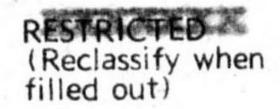
I. GENERAL

(a) Unit Re (d) Take of			ry 1945		100						-84 #22 0° 28° E
(e) Mission	Suppor	rt, D-5,	Iwo Jima.					(f) Time o	f Return	0930 (K) (Zone)
II. OV	VN AIRCRA	AFT OFFIC	IALLY COV	ERED BY T	HIS REP	ORT.					
TYPE	SQUADRON	TAKING .	NUMBER ENGAGING ENEMY A/C	ATTACKING TARGET			AND TORPEDOE			FUZE, SETT	ING
(a)	(b)	(c)	(d)	(e)	6 HE	Rockets	Mk l bo	dv.	Masa	- none	
FM-2	VC-84	4	None	4		motor.					ntaneous
								9	In Al	JA 1	
										PRODUCTION OF THE PROPERTY AND	
. 111. 0	THER U. S.	OR ALLIE	DAIRCRAFT	EMPLOYE	DINTH	IIS OPER	ATION. No	ne	hand the state of		
TYPE	SQUADRON	NUMBER		BASE		TYPE	SQUADRON	NUMBER		BASE	
IV FN	JEMY AIRC	RAFT ORS	ERVED OR E	NGAGED (Ry Own	Aircraft	listed in II	Only) No	7.65		
(a) TYPE	(b) NO. OBSERVED	NO. ENGAGIN OWN A/C	G (d)	LOCA	(e) ATION OF COUNTER	T	BOMBS, TORPE GUNS O	•)		CAMOUFL MARI	
			(ZON	(E)			-				
		9	· (ZON	(E)							
•			(ZON	(E)							
(h) Appare	nt Fnamy M	dission (s)									
Did Any	Part of		(YES OR NO)	_If so, Desc	ribe Clou	ıds					*
(i) of Sun	Day and Br	illiance	(YES OR NO)	4			(BASE IN	_(k) Visi		HS OF COVER	,
			ROYED OR	DAMAGED			Aircraft Lis		,	(MILE	ES)
(a) TYPE		YED OR DAMA	AGED BY:	T OR GUNNER		GUNS I	ISED		(c) HIT, ANG		DAMAGE
	/	30000									CENTITIES
		3-1				3					



filled out)

(a) YPE OWN A/C	(b) SQUADRON	CAUSE: TYPE ENEMY A/C, TYPE GUN, OR OPERATIONAL CAUSE	WHERE HIT, ANGLE (List armor, self-sealing tanks, equipment hit)	EXTENT OF LOSS OR DAMAGE, (Give Bureau serial number of planes destroyed
	All the state of			
The state of the s				
是 表表				
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1				
VII. PER	RSONNEL	CASUALTIES (in aircraft listed i	n II only; identify with planes lis	sted in VI by Nos. at left).
		CASUALTIES (in aircraft listed i	n II only; identify with planes list	sted in VI by Nos. at left). (e) CONDITION OR STATUS
		(c)	(d)	(e)
		(c)	(d)	(e)
		(c)	(d)	(e)
		(c)	(d)	(e)
		(c)	(d)	(e)
		(c)	(d)	(e)
		(c)	(d)	(e)
		(c)	(d)	(e)
		(c)	(d)	(e)
VII. PER (b) SQUADRON		(c)	(d)	(e)
		(c)	(d)	(e)

(a)	(b)	(c)	(d)	(e)	(f)	(g) TOTAL AMMUNITION EXPENDED				NO. OF PLANES
TYPE A/C	MILES	RETURN	AV. HOURS	LOADED	AV. FUEL CONSUMED	.30	.50	20MM	MM	RETURNING
774-2	54	56	1.8	233	90		6200	,		4
					•					

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

CALIBER

NONE

MEAGER

MODERATE

INTENSE

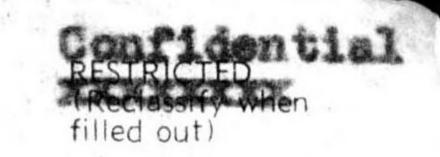
MEDIUM — Impact-fused shells, 20mm-50mm.

LIGHT — Machine gun bullets, 6.5mm-13.2mm

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

SPEED, CLIMB, at various altitudes

TURNS
DIVES
CEILINGS
RANGE
PROTECTION
ARMAMENT





(OMIT THIS SHEET IF NO ATTACK WAS MADE)



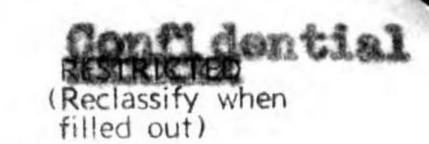
REPORT No.

	XI. ATTACK ON E	NEMY SHIPS OF	R GROUND OBJECT	TIVES (By Own Aircraft Lister	d in II Only)	
(a)	Target(s) and Location	on(s)	s Neuring 330	UNDER ATTACK) (b) Time Ov	er Target(s)	0815 (Z) (Zone)
(c)	Clouds Over Target	550, Cumu	Lus, 8/108 BASE IN FEET	F. TYPE AND TENTHS OF COVER)		
(d)	Visibility of Target	Clear balcar, HA	ZY. PARTIALLY OBSCURED	BY CLOUDS, ETC.)	Visibility	mice clouds
(f)	Bombing Tactics: Typ		(LEVEL, GLIDE OR DIVE)	Bomb Sight U	sed	(TYPE)
	Bombs Dropped per Ru	10 - 150 NUMBER	Spacing_	(FEET)	of Bornb Rele	ease(FEET)
(g)	Number of Enemy Air	craft Hit on Gro		Probably Destroyed	Hone	_ Damaged
	(h) AIMING POINT	DIMENSIONS OR TONNAGE	(i) NO A/C ATTACKING (k) SQUADRON	BOMBS AND AMMUNITION EXPENDED, EACH AIMING POINT	(m) NO HITS On Aiming Point	
1	AK, Sugar Charli	• 300 - 700	2 FM-2 VC-84	12 ME Rockets Mk 1 body, Mk 7 motor.	unknown	Sunk
2	AK, Sugar Charli	e 300 - 700	AND STREET AND	12 - 3000	unionom	Sunk
3						
4						
5						
6						
7			7			
8						

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. Rookets 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 flercely and were gutted by flames from stem to stem. 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? _Photographs of Damage; WhenTaken, Should Be Attached By Staple. Two planes were without gr of one gum camera and unfavorable photographic conditions prevented other pictures.



REPORT No. VC-84 22

XII. TACTICAL AND OPERATIONAL DATA. (Narrative and comment. Describe action fully and comment freely,

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

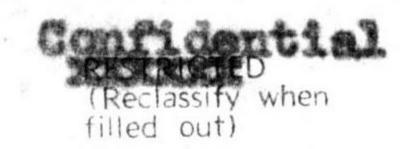
following applicable items in check list at left. Use additional sheets if necessary.)

On 16 Pebruary, 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) Helvin J. Simpson, his wingman, took off in FM2s from USS MARIN ISLAND CVE-93, lying about 64 miles southwest of Iwo Jima. With 4 THM-3 of this squadron, 4 THM-3 and 4 FM-2 of VC-85, they made up a support group for D-S 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 foot long, of the Sugar Charlie class bearing 330° T and 20 miles from Mt. Suribachi. Advance CASCU was advised of the sighting and the flight was instructed to proceed to station off Iwo Jima. After arrival on station the VU-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 cortain 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 celling 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 thoughout the attack. which commenced at about 0815 (K). Lt. Sedaker aplit his division, each section taking one Sugar Charlie for its target. Before the attack was over ell planes had made runs on each lugger. Rooket and strafing runs were made with reckets being fired in pairs at a slant range of around 500 foot and in shallow glides of from 10° to 15°. It is believed that rocket hits wore made. Lt. (jg) Scott saw his target stop dead in the water, and throw oil after two of his recibets 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 oft 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 sterm. Clouds of anoke rose some 300 foot and the ships settled in the water. A considerable quantity of oil was aproad 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 were imapsacks 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 inboard port gum had jammed, rem out of esmunition. He then made the first combat bombing run for VU-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 enother 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. Sedalor tried to communicate with a destroyer to ask it to pick up survivors but was unable to do so. Results were reported to advance CASCU and Lt. Sedaker understood him to say that a destroyer

would be sent to the seems sist The flight returned aboard at 0930 (I).

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AIRCRAFT ACTION REPORT





ARMAMENT

Guns, Gunsights Turrets Ammunition Bombs, Torpedoes Bomb Sights Bomb Releases

COMMUNICATIONS

Radio, Radar Homing Devices Visual Signals Codes, Ciphers

RECOGNITION

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:

XIII. MATERIAL DATA. (Comment freely on performance or suitability, following check list at left. Use additional sheets if necessary).

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

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

APPROVED BY:

ALLSET - MFD. BY THE EGRY REGISTER CO., PATENTED