

AIRCRAFT ACTION REPORT

CONFIDENTIAL
RESTRICTED
(Reclassify when filled out)

REPORT No. **37**

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)
1 TBM-1C	VG-83	AA - size unknown	Left wing, near aileron	Broke aileron control line
2 TBM-1C	VG-83	Prob. 40 mm	Left flap	from pitot tube.
3 TBM-1C	VG-83	Enemy AA or engine fail.	In engine, if at all.	Port wing replaced
4 TBM-3	VG-83	AA - size unknown	Aerial	Forced landing - lost at sea
5				Knocked aerial off.
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
3	VG-83	DURHAM, J.S., ARM2c(CA)	Forced landing in water.	Dislocated left shoulder.

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-1C	193	190	5	360	276		2300			4
TBM-3	193	190	5	330	257		1400			3

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

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

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

SPEED, CLIMB,
at various altitudes

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

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(OMIT THIS SHEET IF NO ATTACK WAS MADE)

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

(a) Target(s) and Location(s) Six AK's Sugar-Dog, Mutual Harbor, Okinawa (b) Time Over Target(s) 0843(X) (Zone)

(c) Clouds Over Target Base 3000 ft. - cumulus - 8/10ths
(BASE IN FEET, TYPE AND TENTHS OF COVER)

(d) Visibility of Target Hazy (e) Visibility 10
(CLEAR, HAZY, PARTIALLY OBSCURED BY CLOUDS, ETC.) (MILES)

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

Bombs Dropped per Run 2 x 500 lb. Spacing 60 Altitude of Bomb Release 2000
(NUMBER) (FEET) (FEET)

(g) Number of Enemy Aircraft Hit on Ground: Destroyed None 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 Six AK's Sugar Dogs	150 - 200 tons each	8 VC-83	45 - 5" (HR) ARP 12 - 500 lb. G.P.	2	Slight
2 Large Building	50' X 100'	1 VC-83	2 - 500 lb. G.P.	0	None
3 Sugar-Able	7000 tons	1 VC-83	2 - 500 lb. G.P.	0	None
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).

1. Several pilots reported that they observed two of the ARP fired by Lt.(jg) SCHURARE hit one of the small boats but they could not say exactly where the hits were.

2. Lt.(jg) HANGOOK could not "get on" the ships and therefore aimed his bombs at a large building at the edge of the harbor. Both bombs missed.

3. Photographs showing the ship attacked by Lt.(jg) BOYER are attached.

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

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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

On 3 March TG 52.2 was operating in the vicinity of Iwo Jima furnishing air support for the Marine occupation of Iwo Jima. At about 0530 on 3 March, OPU 52.2.1 ordered USS SARGENT BAY (CVE-83) to launch 8 VF aircraft and USS NATOMA BAY (CVE-62) to launch 8 VF aircraft to attack six 5500-5800 freighter-transporters believed to be in Futami Harbor, Chichi Jima. The flights were launched at 0700 and arrived at the target at 0835.

A large part of the target area was obscured by clouds but through an opening in the clouds over the northern end of the harbor the flight leader, Lt. H. A. Parker, VC-83, could get a good view of the harbor. There were no Fox-Tare AK's in the harbor but in the northeastern end there were 6 Sugar-Charlie Sugar AKs which were promptly attacked. It is believed that these were the 6 ships intended and that their earlier identification as Fox-Tares was erroneous.

There were many concentrations of AA positions encircling the harbor and light, medium and heavy AA was both intense and accurate. Two runs on the targets were made. In each case the VF of VC-81 preceded the VT and strafed and fired ARP. All runs were made from the northeast to avoid as much AA as possible and to permit retirement over the water. Pilots and aircrews report that as they retired the air behind them as black with AA bursts. Nearly all planes were jinking violently on retirement.

On the first run six VT fired 8 ARP each. Two VT were unable to fire. Because of the nature of the targets and their location in close proximity to each other it has not been possible to definitely identify the ship fired at by each plane and the speed and jinking of the planes on retirement made accurate observation of results impossible. However, there were two definite ARP hits by Lt. (jg) SCHUHART.

On the second run six VT dropped 2 x 500 lb. bombs each, and two VT dropped 1 x 500 lb. bomb each. Definite hits were not observed but it is believed that most of the bombs hit very close to the target ships. Lt.(jg) D. O. HANCOCK aimed at a large building on the shore very close to the ships and got a near miss with a 500 lb. bomb. Resulting damage, if any, was not observed. Lt.(jg) BOTEAN noticed that the heavy and light AA from a beached Sugar-Able was intense and uncomfortably close to the formation so in his second run he aimed at the beached ship with his two 500 lb. bombs. He had to maneuver so violently to avoid being hit by AA on his retirement that he was unable to ascertain where his bombs hit. However, photographs show that neither bomb hit.

One plane, an FM-2 attached to VC-81, was shot down by AA on the first run over the target. The plane burst into flame and plunged into the harbor. It was impossible for the pilot to have survived. Three VT of VC-83 were damaged slightly by AA fire. Apparently a fourth VT also received some damage from AA because on the way home, about 40 miles from base, the plane piloted by Ensign J. D. PROVOST made a forced landing in the ocean. He and his two aircrews were rescued by a DD/minutes later.

In addition to Lt. PARKER the pilots participating were: Lieuts.(jg) G. H. BOWEN, Jr., V. M. SCHUHART, N. BOTEAN, D. O. HANCOCK, and Ensigns R. FOREHAND, R. L. BLAKE, and J. D. PROVOST.

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XIII. MATERIAL DATA. (Comment freely on performance or suitability, following check list at left.
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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:

H. VERNON HNEY, LT., A.G.I. Officer.

SIGNATURE

RANK AND DUTY

B. V. GATHS, Lt. Condr., USN

SIGNATURE

RANK AND DUTY

Squadron Commander

3/5/45

DATE