

AIRCRAFT ACTION REPORT

RESTRICTED
(Reclassify when filled out)

(OMIT THIS SHEET IF NO ATTACK WAS MADE)

REPORT No. 17

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

- (a) Target(s) and Location(s) Targets of opportunity
Kushiro, Hokkaido. (FOR SHIPS INCLUDE ALL IN AREA UNDER ATTACK) (b) Time Over Target(s) 1445(-9) (Zone)
- (c) Clouds Over Target .8 at 4,000, scattered at 1,200 feet.
(BASE IN FEET, TYPE AND TENTHS OF COVER)
- (d) Visibility of Target Partially obscured by clouds, smoke (e) Visibility 10 Miles
(CLEAR, HAZY, PARTIALLY OBSCURED BY CLOUDS, ETC.) (MILES)
- (f) Bombing Tactics: Type Rocket
Rockets Shallow rocket glides Bomb Sight Used Mark VIII
(LEVEL, GLIDE OR DIVE) (TYPE)
- Bombs Dropped per Run Average-2 Spacing None Altitude of Bomb Release --
(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 Coal tipple N.E. of Kushiro town	Large mine Instal'n	2 VT-49	6 Rockets HVAR	5	Serious. This was also bombed.
2 2 Warehouses E. bank Jushiro R	120 X 30 each	4 VT-49	12 HVAR	5	Burned at least one.
3 Railroad sheds & locomotives, freight cars	Various (3 points)	4 VT-49	12 HVAR	7	Destroyed one engine , 2 sheds damaged and one engine.
4 Oji Paper Mill 4 bldg.	150' X 150'	1 VT-49	2 HVAR	2	Not observed.
5 Pier, warehouses	150' X 130'	2 VT-49	5 HVAR	4	Pierced roof, ex- ploded, burned
6 2 SD's along side of wharf	65 feet long	1 VT-49	2 HVAR	1	Functured bow. Slight damage.
7 Unidentified 7. bldgs (4)	Various	2 VT-49	8 HVAR		Results not observed.

(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).

- (2) Exhibits (A) and (B) show smoke from warehouses near bridge on Kushiro Dawa. Circled in red.
- (4) Exhibit (C) shows fire at paper mill. This was attacked by many planes, but our pilot got direct hits through roof of one large building. No explosion seen. Marked (1)
- (5) Also illustrated by exhibit (C)(2).
- (5) Exhibit (C) shows only the tip of the Sugar Dogs along the wharf. The pilot saw his HVAR splinter the hull as it passed through without exploding. (3)

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

S-E-C-R-E-T

ACA-1 #17



EXHIBIT (A)

EXHIBIT (B)



EXHIBIT (B)
EXHIBIT (C)



EXHIBIT (C)

AIRCRAFT ACTION REPORT

RESTRICTED
(Reclassify when
filled out)

REPORT No. 17

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

In its first day of carrier operations off Hokkaido, this Squadron had a very thorough indoctrination in the effect of North Japanese weather upon planned aerial operations. After being forced by 0/0 weather in the morning to turn back from a strike on its primary target of Obihiro airfield, eight crews were catapulted in the early afternoon of 14 July, to make another attempt. Weather conditions were still so questionable that a number of target changes were made at the last minute, and the planes left the San Jac's flight deck carrying the six HVAR rockets, no bombs, directed to hit small craft which had been reported in a sheltered bay west of Numuro town.

A change to a strike of opportunity at Kushiro town instead, directed by the strike leader from another carrier, left eight attacking Avengers with considerably less striking power than they could have used. No specific areas were assigned and no merchant shipping commensurate with the harbor facilities to be found. As a result of this fact, and because of VT-49's leadings, the planes split up to the north and west of the town and picked their own targets, which both pilots and gunners proceeded to rocket and strafe liberally. Lt. Peters and Lt(jg) Richards made runs in the dock area, which resulted in damage and fire to a warehouse and to a Sugar Dog at the dock, as well as strafing the other few small craft in the anchorage. Lt. Livingston concentrated on railroad installations, which also had the attention of Lt(jg) Ferbert, and Hester, who also got a clean hit on a large building of the Oji Paper Mill, later destroyed by fire in other attacks by bombing. The latter two, with Ensigns Schaub and Milburn, also put at least five rockets into twin warehouses on the Kushiro Gawa, near a concrete bridge joining the two main sections of town, starting a fire which may have destroyed both.

Lt(jg) Bartlett hit storage sheds in the southeast part of town and an unidentified building near the Kushiro Gawa, and three pilots successfully hit a coal tipple along the railroad leading north and west to Nemuro.

Several pilots reported thin machine gun or firearms fire--possibly from the Sugar Dogs in the harbor. Otherwise no A/A was observed, and returning crews expressed regrets at the inadequate leads they had carried, while other planes poured half tonner's into the highly inflammable mill and barracks area. The rocket's effectiveness upon the fast-disappearing Hokkaido locomotive was amply demonstrated when one was destroyed on a siding.

Several of the rocket runs resulted in penetration of building walls or roofs with no apparent explosions, and it was thought that a number of duds had been carried. The relatively small number of fires resulting from direct hits on inflammable targets may have borne this out.

The flight was accompanied by Lt(jg) Wright of VF-49, covering the strike well as cloud cover permitted. He was limited to obliques, which covered most of the major damage done in the strike of planes from four of this Task Group's carriers. Verticals made the following morning showed large burned out areas and some fires still burning. The squadron's planes stayed over the Kushiro area for one hour.

The flight returned safely after more than four hours in the air, without having sighted an airborne enemy plane.

S-E-C-R-E-T

AIRCRAFT ACTION REPORT

RESTRICTED
(Reclassify when
filled out)

REPORT No. **17**

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

The wisdom of carrying extra hydraulic fluid for an emergency was borne out when Lt(jg) Richards' plane developed an hydraulic leak on the return leg. He was unable to lock his landing gear until his crewmen produced a gallon container regularly carried in the plane as a result of the plane captain's forehandedness. Half of the can was sufficient to forestall a possible ditching.

REPORT PREPARED BY:

APPROVED BY:

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

SIGNATURE

RANK AND DUTY

Carl H. Peters, Lieut(A1), USNR, Comdg., 16 July 1945.

SIGNATURE

RANK AND DUTY

DATE

S-E-C-R-E-T