

AIRCRAFT ACTION REPORT

RESTRICTED
(Reclassify when filled out)

I. GENERAL

(a) Unit Reporting VOC-1 (b) Based on or at USS MARCUS ISLAND (c) Report No. VOC-1/104
 (d) Take off: Date 16 April 1945 Time (LZT) 0545 Item (Zone); Lat. 25-35 N Long. 128-30 E
 (e) Mission Napalm Strike (f) Time of Return 0937 Item (Zone)

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)		
FM-2	VOC-1	4	4	4	1 Napalm bomb	ER 31 Igniter

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

TYPE	SQUADRON	NUMBER	BASE	TYPE	SQUADRON	NUMBER	BASE

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
Kate	2	2	0915 I (ZONE)	20 Mi. No. Okinawa	Torpedo or large bomb	Mottled Green
			(ZONE)			
			(ZONE)			

(h) Apparent Enemy Mission(s) Attack on U. S. surface force.
 Did Any Part of _____
 (i) Encounter(s) Occur in Clouds? No If so, Describe Clouds _____
(YES OR NO) (BASE IN FEET, TYPE AND TENTHS OF COVER)
 Time of Day and Brilliance _____
 (j) of Sun or Moon Day (k) Visibility 12
(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:				(c) WHERE HIT, ANGLE	(d) DAMAGE CLAIMED
	TYPE A/C	SQUADRON	PILOT OR GUNNER	GUNS USED		
Kate	FM-2	VOC-1	Lt(jg) Edward W. Olszewski, Al, USNR	4 x 50	Fuselage, cockpit and engine	destroyed
Kate	FM-2	VOC-1	Lt(jg) Thomas H. McManus, Al, USNR	4 x 50	Engine and port wing root	destroyed

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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) Beach - Ie Shima (b) Time Over Target(s) 0745 Item (Zone)
(FOR SHIPS INCLUDE ALL IN AREA UNDER ATTACK)

(c) Clouds Over Target None
(BASE IN FEET, TYPE AND TENTHS OF COVER)

(d) Visibility of Target Clear (e) Visibility 12
(CLEAR, HAZY, PARTIALLY OBSCURED BY CLOUDS, ETC.) (MILES)

(f) Bombing Tactics: Type Dive Bomb Sight Used None
(LEVEL, GLIDE OR DIVE) (TYPE)

Bombs Dropped per Run 1 Spacing _____ Altitude of Bomb Release 100'
(NUMBER) (FEET) (FEET)

(g) Number of Enemy Aircraft Hit on Ground: Destroyed _____ Probably Destroyed _____ Damaged _____

(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 Wooded area along edge of Beach.		4 VOC-1	3 x Napalm	2	Area burned out.
2					
3					
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).

In support of landings on Ie Shima the attack was made upon a wooded area along the edge of the western beach. Four planes commencing a dive from 9000' and picking up a speed of 300 knots went across the target area in level flight at approximately 100 feet. Three bombs were released. Two were seen to explode in the designated woods and to cause extensive and intense fires. A third drop was not observed. Defective release mechanism precluded the fourth drop.

(p) Were Photographs Taken? No 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

Four planes were launched with Napalm fire bombs to provide support for landings on Ie Shima. Wooded area along the edge of the western beach, suspected as gun sites were designated as targets. Three bombs were dropped, two of which were seen to ignite causing intense fires. The third was not observed. Defective release mechanism precluded the fourth drop. Four strafing runs were also made of these areas.

Returning to base, the flight heard reports of bogies and turned north to intercept. Twenty miles north of Okinawa at approximately 0915 two Kates were seen heading south at an altitude of 1000 feet. The VOC-1 division led by Lieut. Schauffler was at 5000 feet.

Lieutenant Schauffler made the first run, picking out the plane to the right, aft. The slowness of Kate, estimated as 110 knots caused him to overshoot. Lt(jg) Olszewski following in from 6 o'clock above poured rounds into the engine, fuselage and cockpit. Flames poured out of the fuselage and the plane rolled to the left and dove into the water. No evasive action was taken during the attack, although a free gun was ineffectually brought to bear.

Schauffler on a second run put several bursts into the remaining Kate without obvious effect. Lt(jg) McManus coming in from 6 o'clock level hit the plane repeatedly around the wing roots and fuselage. Smoke poured out as he recovered to the right. Ens. Beck immediately took over on a run from 6 o'clock above and fired until the Kate went in.

Lieut. Schauffler observed the second Kate drop a torpedo or large bomb as he began his attack.

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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:

JOHN F. O'DEA, Lieut., USNR,
ACI Officer.

SIGNATURE

RANK AND DUTY

Manual release mechanism on the FM-2 has proved faulty on several bombing missions. Installation of an electrical release would increase efficiency and accuracy.

APPROVED BY:

W. F. BRINGLE, Lieut. Condr., USN, 16 April 1945

SIGNATURE

Commanding Officer. RANK AND DUTY

DATE