

30 April 1945

CONFIDENTIAL

PHASE II
PART V

CIC NOTES (Continued)

C. RECOMMENDATIONS

(a) Since Army and Navy search planes not showing IFF sent this ship to general quarters six times, and numerous interceptions were run on them, it is recommended that more stringent action be taken to correct this situation which has existed for some time and which has been reported repeatedly on action reports.

(b) The Group MAN circuit was satisfactory for fighter direction communications. However, the skip from "Peter Mike", an American operated airport located somewhere in China, was extremely nerve-wracking, and caused the Fighter Director Officer, or Watch Officer, to be constantly on the alert to pick out the messages of the Task Group Fighter Director Officer. This channel is beginning to carry a constantly increasing load due primarily to the increased requests for, or amplification of, information normally carried on administrative channels (i.e., voice calls of Strike Leaders, priority of targets, composition and calls of picket lines, etc.). It is to be remembered that the overcrowding of previous fighter direction channels began in this same way. Accordingly, it is recommended that the MAN channels be left clear for free communications between fighter directors for unidentified aircraft conversation and handling of Combat Air Patrol only.

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Serial: 0270

U.S.S. SAN JACINTO

95/ecd

30 April 1945.

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PHASE II
PART V

CIC NOTES (Continued)

(c) Since it is a known fact that Japanese airborne radar is also arranged for use as a direction finding receiver between frequencies of 139 to 166 mcs, it is suggested that intra-ship communications be taken off the VHF completely and shifted back to TBS; or that Channel "A", the lowest of the VHF channels, be used. The constant transmissions and lengthy messages now coming over Channel "R" give the continuous carrier necessary for direction finding.

(d) It is considered advisable that all Combat Air Patrol check in, when rendezvoused, with the Task Group Fighter Director Officer, and that he place them, "farn" them out, and give a complete group jig report. This would give the Group Fither Director Officer a better over-all picture and allow him to handle the Combat Air Patrol more expeditiously.

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PHASE II
PART V

RADAR COUNTERMEASURES

During the period of this report, all torpedo planes were at all times loaded with one half a carton of window, either CAFJ 10271 (600) cut to 28.5 inches (200 MC), or CAFJ 10270-(200) cut to 1.9 inches (3000 MC). Although window was carried, it was used only on two Strikes. One was against an enemy convoy at latitude 28-25 north, longitude 124-32 east, on 24 March 1945. The other was against units of the Japanese Fleet on 7 April 1945, at latitude 31-10 north, longitude 128-35 east. One carton, containing three hundred sleeves of window for jamming 200 MC, was used against the Japanese Fleet with results unobserved. One half carton, containing one hundred fifty sleeves of the same type window, was used on the convoy, with the result that AA fire began falling away shortly after window was used.

This ship has no electronic equipment installed on board for radar countermeasures work.

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WEATHER SUMMARY

PART V

22 March, 1945:

The Task Force refueled and rearmed at sea under favorable weather conditions.

Weather: mostly fair
Ceiling: scattered clouds at 2000 feet
Visibility: unrestricted
Wind: 090°, 15 knots
Sea: slight sea, slight swell from the east good.

23 March, 1945:

The Force moved to the vicinity of Okinawa and conducted strikes and sweeps at several of the Nansei Shoto Islands. A cold frontal passage in the morning caused below average conditions.

Weather: cloudy with showers
Ceiling: 500 to 1000 feet in morning; 5000 ft. in afternoon
Visibility: 2 to 6 miles
Wind: 360°, 18 to 25 knots
Sea: slight to moderate sea; slight swell from the north undesirable.

24 March 1945:

Air operations continued in the Nansei Shoto Islands with generally good flying conditions. An enemy convoy of 3 FTC's, 2 DD's and 2 PC's was attacked in the East China Sea by planes from the Task Group and all were sunk.

Weather: partly cloudy
Ceiling: 3000 ft., broken
Visibility: unrestricted
Wind: 020°, 16 knots
Sea: slight sea and swell from the north average to good.

25 March, 1945:

Air operations in the Nansei Shoto group were continued throughout the day. Weather conditions were good.

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Weather: partly cloudy
Ceiling: 3500 ft., broken
Visibility: unrestricted
Wind: 020°, 16 knots
Sea: slight sea and swell from the north
Flying cond: good

26 March, 1945:

The Task Group refueled and rearmed with favorable weather conditions.

Weather: partly cloudy
Ceiling: 4000 ft., broken
Visibility: unrestricted
Wind: 080°, 18 knots
Sea: slight sea and swell from the NE
Flying cond: average

27 March, 1945:

The Task Group returned to the Nansei Shoto area. An attack was made on the group near sunrise by enemy bombing and torpedo planes. A layer of clouds at 8000 ft. aided their approach, but the CAP and anti-aircraft fire broke up the attack before serious damage could be inflicted.

Weather: cloudy
Ceiling: 8000 feet to unlimited
Visibility: unrestricted
Wind: 120° 17 knots
Sea: slight sea and swell from the north
Flying cond: good

28 March, 1945:

Strikes and sweeps were conducted over the Nansei Shoto Islands in the morning with good flying conditions. Shortly before noon the group headed northwest at flank speed to intercept portions of the Japanese fleet reported moving southward along the coast of Kyushu. The San Jacinto launched VT and VF planes at nearly maximum range to participate in the attack. The weather was fairly good for the search, with only patches of clouds, but no fleet was found. Smaller Japanese ships in the Inland Sea were successfully hit. The night landings made by the striking planes were made more difficult by heavy shower activity reducing the ceiling and visibility over the carriers.

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Weather: cloudy, with occasional showers
Ceiling: 2000 feet to 3000 ft. reduced to 500 ft.,
in showers
Visibility: 6 miles reduced to miles in showers
Wind: 090°, 15 to 20 knots
Sea: slight sea and swell from the NE
Flying cond: generally average, occasionally undesirable

29 March, 1945:

The morning sweeps over Kyushu were cancelled due to poor flying weather. The force retired to the SE to refuel and rearm.

Weather: cloudy with a few showers
Ceiling: 2000 ft., lifting to 7000 ft.
Visibility: 7 to 10 miles
Wind: 120°, 10 to 15 knots
Sea: slight sea and swell
Flying cond: undesirable to average

30 March, 1945:

The Task Force refueled and rearmed under good conditions. Flying conditions were below average, however, all day.

Weather: rain
Ceiling: broken at 2000 ft., overcast 8000 ft.
Visibility: 6 to 10 miles
Wind: 160°, 8 to 12 knots
Sea: slight sea and swell from the SE
Flying Cond: below average

31 March, 1945:

Air operations in preparation for the invasion of Okinawa were carried out with average to good flying conditions.

Weather: partly cloudy
Ceiling: 4000 ft.
Visibility: unrestricted
Wind: 100°, 8 to 12 knots
Sea: slight sea; long, very low swell from the SE
Flying cond: average to good

1 April, 1945:

The Task Force conducted operations in support of the invasion of Okinawa. The weather was largely favorable throughout the area.

Weather: mostly fair
Ceiling: broken high clouds; scattered clouds at 3500
Visibility: unrestricted

30 April 1945.

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Wind: 060°, 14 to 18 knots
Sea: slight sea; long, low swell from the SE
Flying cond: good

2 April 1945:

Strikes and sweeps over Minami were made throughout the day by the Air Group. Weather conditions were below average for these operations due to a broken low cloud cover over the target.

Weather: partly cloudy
Ceiling: scattered to broken at 2500 ft.
Visibility: unrestricted
Wind: 060°, 15 knots
Sea: slight sea, slight to moderate swell from the SE
Flying Cond: average.

3 April 1945:

The Task Group moved to the SW to relieve the British Pacific Fleet near the Sakishima Islands. The targets for the Air Group were on Miyaka. Carrier operations were hindered somewhat by the swell (12 feet) from the east.

Weather: mostly fair
Ceiling: scattered at 2000 feet
Visibility: unrestricted
Wind: 060°, 14-knots
Sea: moderate sea and moderate swell
Flying Cond: undesirable due to swell.

4 April 1945:

Refueling was carried out under adverse weather conditions. Rearming was not possible. The 12 feet swell from the NE, resulting from a nearby Typhoon, was the cause of the difficulty.

Weather: partly cloudy
Ceiling: 2000 feet, scattered to broken
Visibility: unrestricted
Wind: 360°, 18 to 24 knots
Sea: moderate sea and swell from the NE
Flying cond: undesirable due to wind and swell

5 April 1945:

Strikes and sweeps on Minami and Amami Gunto were made during the day. Weather conditions were below average due to a moderate sea and a low overcast.

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Weather: cloudy
Ceiling: 1500 to 2000 ft.
Visibility: 8 to 12 miles
Wind: 360°, 20 knots
Sea: moderate sea and swell from the north
Flying Cond: below average.

6 April 1945:

All operations were CAP. The enemy made heavy air attacks on the various fleets supporting the Okinawa invasion. The enemy planes were able to use the low and middle clouds for ceiling their approach.

Weather: partly cloudy
Ceiling: broken at 2500 ft, m with scattered clouds at 6000 ft.
Visibility: unrestricted
Wind: 020°, 12 knots
Sea: slight sea to moderate sea; slight swell from the north
Flying cond: average

7 April 1945:

Continued interception of Japanese air attacks were made all day. Japanese fleet units were discovered moving south from our positions SW of Kyushu in the East China Sea. Our force made heavy air attacks on these units early in the afternoon, and succeeded in sinking most of the ships. Weather conditions over the enemy fleet were unfavorable for the attack due to reduced visibility and shower activity.

Weather: Scattered showers
Ceiling: Variable, 2500 to 5000 feet
Visibility: unrestricted
Wind: 090°, 4 to 8 knots
Sea: slight sea, slight swell from the east
Flying Cond: average

8 April 1945:

The Task Group refueled and rearmed with favorable conditions.

Weather: partly cloudy
Ceiling: scattered to broken clouds at 3000 ft., with higher broken at 6000 feet.
Visibility: unrestricted
Wind: 065°, 12 to 16 knots
Sea: slight sea and slight swell from the east
Flying cond: average

30 April 1945.

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PART V

9 April 1945

TCAP and DCAP operations all day in the vicinity of Okinawa. Few enemy planes were encountered, largely due to the presence of a cold front just south of Kyushu and extending to Formosa.

Weather: cloudy
Ceiling: unlimited
Visibility: unrestricted
Wind: 120°, 12 to 14 knots
Sea: slight sea and swell
Flying cond: average

10 April 1945:

DCAP flights were flown throughout the day by the Air Group. The cold front over the Ryukyu Islands intensified and apparently forestalled the expected Japanese air attack.

Weather: partly cloudy with scattered rain showers
Ceiling: 2000 feet
Visibility: 6 to 8 miles
Wind: 200°, 15 to 20 knots
Sea: slight sea, and swell from the south
Flying cond: below average.

11 April 1945

The Task Group refueled and rearmed with average weather prevailing. A cold front passed in the morning, followed by steadily increasing winds and seas.

Weather: showers
Ceiling: 800 feet in showers, otherwise 2000 feet
Visibility: 2 to 6 miles
Wind: 360°, 14 to 18 knots
Sea: moderate sea and slight swell from the north
Flying cond: undesirable and occasionally bad.

12 April 1945:

The Air Group flew TCAP, Intercept CAP and DCAP flights throughout the day. The Japanese made heavy air attacks on our forces in the Okinawa area. Weather conditions were excellent for interceptions.

Weather: clear
Ceiling: unlimited
Visibility: unrestricted
Wind: 050°, 5 to 10 knots
Sea: slight sea and slight swell
Flying cond: excellent

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PART V

Weather Summary

13 April; 1945:

Operations were entirely of CAP, TCAP, and ICAP nature between Okinawa Shima and Amami O'Shima. Few enemy planes were encountered. The weather was clear below 10,000 ft., with broken high clouds and nearly calm winds.

Weather:	partly cloudy
Ceiling:	unlimited
Visibility:	unrestricted
Wind:	050°, 2 to 5 knots
Sea:	calm sea, no swell
Flying Cond:	good

14 April, 1945:

CAP, TCAP, and ICAP missions were flown all day. Heavy enemy air attacks were met during the afternoon. Several planes were shot down by AA fire from the task group, in addition to the good work done by the CAP. Clear skies assisted our forces in intercepting the enemy planes and in shooting down the ones that succeeded in getting near the ships.

Weather:	clear
Ceiling:	unlimited
Visibility:	unrestricted
Wind:	040°, 5 to 10 knots
Sea:	slight sea, no swell
Flying cond:	excellent

15 April, 1945:

A fighter sweep over Kikai was included in the days' operations in addition to TCAP and CAP missions. There were numerous interceptions of attacking enemy planes; none got through to the Task Group during the daylight hours. The enemy dropped flares near the Task Groups during the night.

Weather:	clear
Ceiling:	unlimited
Visibility:	unrestricted
Wind:	050°, 2 to 5 knots
Sea:	calm
Flying cond:	good

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PART V

16 April, 1945:

Strikes on Okinawa, TCAP, and CAP missions were carried out throughout the day with good flying conditions prevailing. Scattered clouds at 4000 feet increased during the morning and were used for cover by a single plane which dove at the ship and was shot down off our port quarter. The CAP and TCAP shot down numerous enemy planes during the day.

Weather:	scattered low clouds.
Ceiling:	4000 feet to unlimited
Visibility:	unrestricted
Wind:	350°, 5 to 10 knots
Sea:	slight sea, no swell
Flying cond:	good

17 April, 1945:

The Task Group refueled and rearmed with good weather conditions aiding the operation.

Weather:	clear
Ceiling:	unlimited
Visibility:	unrestricted
Wind:	040°, 5 to 10 knots
Sea:	slight sea and slight swell
Flying cond:	good

18 April, 1945:

The Task Group resumed support operations of the Okinawa occupation. Partly cloudy weather continued all day. No enemy planes attacked our group.

Weather:	partly cloudy
Ceiling:	3000 ft to unlimited
Visibility:	unrestricted
Wind:	120°, 12 knots
Sea:	slight sea, slight swell
Flying cond:	good

19 April, 1945:

Heavy strikes were made on the southern portion of Okinawa throughout the day. A cold front interrupted the operation in the afternoon.

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PART V

Weather: scattered clouds in the morning; cloudy with showers in the afternoon.
Ceiling: unlimited in the morning, 1500 feet in the afternoon
Visibility: 10 miles in the morning; 3 to 5 miles in afternoon
Wind: 200°, 18 to 22 knots, shifting to 350°, 14 knots
Sea: slight sea and swell
Flying cond: good in the morning; undesirable in the afternoon.

20 April, 1945:

Strikes were made on Amami O Shima. The mission was handicapped by very poor visibility due to haze. The pilots found it difficult to distinguish targets.

Weather: partly cloudy, with haze
Ceiling: unlimited
Visibility: 4 to 8 miles
Wind: 360°, 18 knots
Sea: slight sea and swell
Flying cond: below average

21 April, 1945:

A heavy schedule of RAPCAP, TCAP, and CAP missions was flown during the day in addition to an afternoon sweep over Minami Daito Shima. Partly cloudy weather with much haze made flying difficult.

Weather: partly cloudy
Ceiling: 3000 feet to unlimited
Visibility: 6 to 8 miles
Wind: 040°, 8 to 12 knots
Sea: slight sea and swell
Flying cond: average

22 April, 1945:

The Task Group refueled and rearmed with favorable wind and sea conditions prevailing.

Weather: partly cloudy
Ceiling: 3500 ft., to unlimited
Visibility: 5 to 7 miles
Wind: 060°, 14 to 18 knots
Sea: slight sea and swell from the east
Flying cond: average

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PART V

23 April, 1945:

Strikes at Okinawa were made with poor flying conditions at the target.

Weather:	cloudy
Ceiling:	unlimited
Visibility:	4 to 6 miles in haze
Wind:	120°, 5 to 10 knots
Sea:	slight sea and swell
Flying cond:	below average

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U.S.S. SAN JACINTO
30 April 1945.

10(pr)

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Weather Summary

PART V

24 April, 1945.

All flights were cancelled due to low ceilings and poor visibility, caused by a warm front immediately south of our operating area.

Weather:	rain
Ceiling:	1500 feet
Visibility:	1 to 3 miles
Wind:	090°, 17 to 22 knots
Sea:	Slight sea and swell
Flying Cond:	Undesirable to bad

25 April, 1945:

The poor weather off Okinawa continued. Two ICAP flights were made despite the unfavorable flying conditions.

Weather:	rain
Ceiling:	800 to 1500 feet
Visibility:	2 to 5 miles
Wind:	090°, 15 to 20 knots
Sea:	slight sea and swell
Flying Cond:	undesirable to bad

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U.S.S. SAN JACINTO
30 April, 1945.

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WEATHER SUMMARY

PART V

26 April, 1945:

The Task Group refueled and took on provisions. Weather conditions were favorable for the operation.

Weather:	scattered showers
Ceiling:	unlimited
Visibility:	6 to 10 miles
Wind:	280 degrees, 4 to 8 knots
Sea:	slight sea and swell
Flying cond:	average

27 April, 1945:

A strike against enemy shipping in the vicinity of Amami O'Shima was made with below average conditions at the target. In addition a TCAP over Okinawa was maintained all day.

Weather:	scattered showers
Ceiling:	1500 to 2000 feet, broken
Visibility:	7 to 10 miles
Wind:	050 degrees, 15 to 20 knots
Sea:	slight to moderate sea, slight swell
Flying cond:	average

April 30, 1945

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CASUALTIES

PHASE II
PART IV

On March 27 Lieutenant (jg) Billy PETTIGREW, (A-1), USNR, #326442, pilot of VF-45 was hit by anti-aircraft fire off the southeast coast of AMAMI O SHIMA and made a hard water landing. His body was later seen but could not be recovered.

On April 2 Ensign Carleton L. SHARP, (A-1), USNR, #378938, pilot of VT-45, CORNETT, William D., ARM3/c(T), USNR, Serial No. 855-77-78 and BARKER, James E., AMM3/c(T), USNR, Serial No. 843-90-07, aircrewman, crashed on OKINAWA SHIMA over enemy territory during a Strike and the plane was seen to burn. It is not believed that there were any survivors.

On April 3 Lieutenant (jg) Carl W. DYSERT, (A-1), USNR, #325530, pilot of VT-45, BUSH, Harry C., ARM2/c(T), USNR, Serial No. 867-16-56 and HUFFORD, Richard E., AOM2/c(T), USNR, Serial No. 723-06-25, aircrewmen, were hit by anti-aircraft fire over MIYAKO SHIMA and the plane plunged into the sea. No survivors were found.

On April 5 Lieutenant Charles W. WILSON, (A-1), USNR, #112751, pilot of VF-45, while flying over KITA DAITO JIMA was hit by flak and crashed landed in the sea. He did not survive.

On April 16 Lieutenant (jg) Robert L. TAYLOR, (A-1), USNR, #337144, pilot of VF-45 crashed into the sea in the Task Group area, the cause unknown. He was not recovered.

TBM-3

PF-5

~~by~~ 5" rockets carried -
work 146 no delay?

#23
12x100 GP on fuel only
no alc

1x500 obs no alc
#74 bridged
#77

#25 + 26 + 27 + 37 + 38

12x100 GP I only no
Cams + AA + artillery

2x500 - ND bridged
first for alc, then for
runways if no alc - attached
runways
ships + says to 025

#28

10x100 GP I only
8x5" AR none ^{no mortar}
select

#39

12x100 GP I only no
underground storage area

#47, 48

4x500 GP 4-11 km
500' - 1500'
no artillery positions

#49

1x2000 GP 8-11 no area

#52

4x500 GP I-ND
no runways

#54

4x500 GP I-.1
no underground barracks
no sub of position

#55

4x500 GP X-5
no SD and group of
5 loggers - two hits
observed but none seen to
burn or sink - sub
passed through
3000 - 4000' release

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: (0016)

S-E-C-R-E-T

29 April 1945

From: Commanding Officer, Fighting Squadron FORTY FIVE.
(Commander CVL Air Group FORTY FIVE)

To : Commander-in-Chief, U.S. Fleet.

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

Subject: Aircraft Action Reports; 23 March 1945 through 27 April 1945.

Reference: (a) ComInCh Serial 7152 of 29 October 1943.
(b) Pacific Fleet Confidential Letter ICL-45 of 1 January, 1945.

Enclosures: (A) Comments by Commander CVL Air Group FORTY FIVE.
(B) VF-45 Aircraft Action Report ACA-1, No. 56, dated 23 March 1945.
(C) VF-45 Aircraft Action Report ACA-1, No. 57, dated 23 March 1945.
(D) VF-45 Aircraft Action Report ACA-1, No. 58, dated 23 March 1945.
(E) VF-45 Aircraft Action Report ACA-1, No. 59, dated 24 March 1945.
(F) VF-45 Aircraft Action Report ACA-1, No. 60, dated 24 March 1945.
(G) VF-45 Aircraft Action Report ACA-1, No. 61, dated 25 March 1945.
(H) VF-45 Aircraft Action Report ACA-1, No. 62, dated 25 March 1945.
(I) VF-45 Aircraft Action Report ACA-1, No. 63, dated 25 March 1945.
(J) VF-45 Aircraft Action Report ACA-1, No. 64, dated 25 March 1945.
(K) VF-45 Aircraft Action Report ACA-1, No. 65, dated 27 March 1945.
(L) VF-45 Aircraft Action Report ACA-1, No. 66, dated 28 March 1945.

UNITED STATES PACIFIC FLEET
AIR FORCE
FIGHTING SQUADRON FORTY-FIVE

In Reply
Refer To:
VF-45/A16-3/A9
Serial: (0016)

c/o Fleet Post Office
San Francisco, California

S-E-C-R-E-T

Subject: Aircraft Action Reports; 23 March 1945 through 27 April 1945.

-
- (M) VF-45 Aircraft Action Report ACA-1, No. 67, dated 28 March 1945
 - (N) VF-45 Aircraft Action Report ACA-1, No. 68, dated 28 March 1945
 - (O) VF-45 Aircraft Action Report ACA-1, No. 69, dated 28 March 1945
 - (P) VF-45 Aircraft Action Report ACA-1, No. 70, dated 31 March 1945
 - (Q) VF-45 Aircraft Action Report ACA-1, No. 71, dated 1 April 1945
 - (R) VF-45 Aircraft Action Report ACA-1, No. 72, dated 1 April 1945
 - (S) VF-45 Aircraft Action Report ACA-1, No. 73, dated 2 April 1945
 - (T) VF-45 Aircraft Action Report ACA-1, No. 74, dated 2 April 1945
 - (U) VF-45 Aircraft Action Report ACA-1, No. 75, dated 2 April 1945
 - (V) VF-45 Aircraft Action Report ACA-1, No. 76, dated 2 April 1945
 - (W) VF-45 Aircraft Action Report ACA-1, No. 77, dated 3 April 1945
 - (X) VF-45 Aircraft Action Report ACA-1, No. 78, dated 3 April 1945
 - (Y) VF-45 Aircraft Action Report ACA-1, No. 79, dated 5 April 1945
 - (Z) VF-45 Aircraft Action Report ACA-1, No. 80, dated 5 April 1945
 - (AA) VF-45 Aircraft Action Report ACA-1, No. 81, dated 5 April 1945
 - (BB) VF-45 Aircraft Action Report ACA-1, No. 82, dated 5 April 1945
 - (CC) VF-45 Aircraft Action Report ACA-1, No. 83, dated 5 April 1945
 - (DD) VF-45 Aircraft Action Report ACA-1, No. 84, dated 5 April 1945
 - (EE) VF-45 Aircraft Action Report ACA-1, No. 85, dated 6 April 1945
 - (FF) VF-45 Aircraft Action Report ACA-1, No. 86, dated 6 April 1945
 - (GG) VF-45 Aircraft Action Report ACA-1, No. 87, dated 6 April 1945

In Reply
Ref: VF-45/A16-3/A9
Serial: (0016)

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

S-E-C-R-E-T

Subject: Aircraft Action Reports; 23 March 1945 through 27 April 1945.

-
- (HH) VF-45 Aircraft Action Report ACA-1, No. 88, dated 7 April 1945.
 - (II) VF-45 Aircraft Action Report ACA-1, No. 89, dated 7 April 1945.
 - (JJ) VF-45 Aircraft Action Report ACA-1, No. 90, dated 7 April 1945.
 - (KK) VF-45 Aircraft Action Report ACA-1, No. 91, dated 7 April 1945.
 - (LL) VF-45 Aircraft Action Report ACA-1, No. 92, dated 12 April 1945.
 - (MM) VF-45 Aircraft Action Report ACA-1, No. 93, dated 13 April 1945.
 - (NN) VF-45 Aircraft Action Report ACA-1, No. 94, dated 13 April 1945.
 - (OO) VF-45 Aircraft Action Report ACA-1, No. 95, dated 14 April 1945.
 - (PP) VF-45 Aircraft Action Report ACA-1, No. 96, dated 15 April 1945.
 - (Q) VF-45 Aircraft Action Report ACA-1, No. 97, dated 15 April 1945.
 - (RR) VF-45 Aircraft Action Report ACA-1, No. 98, dated 15 April 1945.
 - (SS) VF-45 Aircraft Action Report ACA-1, No. 99, dated 16 April 1945.
 - (TT) VF-45 Aircraft Action Report ACA-1, No. 100, dated 16 April 1945.
 - (UU) VF-45 Aircraft Action Report ACA-1, No. 101, dated 18 April 1945.
 - (VV) VF-45 Aircraft Action Report ACA-1, No. 102, dated 18 April 1945.
 - (WW) VF-45 Aircraft Action Report ACA-1, No. 103, dated 19 April 1945.
 - (XX) VF-45 Aircraft Action Report ACA-1, No. 104, dated 20 April 1945.
 - (YY) VF-45 Aircraft Action Report ACA-1, No. 105, dated 20 April 1945.
 - (ZZ) VF-45 Aircraft Action Report ACA-1, No. 106, dated 20 April 1945.
 - (AAA) VF-45 Aircraft Action Report ACA-1, No. 107, dated 20 April 1945.

In Reply
Refer To:

UNITED STATES PACIFIC FLEET
AIR FORCE
FIGHTING SQUADRON FORTY-FIVE

c/o Fleet Post Office
San Francisco, California

VF-45/A16-3/A9
Serial (0016)

S-E-C-R-E-T

Subject: Aircraft Action Reports; 23 March 1945 through 27 April 1945.

- (BBB) VF-45 Aircraft Action Report ACA-1, No. 108, dated 21 April 1945.
- (CCC) VF-45 Aircraft Action Report ACA-1, No. 109, dated 23 April 1945.
- (DDD) VF-45 Aircraft Action Report ACA-1, No. 110, dated 23 April 1945.
- (EEE) VF-45 Aircraft Action Report ACA-1, No. 111, dated 27 April 1945.

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

L. E. FORKNER,
Acting.

In Reply
Refer To:

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

Serial:

S-E-C-R-E-T

SUMMARY OF ACTION REPORTS FOR PERIOD 23 March 1945 TO 27 APRIL 1945

1. SUMMARY OF SORTIES FLOWN AND HOURS:

VF Sorties - 513
VF Hours - 1833.4

VT Sorties - 215
VT Hours - 710.5

2. OWN PLANE LOSSES:

VF - 5 F6F-5's
VT - 2 TBM-3's

3. OWN PERSONNEL LOSSES:

VF - Three

Lieutenant (jg) Billy J. Pettigrew, A-1, USNR, File No. 326442, shot down by flak, Kakeroma Shima, 27 March, 1945.

Lieutenant C.W. Wilson, A-1, USNR, File No. 112751, shot down by flak Kita Daito Jima - 5 April 1945.

Lieutenant (jg) Robert L. Taylor, A-1, USNR, File No. 337144, lost operationally 16 April 1945, on CAP, cause unknown.

VT - Six

Ensign C. L. Sharp, A-1, USNR, James E. Barker, AMM3c(CA), USNR and William D. Cornett ARM3c USNR, crash landing near Nalsa, Okinawa Jima after being hit by AA, 2 April 1945.

Lieutenant (jg) C.W. Dysert, A-1, USNR, Richard E. Hufford, AOM2c(CA) USNR, and Harry C. Bush, ARM2C(CA), USN-I, crash landing in water off NW Coast of Miyako Shima after being hit by AA. Present status of these two officers and 4 men is unknown and they are listed as missing.

4. DAMAGE TO ENEMY:
BY VT:

Majority of sorties were in support of Okinawa invasion and resulted in bombing of areas. This does not usually result in identifiable damage to a specific target. Runways at 3 airfields were cratered and many small buildings were destroyed or set afire.

1 Takanami class DD was sunk
1 Fox Tare Charlie was sunk
14 luggers were sunk.

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4. DAMAGE TO ENEMY:

BY VF:

Planes destroyed in Air:

- 1 Topsy - near SW coast of Kyushu
- 2 Myrts - Vicinity of Task Force
- 1 Tojo - Vicinity of Task Force
- 12½ Vals - Vicinity of Okinawa, one vicinity of Task Force.
- 20½ Zekes - Vicinity of Okinawa
- 1 Hamp - Vicinity of Okinawa
- 1 Jill - Vicinity of Okinawa
- ½ Unidentified S.E. fighter, vicinity of Okinawa
- 2 Oscars - 1 vicinity of Okinawa and 1 vicinity of Task Force.
- 1 Nick - Vicinity of Task Force.
- 1 Kate - Vicinity of Okinawa
- 1 Tony - Vicinity of Okinawa
- 1 Betty - Vicinity of Okinawa

Planes probably destroyed
in air:

- 2 Zekes - Vicinity of Okinawa

Planes destroyed or damaged
on the ground:

- 2 S.E. damaged Hirara Airfield, Miyako
- 1 Zeke probably destroyed, Wan Airfield, Kikai Shima
- 1 S.E. damaged, Wan Airfield, Kikai Shima.
- 2 S.E. (possibly unserviceable) strafed and probably destroyed Wan Airfield, Kikai Shima.
- 2 S.E. damaged Wan Airfield, Kikai Shima.
- 1 T.E. and 1 S.E. burned, 10 T.E. and 1 S.E. damaged Konoya Airfield, Kyushu.
- 6 S.E. (probable Zekes) probably destroyed Takayama Airfield, Kyushu.
- Zeke damaged Wan Airfield, Kikai Shima.
- 2 S.E. destroyed Minami Daito Jima.

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4. DAMAGE TO ENEMY: (Cont'd.)

BY VF:

Shipping sunk or damaged:

- 1 Freighter (Fox Tare Charlie - JMST) set afire by 10 rocket hits, China Sea.
- 10 Boats damaged Zamami Jima
- 3 Sampans sunk Unten Ko
- 1 Sampan damaged Unten Ko
- 4 luggers damaged Toguchi Ko
- 8 camouflaged landing barges at Suba probably destroyed.
- 6 luggers sunk Tonaki Jima.
- 4 boats damaged Aka Shima
- 6 boats damaged Tokashiki
- 1 Sampan and small boats fired, Ike Shima
- 3 boats probably sunk, Heanza Shima.
- 3 Freighters (1 Sugar Charles and 2 Sugar Dogs - JMST) set afire, Kakeroma Shima.
- Motor launch sunk between Sesoko Jima and Okinawa Jima.
- 2 small freighters sunk and six small freighters (Fox Tare Dog - JMST) near east coast of Kyushu.
- 2 motor launches fired Hirara Harbor.
- 5 fishing boats sunk, NE coast Miyako Shima.
- 4 Picket boats damaged Yerabu Shima.
- Already damaged motor launch set afire north of Miyako Shima.
- TAKANAMI Class DD damaged by strafing and six near misses by 1000 lb. bombs (Later sunk by VT-45 aircraft).
- Whale Factory (Sugar Able - Two Stacks - JMST) damaged, Naze Ko, Amami O Shima.
- 2 Motor launches holed by strafing Tori Shima
- 3 luggers probably destroyed, 4 luggers damaged Kakeroma Shima.

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4. DAMAGE TO ENEMY: BY VF (Cont'd.)

Ground targets damaged or destroyed:

9 buildings Tokashiki destroyed
5 barracks Yakan Jima destroyed
Boat dry dock Taguchi Town destroyed
Radio Station damaged Yakabi Shima
Radar or radio station Miyako Jima destroyed.
Radio or radar station, damaged by rockets, Akaogi town, Amami O Shima.
Very numerous artillery, mortar, AA positions, caves, barracks, trucks, and miscellaneous enemy ground installations and positions, damaged and destroyed on Okinawa Jima.
Runways airfield cratered with many 500 lb. bombs Minami Daito Jima.
Runways Hirara Airfield cratered by 10 x 500 lb. bombs.
Stone pier, Hirara Tow, Miyako hima severed by 1 x 500 lb. bomb.
3 warehouses Hirara Town, set afire or destroyed.
3 barracks buildings damaged Miyako Shima.
Camouflaged fuel dump and phosphate plant set afire Kita Daito Jima.
Large warehouse set afire Minami Daito Jima.
Numerous houses, buildings, Okinoyerabu Shima.
2 fuel dumps Naze Town, Amami O Shima.
Fuel dumps, ground installations south of Wan Airfield, Amami O Shima.
Large saw tooth roof repair shop, 22nd Naval Air Depot, Konoya Airfield, Kyushu, destroyed by fire resulting from direct bomb hit.
Numerous houses fired Shodon Town, Kakeroma Shima, and Ukeamaru Town, Uke Shima.
Radio Station, Suko Saki, Amami O Shima.
Three barracks buildings, W. of Shitooke airfield, Kikai Shima.

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5. COMMENTS AND RECOMMENDATIONS:

It was noted on several occasions that pilots are burning out an excessive number of gun barrels due to firing prolonged bursts. There seemed to be a tendency for pilots upon getting in a firing position upon enemy planes to open fire and continue to fire until enemy was shot down in flames. Many times this required a very long burst and resulted in burned out barrels after which bullets started to tumble and guns were practically useless. All pilots should be instructed not to fire more than a 5 second burst at any time. If a 5 second burst is fired then successive bursts should not be longer than 15 rounds unless sufficient time is allowed for cooling.

It has been repeatedly noted that many pilots are giving needless bogey tally-hoes of friendly planes. Since the channels in use are almost invariably so very overloaded whenever there are enemy planes in the area, pilots should be instructed to make more of an effort to identify the aircraft sighted before opening up on the radio. If the plane sighted is found to be friendly there is generally no need to make any radio transmission whatsoever.

Many times when carrying rockets on strikes, our F6F-5's have not been able to fire them and have been forced to land aboard with the rockets still attached. While the rockets fired with no fault, from the new planes, it was found that this was not so with the planes that had been using rockets for one or two months.

The rockets were removed and the rails tested with "Test Plug Model 1". The following trouble was found:

The continual "plugging in" of the male plugs of the rocket motors, into the female socket of the rear launchers, had removed the tension of the "ear" springs in the two female socket connections. This causes the male prongs to fit loosely in the female sockets and as a result the rockets will not fire.

The following solution is suggested to prevent this: At present, the male prongs of the rocket motor plug are two solid prongs which cannot be enlarged to make a tight fit in the female sockets. If these prongs were split so that they may be spread to enlarge them, a solid fit would result when plugged in.

As an example, I refer you to the TEST PLUG MODEL-1, BuAer Contract No. A(S) 3483, Union Aircraft Products Corp., New York City.

L. E. FORKNER,
Acting.