

# AIRCRAFT ACTION REPORT

RESTRICTED  
(Reclassify when filled out)

## I. GENERAL

(a) Unit Reporting VT-49 (b) Based on or at U.S.S. SAN JACINTO (c) Report No. 6  
 (d) Take off: Date 21 May 1945 Time (LZT) 0623(-9) (Zone); Lat. 26° 13' N Long 129° 16' E  
 (e) Mission Bomb Han Airfield, Naini Jima, Amami Gunto. (f) Time of Return 1035(-9) (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)		
TBM-3	VT-49	8	0	7	4-500# G.P.	1 Plane 4-5 sec. delay. 7 Planes 1/10th nose and .01 tail.

## III. OTHER U. S. OR ALLIED AIRCRAFT EMPLOYED IN THIS OPERATION.

TYPE	SQUADRON	NUMBER	BASE	TYPE	SQUADRON	NUMBER	BASE
F6F-5	VF-49	8	USS SAN JACINTO	Also 12 F6F, 12 SB2C, 12 TBM-3 from USS			
F6F-5	VF-30	8	USS BELLEAU WOOD	BIRMINGHAM (AC-17) and same flight from			
TBM-3	VF-30	8	USS BELLEAU WOOD	USS HUNNET (AC-82).			

## IV. ENEMY AIRCRAFT OBSERVED OR ENGAGED (By Own Aircraft Listed in II Only).

(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
5 S/B	4	0	(-9) 0750 (ZONE)	Inoperational along N.E. edge of field.		
1 S/B	1	0	(-9) 0750 (ZONE)	Operational plane near center of field.		
			(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 \_\_\_\_\_ (k) Visibility \_\_\_\_\_  
(NIGHT, BRIGHT MOON; DAY, OVERCAST; ETC.) (MILES)

## V. ENEMY AIRCRAFT DESTROYED OR DAMAGED IN AIR (By Own Aircraft Listed in II Only).

(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		
None						







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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) Wan A/T Kikai, Amami Gunto (b) Time Over Target(s) 0750 (Zone)  
(FOR SHIPS INCLUDE ALL IN AREA UNDER ATTACK)
- (c) Clouds Over Target 7/10ths cover up to 6,000' at 11,000 feet.  
(BASE IN FEET, TYPE AND TENTHS OF COVER)
- (d) Visibility of Target clear under 1500' (e) Visibility 10 at 6,000'  
(CLEAR, HAZY, PARTIALLY OBSCURED BY CLOUDS, ETC.) 1-None (MILES)
- (f) Bombing Tactics: Type Glide Bomb Sight Used 7-Mark VIII  
(LEVEL, GLIDE OR DIVE) (TYPE)
- Bombs Dropped per Run All Spacing 75-80-80-100 Altitude of Bomb Release 2000-2800  
(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 Heavy A/A gun and revetment area	100 ft X 100 ft	1 VT-49	4-500# G.P.	2	Straddle. probably seriously damaged.
2 Lower half of airfield	200 ft X 2000 ft	1 VT-49	8-500# G.P.	6	All on target area and blast airfield - well dispersed and seriously damaged.
3 Same as 2.	200 ft X 1000 ft	1 VT-49	4-500# G.P.	4	
4 South East edge of field	200' X 1000'	1 VT-49	4-500# G.P.	4	
5 Same as 4.	Same	1 VT-49	4-500# G.P.	4	
6 Upper half of airfield	Same	1 VT-49	4-500# G.P.	4	
7			Long delay fuse.		

(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).

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

SECRET



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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

The pilots of Torpedo Squadron FORTY-NINE taking part in this strike were Lieut. Peters, Lieut. Livingston, Lt(jg) Richards, Ensigns Ferbert, Bartlett, Schaub, Hester and Wilburn, with the specific assignment to crater airfield runways at Tokuno with 500# G.P. bombs. Unfavorable weather delayed launching, and join-up with the balance of the 104 plane strike was not completed until 0645. Upon reaching the target, with 10,000 feet of altitude, the reconnoitering escort went down to find the field completely closed in. Consequently the strike leader ordered the flight to Kikai Jima, to hit any air facilities found. At 7,000 feet the planes flew up the SW-NE island axis, circled counter-clockwise and made their runs from the Southwest, attaining speeds of about 270 knots and glide angles of 30 to 35 degrees.

Five non-operational (and one apparently intact) single engine planes were observed, the latter used as an aiming point for a string of bombs. A hit was not observed, but bombs struck the runway area.

No light anti-aircraft fire was encountered, but all pilots observed meager heavy flak, which burst below them, at 6,000 feet. Lt(jg) Richards straddled one position with his bombs from 2500 feet, silencing and probably seriously damaging it.

Returning pilots all reported having picked different parts of the airfield for aiming points and this area was hit by 25-500 pounders. Retirement was made to the North over water before return to base.

The size of the flight, the weather and unexpected extended distance of the strike, coupled with the fact that extra fuel was not carried, meant that several planes came aboard very low on gas.

Visibility, on the return leg was very poor, but the eight crews returned without further incident.



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Form ACA-1  
Sheet 5 of 5

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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

## 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, Ensign USNR, ACIO  
SIGNATURE RANK AND DUTY

Carl H. Peters, Lieut.(A1), USNR., Comdg. 21 May 1945.  
SIGNATURE RANK AND DUTY DATE