Sheet 1 of 5

AIRCRAFT ACTION REPORT

RESTRICTED (Reclassify when filled out)

I. GENERAL

Mission	Se	arch an	d attaol					(g) Time of	of Return_	1700	(GCT
					S REPORT.						
(a) TYPE	1		LY COVERED BY THIS (d) (e) (O) (E) (O) (D) (O) (O) (O) (O) (O) (O) (O) (O) (O) (O		1.53			(g) FUZE, SETTING			
BY-5	VP34		. ***	1	4x500 lb GP Mk. 43		3	Tall;	4-5"	della	
			AIRCRAFT E	MPLOYED BASE	IN THIS OPE	1	TION.	NUMBER		BASE	
TYPE	SQUADRON	NUMBER		D/\JL							
-4										•	
							\I\				
IV. EN	EMY AIRCR	(c)			rcraft Listed in		(-	F)	D.	CAMOUFL/	AGE AND
TYPE	OBSERVED	NO ENGAGING OWN A/C	TIME LOCA ENC		OUNTER	BOMBS, TORPEDOES CARRIEGUNS OBSERVED			ED; CAMOUFLAGE AND MARKING		
			(GCT)								
			(007)								
			(GCT)								
			(GCT)								
			(GCT)								
) Weath	er and Cloud	(j) Su	of Encounter	er(s)		Air	craft Liste		sibility		
	HAAY AIRI K								(c) RE HIT, ANGL	F	DAMA CLAIN
V. EN	(b) DESTR	OYED OR DAMAG				GUNS USED WITH		VVIICN			CLAIN
V. EN	(b) DESTR		P.ILO	T OR GUNNER	GI.	,,,,					
V. EN	(b) DESTR		PILO	T OR GUNNER	Gl						
V. EN	(b) DESTR		P.ILO	T OR GUNNER	GI						
V. EN	(b) DESTR		P.ILO	T OR GUNNER	GI						
V. EN	(b) DESTR		P.ILO	T OR GUNNER	G						

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AIRCRAFT ACTION REPORT

RESTRICTED (Reclassify when filled out)

VI. LOSS OR DAMAGE, COMBAT OR OPERATIONAL, OF OWN AIRCRAFT (of those listed in II only). EXTENT OF LOSS OR DAMAGE, CAUSE: TYPE ENEMY A/C,
TYPE GUN, OR OPERATIONAL CAUSE (d) (b) (a) WHERE HIT, ANGLE REMARKS SQUADRON TYPE OWN A/C 3 5 6 8 10 11 12 13

VII. PERSONNEL CASUALTIES (in aircraft listed in II only; identify with planes listed in VI by Nos. at left). (e) (d) (c) (b) (a) CONDITION OR STATUS CAUSE NAME, RANK OR RATING SQUADRON 2 shrapnel puncture Lt(jg) L.M. Bates Jr., USNR Explosive MG bullet wounds of left foot; l leceration wound of left calf. One week's hospitalization.

VIII. RANGE, FUEL, AND AMMUNITION DATA

(a) (b) (c) (d) (e) (f) (g) TOTAL AMMUNITION EXPENDED, PLANES RETURNING

TYPE MILES MILES AV. HOURS AV. FUEL AV. FUE

TVDE	MILEC	MAILEC	AV. HOURS	A\/ EIIEI	AV FIIFI						
TYPE A/C	MILES	RETURN	IN AIR	AV. FUEL LOADED	AV. FUEL CONSUMED	NO. OF PLANES	.30	.50	20MM	MM.	
DDV_S	750	550	12	11.50	975	1	300	4.00			
***************************************	174	7,71		and to a	212			*			
10 20 Sept 1											

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

SPEED, CLIMB, at various altitudes

TURNS

CEILINGS

RANGE

PROTECTION

ARMAMENT

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),

:) Weather and Clouds Over Target	r soon; no			
XI. TARGETS, RESULTS OF ATTACK.		(e) Visibi	lity 3 1116	
DESCRIPTION OF TARGET (List All Ships in Group, Whether or Not Individually Attacked)	(b) A/C ATTACKING (c) SQUADRON	(d) BOMBS AND AMMUNITION EXPENDED, EACH TARGET	ALTITUDE OF RELEASE	(f) HITS
2000 ton tanker (JMST class:	PBY-5 VP34	400 x.50 cal MG 200 x.30 cal MG	500-50°	80%

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.

⁽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).

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

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.)

> 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° 8, 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 gunsfire 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.

2000 ton tanker damaged by strafing. Squadron assessment:

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

SIGNATURE

BASE FACILITIES

Plane Servicing Equipment Personnel Facilities

REPORT PREPARED BY: J.S. KEIPER, JR.

Lieut., AVS, USNR, ACI Officer

APPROVED BY: T.A. CHRISTOPHER,

Lieut. Comdr., USN, COMMANDING

21 Jan., 1944

RANK AND DUTY

RANK AND DUTY

SIGNATURE