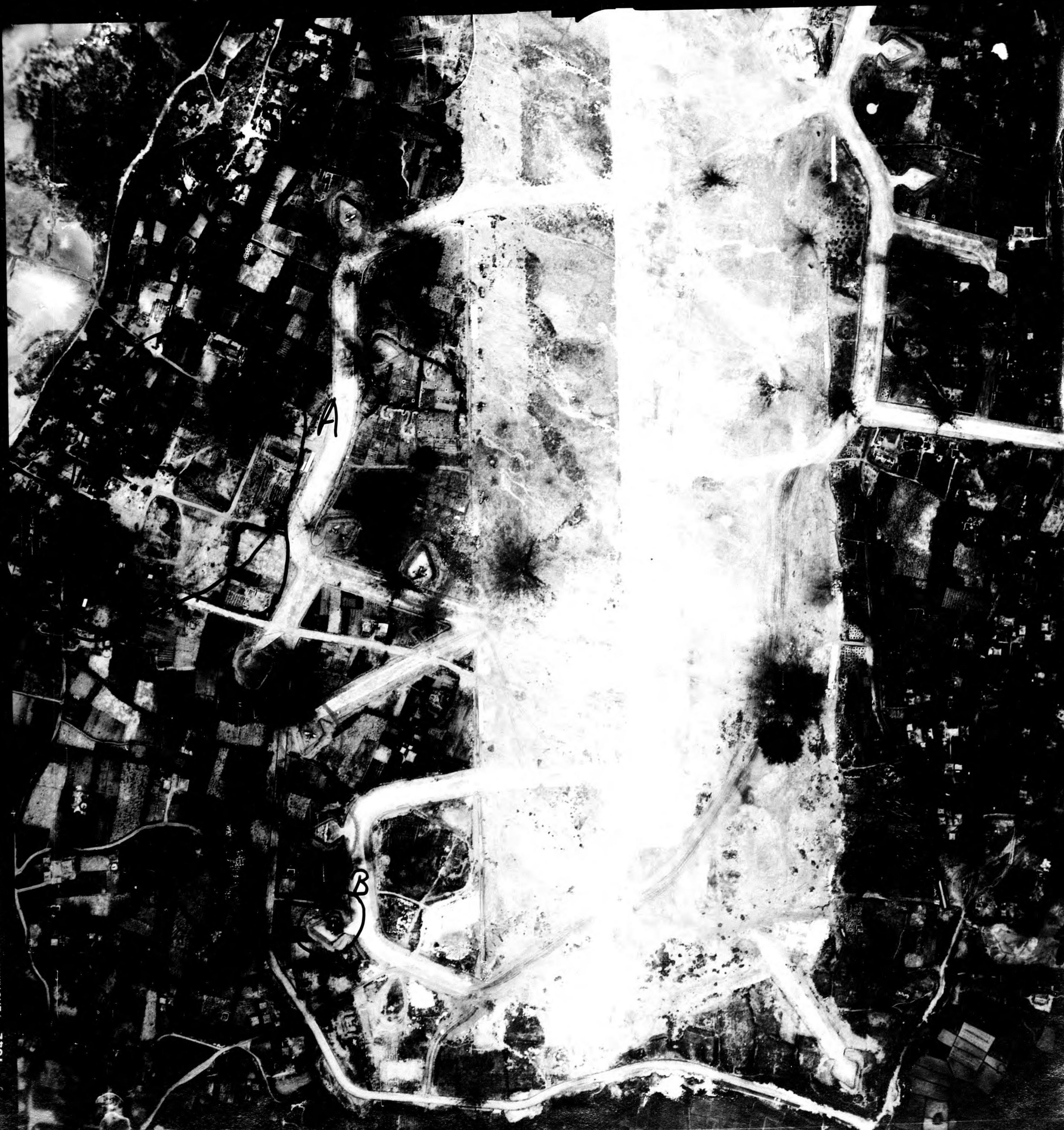
**J. G. PINGARI, Lieut., USNR.**  
SIGNATURE RANK AND DUTY

**Commanding Officer**

**3-2-45**  
DATE

1643 EASTMAN TOPOGRAPHIC SAFETY

1642 EASTMAN TOPOGRAPHIC SAFETY



30 SAN JAC 55) (1, MAR 1945 0905-10) (K17 12" VERT 4000'-8000') (TOKUNO, AMAMI SHIMA, NANSEI SHOTTO) (CONF)