

AIRCRAFT ACTION REPORT

SECRET

RESTRICTED
(Reclassify when filled out)

I. GENERAL

(a) Unit Reporting TORPRON-49 (b) Based on or at U.S.S. SAN JACINTO (c) Report No. 4
 (d) Take off: Date 14 May 1945 Time (LZT) 1208(-9) (Zone); Lat 30-27 N Long. 132-45 E
 (e) Mission Shipping in Kochi Harbor, Shikoku, Japan. (f) Time of Return 1523(-9) (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)		
TBM-3	VT-49	6	0	6	12-100/ G.P.	.025 second delay-tail.
TBM-3	VT-49	2	0	2	4-500/ G.P.	.025 second delay-tail.

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

TYPE	SQUADRON	NUMBER	BASE	TYPE	SQUADRON	NUMBER	BASE
P-51	VT-49	6	USS SAN JACINTO				

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
None			(ZONE)			
			(ZONE)			
			(ZONE)			

(h) Apparent Enemy Mission(s) _____
 Did Any Part of _____
 (i) Encounter(s) Occur in Clouds? _____ 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 _____ (k) Visibility _____
(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		
None						

Enclosure (D)

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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 None				
2				
3				
4				
5				
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
	None			

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	
FB-3	200	195	3.25	353*	250	—	1500	—	—	8

* One 58 gallon capacity wing tank.

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

CALIBER	NONE	MEAGER	MODERATE	INTENSE
HEAVY — Time-fused shells, 75mm and over	<input checked="" type="checkbox"/>			
MEDIUM — Impact-fused shells, 20mm-50mm	<input checked="" type="checkbox"/>			
LIGHT — Machine gun bullets, 6.5mm-13.2mm	<input checked="" type="checkbox"/>			

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

- SPEED, CLIMB,
at various altitudes

TURNS

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) 26 MV In Three parts of Koshi Harbor (b) Time Over Target(s) 1340(-9) (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 15 (MILES)
(CLEAR, HAZY, PARTIALLY OBSCURED BY CLOUDS, ETC.)

(f) Bombing Tactics: Type Glide Bomb Sight Used Mark VIII and None.
(LEVEL, GLIDE OR DIVE) (TYPE)

Bombs Dropped per Run 11 planes-All Spacing From 20 ft-250 Altitude of Bomb Release 2000-3000
1 plane-2(500#) (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 9 Sugar Dogs and 6 other small craft	400' by 800' 3	3 VT-49	24-100# G.P. 4-500# G.P.	All in area	None
2 x Warehouse area 2, and 1-SCL, one 4 x U/M.V., one SD	2000 by 300	3 VT-49	36-100# G.P.	All in area	Serious on warehouse, None on slight on ships.
5 x 8 SD's and 3 luggers	500' by 500'	2 VT-49	2-500# G.P. 12-100# G.P. 100 rounds of strafing .50 cal.	All in area.	Slight
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).

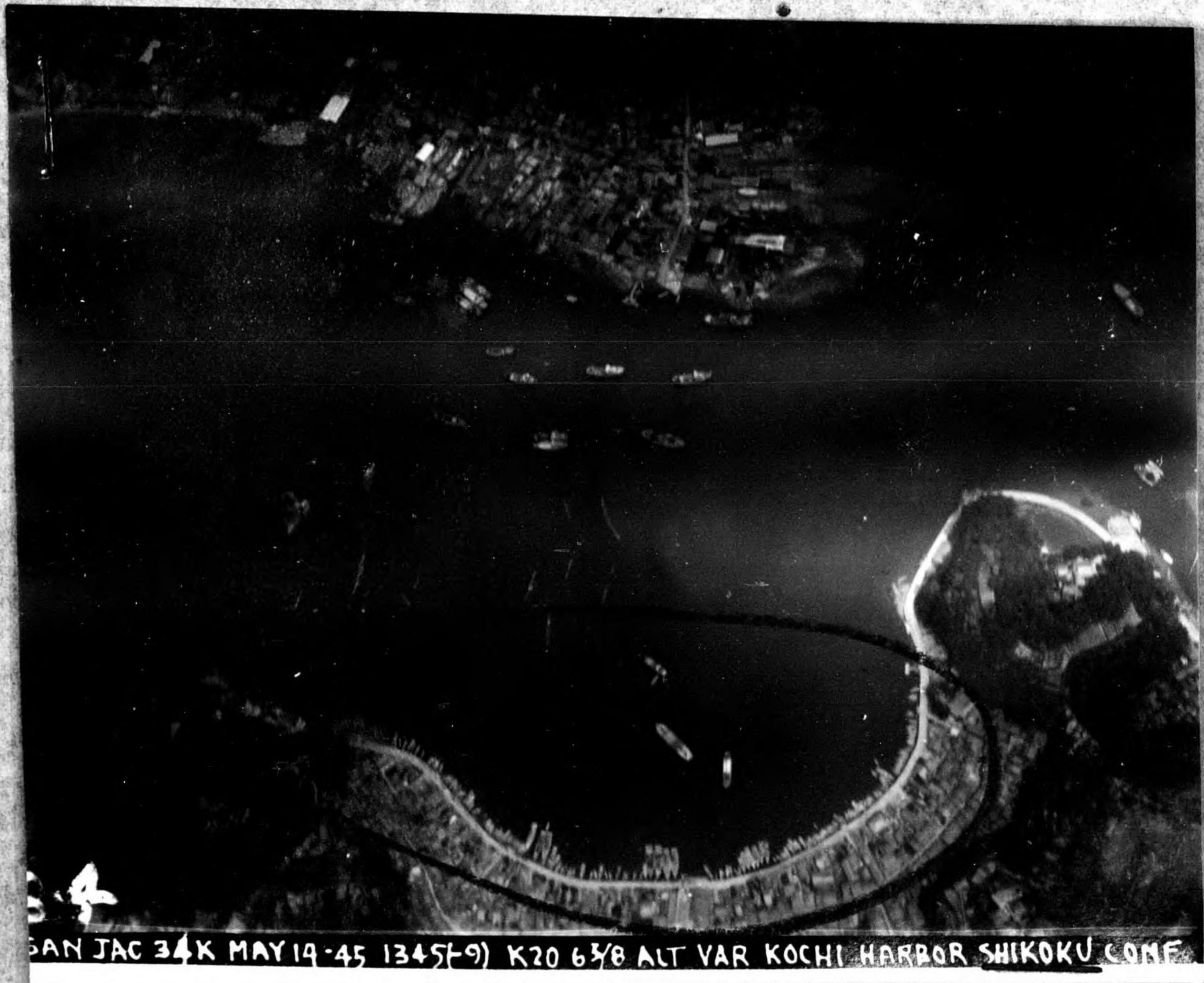
(2) Enclosure "B", a near vertical shows the disposition of these ships before the attack. Enclosure "A", an oblique taken by Lt(jg) Pruitt's radioman, shows bombs falling in and around the cove (marked (1) in Enclosure "A") and Sugar Charlie Love. Warehouse hits were confirmed by two pilots on their retirement.

(3) Enclosure "A" also shows the bomb hit on the two story building near the water front. Several other photographs show the same building just prior to its bombing. (Marked (2)).

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

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(A)



(B)

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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

Eight aircraft from this Squadron participated in its fourth strike in two days. Pilots were Lieutenant Peters, Lieutenant Livingston, Lt(jg) MacCollister and Pruitt, and Ensigns Schaub, Foulson, Wilburn and Coffey.

Originally headed for an airfield bombing, with other carriers' planes, the SAN JACINTO flight after launching was directed by the strike leader to accompany another flight to Kochi, and there separate to hit shipping which had been observed at Kochi harbor, on southern Shikoku.

Two planes carried four 500# bombs, the balance twelve 100 pounders all fused at .025 second delay. After leaving the other planes, the eight Avengers and escorting fighters had about 15,000 feet altitude when 15 miles Southeast of the target harbor.

In the approach glide a gradual turn was made northward, along the West side of the harbor and broken off at various penetrations from the sea. Aiming dives were generally seaward and across the harbor areas.

Three points of aim were chosen; two pilots who penetrated the furthest came down to drop where 8 Sugar Dogs and luggers were anchored, quite close together. One of these 8 ships was strafed. Neither pilot could see direct hits, but a near miss was observed by both. Drops were at 2500 & 3000 feet.

Three pilots dropped on the Western half of the harbor's bottle neck and facilities where a number of bursts and smoke were seen on the warehouse area. Others hit around the Sugar Charlie Love, as inferred from enclosed photographs; drops at 2000 to 3000 feet.

The rest of the planes were aimed across the bottle-neck. Enclosure "A" shows plums of two misses but also a hit on a two-story building on the east side of the harbor.

No anti-aircraft fire was encountered and after rendezvous seaward, the return was made to the carrier.

It was felt that a low-level attack, with 3-4 second delay fusing, would have been more suitable, or, several Napalm bombs in the closely packed harbor facilities would have done more damage.

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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

None

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:

Charles N. FULLER, Ensign USNR., ACIO
SIGNATURE

RANK AND DUTY

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SIGNATURE

RANK AND DUTY

18 May 1945.
DATE

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