





# AIRCRAFT ACTION REPORT

RESTRICTED  
(Reclassify when filled out)

(OMIT THIS SHEET IF NO ATTACK WAS MADE)

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

- (a) Location of Target (~~at~~ 03° 43' S, 144° 32' E) (b) Time Over Target (~~at~~ 1200 GCT)  
 (c) Weather and Clouds Over Target Weather good; no clouds; very dark; stars dim  
 (d) Sun or Moon None (e) Visibility 3 miles

## XI. TARGETS, RESULTS OF ATTACK.

	(a) DESCRIPTION OF TARGET (List All Ships in Group, Whether or Not Individually Attacked)	(b) A/C ATTACKING	(d) BOMBS AND AMMUNITION EXPENDED, EACH TARGET	(e) ALTITUDE OF RELEASE	(f) HITS
		(c) SQUADRON			
1	2000 ton tanker (JMST class: Sugar Baker).	PBY-5	400 x .50 cal MG	500-50'	80%
2		VP34	200 x .30 cal MG	do	80%
3					
4					
5					
6					
7					
8					

(g) RESULTS: (FOR SHIP TARGETS 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, WITH DIAGRAMS OR CHARTS WHERE DESIRABLE. DESCRIBE TARGETS FULLY IN (a), AND IN REPORTING DAMAGE OR DESTRUCTION, IDENTIFY BY NUMBERS AT LEFT. USE ADDITIONAL SHEETS IF NECESSARY).

No helpful diagram of the four strafing runs against this target can be submitted, since the night was so dark that it is impossible to state from what angles the runs were made.

(h) Were Photographs Taken? No Photographs of Damage, When Taken, Should Be Attached.

**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  
Release  
Pull-Out  
Dive Angle  
Strafing  
Retirement  
Defensive Tactics

**DEFENSE, ENEMY**

Evasive Tactics, Ships  
Concealment  
Anti-aircraft  
Searchlights  
Night Fighter Tactics

**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

While patrolling the northwest coast of New Guinea the Catalina, commanded by Lieutenant (jg) L. M. Bates, Jr., USNR, made a radar contact with a ship in position 03° 43' S, 144° 32' E, at about 2300 L. The plane homed on the indication but the ship was not sighted visually. The pilot then made a radar run commencing at 500 feet and descending to 50 feet, but saw the vessel too late to drop his bombs, although it was effectively strafed by bow .30's and waist .50's. Three more runs of the same character were undertaken, with the ship - identified as a Sugar Baker class tanker - returning the fire each time with 3 or 4 machine guns. It was impossible, due to the darkness of the night, for the pilot to sight the ship visually in time to release his bombs, although he fired about 100 rounds from his bow .50's in an effort to light her up with the tracers. The plane was holed by machine gunfire on each of these three runs, and each time accurately strafed the ship with bow .30's and waist .50's. On the last run an explosive bullet struck and severed the rudder cable in the cockpit, exploded, and wounded the pilot in the left foot and leg.

The Catalina retired, managed to gain altitude, and held an unsteady course away from the scene of action by alternately gunning one engine and then another. Two crew members finally succeeded in making temporary repairs to the rudder cable, after which the pilot left the seat to attend to his injuries. The plane arrived at base at 0430 L, and the pilot returned to the controls with his foot and leg bandaged, and made a night landing.

Squadron assessment: 2000 ton tanker damaged by strafing.

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filled out)

**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: **J.S. KEMPER, JR.**  
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**Lieut. Comdr., USN, COMMANDING**

**21 Jan., 1944**

SIGNATURE

RANK AND DUTY

SIGNATURE

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DATE