I. GENERAL

(a) (b) (c) (c) (d) (d) (d) (e) (e) (f) (e) (f) (e) (g) (g) (g) (g) (g) (g) (g) (g) (g) (g	SQUADRON (b) (b) (c) (c) (d) (d) (d) (d) (e) (e) (e) (e) (e) (e) (e) (e) (e) (e	II. OW	N AIRCRAF	T OFFICIA	LLY COVER	Base, H	, ,	Т.					
III. OTHER U. S. OR ALLIED AIRCRAFT EMPLOYED IN THIS OPERATION. TYPE SQUADRON NUMBER BASE TYPE SQUADRON NUMBER BASE All carriers in TF 38 participated. All available VB and VT and 12 VF and 15 VFB IV. ENEMY AIRCRAFT OBSERVED OR ENGAGED (By Own Aircraft Listed in II Only). (a) (b) (b) (c) (e) (e) (e) (e) (e) (e) (e) (e) (e) (e	III. OTHER U. S. OR ALLIED AIRCRAFT EMPLOYED IN THIS OPERATION. TYPE SQUADRON NUMBER BASE TYPE SQUADRON NUMBER BASE III. CATTERS IN TF 38 participated. All available VB and VT and 12 VF and 15 VFB IV. ENEMY AIRCRAFT OBSERVED OR ENGAGED (By Own Aircraft Listed in II Only). (20)	TYPE		OFF	ENGAGING ENEMY A/C	TARGET	BOMBS AND TORPEDOES CARRIED (PER PLANE)				F		
III. OTHER U. S. OR ALLIED AIRCRAFT EMPLOYED IN THIS OPERATION. TYPE SQUADRON NUMBER BASE TYPE SQUADRON NUMBER BASE All carriers in TF 38 participated. All available VR and VT and 12 VF and 15 VFB IV. ENEMY AIRCRAFT OBSERVED OR ENGAGED (By Own Aircraft Listed in II Only). (a) NO OBSERVED NO ENGAGING TIME ENCOUNTERED ENCOUNTERED (20NE) (20NE) (20NE) (20NE) (20NE) (20NE) (20NE) (30 Any Part of Encounter(s) Occur in Clouds? (YES OR NO) (NIGHT, BRIGHT MOON: DAY, OVERCAST: ETC.) (4) VISIBILIANCE (4) VISIBILITY (4) VISIBILITY (A) VISIBILITY (A) VISIBILITY (A) VISIBILITY (MILES) V. ENEMY AIRCRAFT DESTROYED OR DAMAGED IN AIR (By Own Aircraft Listed in II Only). (5) DID DESTROYED OR DAMAGED BY: TYPE (5) DESTROYED OR DAMAGED BY: WHERE HIT, ANGLE	III. OTHER U. S. OR ALLIED AIRCRAFT EMPLOYED IN THIS OPERATION. TYPE SQUADRON NUMBER BASE TYPE SQUADRON NUMBER BASE All carriers in TF 38 participated. All available VR and VT and 12 VF and 15 VFB IV. ENEMY AIRCRAFT OBSERVED OR ENGAGED (By Own Aircraft Listed in II Only). (a) (b) (CROSSING) (9	0	8	8-260#	Frag	s each.				
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Time of Day and Brilliance of Sun or Moon	Time of Day and Brilliance of Sun or Moon			lission(s)	(ZONE	(a)	cribo Clouc						
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NEMY A/C TYPE A/C SQUADRON PILOT OR GUINNER GONS OSLD	NEMY A/C TYPE A/C SQUADRON PILOT OR GUNNER GONS 03LD	Did An Encoun Time of of Sun	y Part of iter(s) Occu f Day and Br or Moon —	ir in Clouds?	(NIGHT, BRIGH	HT MOON; DA	Y, OVERCAST;	ETC.)		(k) Vis	sibility		
		Did An Encoun Time of of Sun	y Part of Iter(s) Occurrent of Day and Broon — IEMY AIRCLE (b) DESTRO	illiance RAFT DESTI	(NIGHT, BRIGH ROYED OR D GED BY:	HT MOON; DA	Y, OVERCAST;	By Own	Aircraft L	(k) Vis	Only).	(MILES)	DAMA CLAIA
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		Did An Encoun Time of Sun V. EN TYPE	y Part of Iter(s) Occurrent of Day and Broon — IEMY AIRCI (b) DESTRO	illiance RAFT DESTI	(NIGHT, BRIGH ROYED OR D GED BY:	HT MOON; DA	Y, OVERCAST;	By Own	Aircraft L	(k) Vis	Only).	(MILES)	(d
ENCLOSURE (G) S-E-C-R-E-F		Did An Encoun Time of Sun V. EN TYPE	y Part of Iter(s) Occurrent of Day and Broon — IEMY AIRCI (b) DESTRO	illiance RAFT DESTI	(NIGHT, BRIGH ROYED OR D GED BY:	HT MOON; DA	Y, OVERCAST;	By Own	Aircraft L	(k) Vis	Only).	(MILES)	(d

AIRCRAFT ACTION REPORT

RESTRICTED (Reclassify when filled out)

REPORT No. 21 VI. LOSS OR DAMAGE, COMBAT OR OPERATIONAL, OF OWN AIRCRAFT (of those listed in II only). CAUSE: TYPE ENEMY A/C,
TYPE GUN, OR OPERATIONAL CAUSE (a) (b) (e)
EXTENT OF LOSS OR DAMAGE,
(Give Bureau serial number of planes destroyed) WHERE HIT, ANGLE (List armor, TYPE OWN A/C SQUADRON self-sealing tanks, equipment hit) TBM-3 VT-49 Operational-No suction on wing tank and rt. main also cut out. Cylinder head temp. 240° rough & surging. 3 TBM-3 VT-49 .50 cal slug in radio compt, shattered lamp, out parachute, glanced off armor plate behind radioman, dropped to bilge. 5 TBM-3 Apparently 5" A/A pas- Trailing edge of port VT-49 Moderate. Plane down for sed through wing with- wing stub. On retire-6 several days. out exploding. ment from drop. 8 TBM-3 VT-49 Flak from Jap Heavy Directly from below Plane repaired and flown A/A jagged hole 6" across in 13 hours later. port wing stub. 11 TBM-3 VT-49 Heavy A/A flak 2 pieces 1. entered "Bilge" Plane patched immediately. 12 below door. 2. Cut through open bomb-bay 14 doors. VII. PERSONNEL CASUALTIES (in aircraft listed in II only; identify with planes listed in VI by Nos. at left). (a) (b) (c) (d) (e) NO. SQUADRON NAME, RANK OR RATING CAUSE CONDITION OR STATUS None

VIII. RANGE, FUEL, AND AMMUNITION DATA FOR PLANES RETURNING

*TBM-3	200	230	4.8	401	325	directed	2365	-	MP SIN	8
TBM-3	-	4000	1.7	401	75	and the same of th	0	6840		
A/C	OUT	RETURN	IN AIR	LOADED	CONSUMED	.30	.50	20MM	MM	NO. OF PLANES
TYPE	MILES	MILES	AV. HOURS	AV. FUEL	AV. FUEL	· (g	(g) TOTAL AMMUNITION EXPENDED			(h)

*Plane ENEMY ANTI-ARCKAFT ENCOUNTERED To the (See Vilock on lack thee)

CALIBER	NONE	MEAGER	MODERATE	INTENSE
HEAVY - Time-fused shells, 75mm and over				
MEDIUM — Impact-fused shells, 20mm-50mm				<u>X</u>
LIGHT — Machine gun bullets, 6.5mm-13.2mm				X

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

SPEED, CLIMB, at various altitudes

TURNS DIVES

CEILINGS

RANGE

PROTECTION

ARMAMENT

None e ncountered

S-E-C-R-E-

AIRCRAFT ACTION REPORT

RESTRICTED (Reclassify when filled out)

(OMIT THIS SHEET IF NO ATTACK WAS MADE)



REPORT No.

Probably sun

Berry

XI. ATTACK ON ENE	MY SHIPS OR	GROUND OBJECTLY	VES (By Own Aircraft Listed i	n II Only).	(7one)
- 11tion/		AND BURNING	(D)	Target (S)_	
Clouds Over Target	ioths bese	(BASE IN FEET,	TYPE AND TENTHS OF COVER)	1 .1	10
Visibility of Target	(CLEAR, HAZ	Y, PARTIALLY OBSCURED E	e) V	isibility	TIMILES)
		CLIDE OR DIVE)	Bomb Sight Use	20	(TYPE)
Bombs Dropped per Run	(NUMBER	0000	(FEET)		
Number of Enemy Airc	raft Hit on Gro	und: Destroyed	Probably Destroyed_		_ Damaged
(h) AIMING POINT	DIMENSIONS OR TONNAGE	(i) NO. A/C ATTACKING (k) SQUADRON	BOMBS AND AMMUNITION FYPENDED, EACH AIMING POINT	NO. HITS On Aiming Point	DAMAGE (None, slight, serious, destroyed or sunk)
5 Dual purpose	1000' X 700'	V1-49	16-260/ Fregs	Not	observed.
edium A/A	About	77-49	24-260/ Frage	7	Destroyed
Positions Duel purpose	200' X	77-49	20-260/ Frogs		
sun positions SD underway 33-	1000;	VT-49	100 rounds .50 cal.	Hart T	Burned & sunk in 3 minutes.
SC underway 34-		2	300 rds.50 cal.		Probably sunk.
07#1132-27E	150' long	1	4-260/ Frogs	None	orplosions caboord.Pattern
08'N;1320-26'E	80 Feet	VT-49			have reached de

See nerrative 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).

150 rds.50 cal.

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



VI-49

(p) Were Photographs Taken?

75D underway 33-

51 N;139-27 E

.Photographs of Damage, WhenTaken, Should Be Attached By Staple.

1

REPORT No. 21

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

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 ever 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 divinding 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 northeast 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 firect 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 Honshi 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



REPORT No.

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

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.

S.E.C.R.E.T

----AIRCRAFT ACTION REPORT

RESTRICTED (Reclassify when filled out)

REPORT No ._

5

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 Bornb 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:

None

APPROVED BY:

Charles N. Fuller, Lt(jg), USNR., ACIO

RANK AND DUTY

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

SIGNATURE

RANK AND DUTY

DATE