

AIRCRAFT ACTION REPORT

RESTRICTED
(Reclassify when filled out)

(OMIT THIS SHEET IF NO ATTACK WAS MADE)

REPORT No. 21

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

- (a) Target(s) and Location(s) Kure Naval Base - A/A defenses, Small shipping, Iyo Nada. (b) Time Over Target(s) 0915(-9) (Zone)
- (c) Clouds Over Target 7/10ths base about 3,500 feet. (FOR SHIPS INCLUDE ALL IN AREA UNDER ATTACK)
(BASE IN FEET, TYPE AND TENTHS OF COVER)
- (d) Visibility of Target Partially obscured by clouds (e) Visibility 10
(CLEAR, HAZY, PARTIALLY OBSCURED BY CLOUDS, ETC.) (MILES)
- (f) Bombing Tactics: Type Glide Bomb Sight Used 5-Mark VIII
(LEVEL, GLIDE OR DIVE) (TYPE)
- Bombs Dropped per Run 1-4 Spacing 1000 300 kts. Altitude of Bomb Release 6000-2500
(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 5 Dual purpose gun positions	1000' X 700'	2 VT-49	16-260# Frags	Not	observed.
2 Medium A/A Positions	About Same	3 VT-49	24-260# Frags	7	Destroyed
3 Dual purpose gun positions	200' X 1000'	3 VT-49	20-260# Frags		Unknown.
4 SD underway 33-43 N; 132-23'E		1 VT-49	100 rounds .50 cal. fixed guns.	Many	Burned & sunk in 3 minutes.
5 SC underway 34-07N; 132-27E	150' long	2 VT-49	300 rds. .50 cal.	Many	Probably sunk.
6 DD underway 34-08'N; 132-28'E	80 Feet	1 VT-49	4-260# Frags	None	VT explosions close aboard. Pattern may have reached deck.
7 SD underway 33-51 N; 139-27 E		1 VT-49	150 rds. .50 cal.	Many	Probably sunk
8	See narrative for shipping damaged.				

(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).

5) Crewman's camera catches SC under attack by strafing. Many hits observed and ship trailed oil and smoked. Pilot believes this ship was hit sufficiently to sink.



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

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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

A Task Force attack upon enemy combat shipping at Kure on 24 July called for A/A neutralization from the Torpedo planes of the CVLs of this Task Group around the assigned shipping targets for the other planes. Launching by catapult began at 0745, and one of the nine Avengers developed fuel pressure failure during join-up. The eight remaining crews set course for the target, some 200 miles distant, gaining 15,000 feet of altitude before crossing the northern coast of Shikoku in their approach to Kure from the Southeast. Standard evasive tactics were employed in the close approach, although the first observed A/A was predicted concentration of heavy flak immediately over the base and the target shipping, at twelve to fifteen thousand feet.

Lieut. Peters, with Lts(jg) Bartlett and Ferbert, whose heavy A/A positions lay directly adjacent to the naval arsenal, peeled off to the left, making 45° aiming dives at speeds of over 325 knots out of the North through Northeast sector, laying most of their frag bombs, VT fused, in the prescribed areas. Cloud cover made actual pinpointing difficult, with runs made through small holes in the 2,000 foot blanket which lay above the 4,000 foot ceiling. The assigned areas were identified, although the A/A positions could not be picked out. A crewman observed two fires started at one position. Four hung bombs in Lieut. Peters' plane were discovered in his high speed retirement just as he was being fired on by a DD off the Southern coast of Nishinomi Shima, and he turned in time to drop his frags at the source of the A/A before continuing his retirement.

The second division, with assigned emplacements farther down on the peninsula dividing the naval base from the air station, had even more difficulty in spotting their areas, and had to use the only visible reference point, the tip of the peninsula, as they dove through the cover to drop their frags.

Lieut. Livingston and Ensign Schaub saw their bombs on the way to the southernmost flak position along the water before they pulled up into the overcast, while Lt(jg) MacCollister and Ensign Poulson were required to drop almost by dead reckoning, through heavy clouds. Lt(jg) Richards, releasing too low to arm the VT fuses, saw two of the other strings exploding on each side of the 6 medium A/A guns spotted 1,000 yards north-east of the coastal positions.

Intense flak, especially the many-hued variety coming from the anchored shipping, was encountered throughout these runs, and its accuracy was attested to by the fact that four of the eight planes were hit, none seriously.

Although envious of the more imposing bombing target of the VF and VB planes, the retirement from the A/A positions ahead of the direct attack group led to many lucrative strafing targets in the form of small merchant ships and craft plying the island-studded waters of Hiroshima Wan and Iyo Nada, north of the Task Force rendezvous location. What had previously been a safe confined shipping route between southern Honshu ports was quickly made uncomfortable for the crews of many Sugar Dogs, luggers and sampans. 2,400 rounds of .50 calibre ammo. were poured into at least ten of these craft. This squadron's eight planes accounted for the sinking of one SD, the probable sinking of a SCS and another SD, and considerable damage to three more SD's, a sampan, and a lugger. Other flights returning

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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

from the target area were seen to line up for continuing attacks upon these and other small craft, which took terrific punishment from many fixed guns.

Rendezvous with the rest of the flights was then made at about 5,000 feet, and the group returned to the Tomcat at that altitude, letting down the last few miles as the ceiling lowered. Lt(jg) Richards' plane the only one hit sufficiently to affect carrier landing characteristics, came aboard last without mishap, almost five hours after take-off.

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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

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, Lt(jg), USNR., ACIO

Carl H. Peters, Lieut(A1), USNR, Comdg., 25 July 1945.

SIGNATURE

RANK AND DUTY

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DATE

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