

AIRCRAFT ACTION REPORT

~~Confidential~~
Reduce
(Reclassify when filled out)

I. GENERAL

(a) Unit Reporting VC-84 (b) Based on or at USS MAKIN ISLAND, at sea (c) Report No. VC-84 #22
(d) Take off: Date 16 February 1945 Time (LZT) 0743 (K) (Zone); Lat. 24° 25' N Long. 140° 28' E
(e) Mission Support, D-3, Iwo Jima. (f) Time of Return 0930 (K) (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	VC-84	4	None	4	6 HE Rockets Mk 1 body, Mk 7 motor.	Nose - none Base - instantaneous

marked

III. OTHER U. S. OR ALLIED AIRCRAFT EMPLOYED IN THIS OPERATION. **None**

TYPE	SQUADRON	NUMBER	BASE	TYPE	SQUADRON	NUMBER	BASE

IV. ENEMY AIRCRAFT OBSERVED OR ENGAGED (By Own Aircraft Listed in II Only). **None**

(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
			(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 _____ (NIGHT, BRIGHT MOON; DAY, OVERCAST; ETC.) (k) Visibility _____ (MILES)

V. ENEMY AIRCRAFT DESTROYED OR DAMAGED IN AIR (By Own Aircraft Listed in II Only). **None**

(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		

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VI. LOSS OR DAMAGE, COMBAT OR OPERATIONAL, OF OWN AIRCRAFT (of those listed in II only). None

(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				
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). None

(a) NO.	(b) SQUADRON	(c) NAME, RANK OR RATING	(d) CAUSE	(e) CONDITION OR STATUS

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	
F4U-2	54	56	1.8	233	90		6200			4

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
- URNS
- 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) **2 Luggers bearing 330° T 20 miles**
from Pt. Suribachi. (FOR SHIPS INCLUDE AREA UNDER ATTACK) (b) Time Over Target(s) **0815 (2)** (Zone)
- (c) Clouds Over Target **350, Cumulus, 8/10s.**
(BASE IN FEET, TYPE AND TENTHS OF COVER)
- (d) Visibility of Target **Clear below clouds mentioned above**
(CLEAR, HAZY, PARTIALLY OBSCURED BY CLOUDS, ETC.) (e) Visibility **20 under clouds**
(MILES)
- (f) Bombing Tactics: Type **••** Bomb Sight Used **••**
(LEVEL, GLIDE OR DIVE) (TYPE)
- Rockets**
Bombs Dropped per Run **2** Spacing **••** Altitude of Bomb Release **300**
(NUMBER) (FEET) (FEET)
- Glide angle - 10° - 15°**
- (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 AK, Sugar Charlie	300 - 700 GT	2 FM-2 VC-84	12 HE Rockets Mk 1 body, Mk 7 motor.	unknown	Sunk
2 AK, Sugar Charlie	300 - 700 GT	2 FM-2 VC-84	12 - same	unknown	Sunk
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.)

It is believed that rocket hits were made. One lugger stopped dead in the water and threw oil after 2 rockets hit on or near the stern at the waterline. Many strafing hits were scored with .50 caliber belted 1 A.P., 1 incendiary, 1 tracer. 6200 rounds were expended. Rockets and strafing were directed at the superstructure portion of the luggers aft and below the superstructure, and decks. The luggers when last seen had settled in the water burning fiercely and were gutted by flames from stem to stern. Personnel had abandoned ship. Clouds of smoke rose to 300 feet. Four other pilots of this squadron who had been on a separate mission joined the pilots over the luggers after the attack was completed and described the ships as a mass of flames and settling in the water.

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

Two planes were without gun camera and unfavorable photographic conditions prevented other pictures.

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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 16 February, at 0743 (K), Lt. Thomas S. Sedaker's division, consisting of himself, Lt.(jg) Weston L. Scott, his wingman, Lt.(jg) Robert E. Hooks, second section leader, and Lt.(jg) Melvin J. Simpson, his wingman, took off in FM2s from USS MAKIN ISLAND CVE-93, lying about 54 miles southwest of Iwo Jima. With 4 TM-3 of this squadron, 4 TM-3 and 4 FM-2 of VC-85, they made up a support group for D-3 operations. The other planes mentioned did not participate in the attack described below. While proceeding to station the VC-84 fighter division sighted 2 engine driven luggers, about 100 feet long, of the Sugar Charlie class bearing 330° T and 20 miles from Mt. Suribachi. Advance CASGU was advised of the sighting and the flight was instructed to proceed to station off Iwo Jima. After arrival on station the VC-84 FM2s were told that they were to lead a 16 VF attack on the luggers. Adverse weather apparently prevented the other VF from joining up and when they failed to appear Lt. Sedaker asked and received permission of the Air Coordinator to make the attack with his division. The luggers were located again in about the same position proceeding on a course which would have taken them around the north end of Iwo Jima. Going down to make certain of their identity, Lt. Sedaker's division observed the usual Jap meatballs on the sides of the ships as well as Jap characters painted on the stern. The luggers at this point had been in a more or less open spot with a ceiling of about 1500 feet. However they proceeded to a position where they were under clouds giving 8/10 cover with base at around 350 feet. They remained under this cover about 150 yards apart throughout the attack, which commenced at about 0815 (K). Lt. Sedaker split his division, each section taking one Sugar Charlie for its target. Before the attack was over all planes had made runs on each lugger. Rocket and strafing runs were made with rockets being fired in pairs at a slant range of around 300 feet and in shallow glides of from 10° to 15°. It is believed that rocket hits were made. Lt.(jg) Scott saw his target stop dead in the water, and throw oil after two of his rockets hit on or near the stern at the waterline. Rockets and strafing were first directed at the superstructure and portions of the ships aft and below the superstructure to the waterline. Later the decks and other parts of the ships were strafed. Strafing was done from ranges of 500 to 25 feet. Ineffective small arms fire was returned but quickly silenced. Fierce fires broke out aft on each lugger, which, with the sterns into the wind, were swept forward by the wind so that both became a mass of flames from stem to stern. Clouds of smoke rose some 300 feet and the ships settled in the water. A considerable quantity of oil was spread out on the water. Personnel went over the side and up to 30 survivors were seen in the water. Bodies were seen on the decks and in the water. Greenish khaki uniforms were noted on the personnel on board some of whom wore knapsacks and carried rifles. The pilots estimated that each Sugar Charlie carried a troop personnel of over 75 men. The men were larger in size and lighter in color than the average Japanese. A strong unpleasant smell was noted in runs close to the luggers. Lt.(jg) Simpson, whose in-board port gun had jammed, ran out of ammunition. He then made the first combat bombing run for VC-84's fighters when he scored a direct hit with his wing tank on a small boat and its occupant who had abandoned one of the luggers. The attack was broken off when the division which had expended 6200 rounds of .50 caliber was almost out of ammunition. At this point both luggers had been abandoned by personnel, were continuing to settle evenly in the water and were burning fiercely. Four other pilots of VC-84 returning from another mission joined Lt. Sedaker's division over the luggers at about 0900 and all verified the above observations as to the condition of the luggers. Lt. Sedaker tried to communicate with a destroyer to ask it to pick up survivors but was unable to do so. Results were reported to advance CASGU and Lt. Sedaker understood him to say that a destroyer would be sent to the scene. The flight returned aboard at 0930 (K).

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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

Lt.(jg) Simpson's inboard port gun jammed. Inspection on return showed this to be caused by ruptured cartridge.

COMMUNICATIONS

- Radio, Radar
- Homing Devices
- Visual Signals
- Codes, Ciphers

One gun camera jammed and was repaired on return. Otherwise equipment functioned normally.

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:

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2-28-45

SIGNATURE
AGI Officer, VC-84

RANK AND DUTY

SIGNATURE
Acting Commanding Officer, VC-84

RANK AND DUTY

DATE