I. GENERAL

	f: Date	4 July 1	945	Time (LZ	T)1308	(-9)	_(Zone); L	at. 40-45	M Long.	143-11
	Bomb ta	rgets of	opportuni						f Return 1720(
(e) Mission						A D 100		r) Time of	r Keturn	(Zone)
II. OW	VN AIRCRA	AFT OFFIC	NUMBER	RED BY T	HIS REP					
TYPE (a)	SQUADRON (b)	TAKING OFF (c)	ENGAGING ENEMY A/C (d)	ATTACKING TARGET (e)	BOMBS AND TORPEDOES CARRIED (PER PLANE) (f)			FUZE, SETTING (g)		
TDU-3	VT-49	8	None		7 planes 6, 1 plane 5 5" HVAR			No nose. .015 Sec. base		
F6F-5(P)	WF-49		None	1	None	·				
III. O	THER U. S.	OR ALLIE	D AIRCRAFT	EMPLOYE	DINT	HIS OPER	ATION.		,	
TYPE	SQUADRON	NUMBER	TOTAL PROPERTY	BASE		TYPE	SQUADRON	NUMBER	BA	SE
8 F4U 8 THII-3	VII-31	8	USS HARCO							
IV FN	JEMY AIRC	CRAFT ORS	ERVED OR E	NGAGED (Ry Own	Aircraft	listed in II	Only)		
(a) TYPE	(b) NO. OBSERVED	NO. ENGAGINOWN A/C	VG (d)		(e) ATION OF COUNTER		BOMBS, TORPE GUNS O	5)	CAMC	(g) DUFLAGE AND MARKING
Hone ence	untered		(ZON	E)	6					
			(ZON	(E)						
		1.								
			(ZON					•		
(j) of Sun V. EN	y Part of iter(s) Occi f Day and B or Moon	rilliance RAFT DEST	(NIGHT, BRIG	If so, Desc	Y, OVERCAS	ST; ETC.)		(k) Vis	Only).	(d)
(i) Encour Time of (j) of Sun	y Part of Iter(s) Occident (s)	rilliance RAFT DEST	(NIGHT, BRIG	If so, Desc	Y, OVERCAS	ST; ETC.)	Aircraft Lis	_(k) Vis	ibility	
Did An Encour Time of Sun V. EN	y Part of Iter(s) Occident (s)	rilliance RAFT DEST	(NIGHT, BRIG	If so, Descont DAMAGED	Y, OVERCAS	By Own	Aircraft Lis	_(k) Vis	only).	(MILES)
Did An Encour Time of (j) of Sun V. EN	y Part of Iter(s) Occident (s)	rilliance RAFT DEST	(NIGHT, BRIG	If so, Descont DAMAGED	Y, OVERCAS	By Own	Aircraft Lis	_(k) Vis	only).	(MILES)
Did An (i) Encour Time of (j) of Sun (a)	y Part of Iter(s) Occident (s)	rilliance RAFT DEST	(NIGHT, BRIG	If so, Descont DAMAGED	Y, OVERCAS	By Own	Aircraft Lis	_(k) Vis	only).	(MILES)
Did An Encour Time of (j) of Sun V. EN	y Part of Iter(s) Occident (s)	rilliance RAFT DEST	(NIGHT, BRIG	If so, Descont DAMAGED	Y, OVERCAS	By Own	Aircraft Lis	_(k) Vis	only).	(MILES)
Did An Encour Time of (j) of Sun V. EN	y Part of Iter(s) Occident (s)	rilliance RAFT DEST	(NIGHT, BRIG	If so, Descont DAMAGED	Y, OVERCAS	By Own	Aircraft Lis	_(k) Vis	only).	(MILES)
Did An Encour Time of (j) of Sun V. EN	y Part of Iter(s) Occident (s)	rilliance RAFT DEST	(NIGHT, BRIG	If so, Descont DAMAGED	Y, OVERCAS	By Own	Aircraft Lis	_(k) Vis	only).	(MILES)
Did An Encour Time of (j) of Sun V. EN	y Part of Iter(s) Occident (s)	rilliance RAFT DEST	(NIGHT, BRIG	If so, Descont DAMAGED	Y, OVERCAS	By Own	Aircraft Lis	_(k) Vis	only).	(MILES)
Did An (i) Encour Time of (j) of Sun (a)	y Part of Iter(s) Occident (s)	rilliance RAFT DEST	(NIGHT, BRIG	If so, Descont DAMAGED	Y, OVERCAS	By Own	Aircraft Lis	_(k) Vis	only).	(MILES)
Did An (i) Encour Time of (j) of Sun (a)	y Part of Iter(s) Occident (s)	rilliance RAFT DEST	(NIGHT, BRIG	If so, Descont DAMAGED	Y, OVERCAS	By Own	Aircraft Lis	_(k) Vis	only).	(MILES)

RESTRICTED (Reclassify when filled out)

VI. LOSS OR DAMAGE, COMBAT OR OPERATIONAL, OF OWN AIRCRAFT (of those listed in II only).

(a) TYPE 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)	(Give Bureau serial number of planes destroyed)
1 TBM-3	VT-49	Armor-piercing 12.7	Bullet entered oil cooler	
2		slug, enemy A/W	flap, passed through	fuel cell required. Also
3			actuating arm of bomb-bay	of bomb-bay door actuating
4			then through fuel line	arm.
5			from wing tank, entered	Repair to oil cooler flap
6			center main fuel cell.	
7			passed through hit armor	
8			and fell back into fuel	
9			cell. Hydraulic system	
10			hit also.	
11				. ,
12				
13				
14		*		

VII. PERSONNEL CASUALTIES (in aircraft listed in II only; identify with planes listed in VI by Nos. at left).

(a) NO.	(b) SQUADRON	(c) NAME, RANK OR RATING	(d) CAUSE	(e) CONDITION OR STATUS
	None			
		*	4	
	/		•	

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

(a)	(b)	(c)	(d)	(e)	(f)	(g) TOTAL AMMUNITION EXPENDED			NO. OF PLANES	
TYPE A/C	MILES	RETURN	AV. HOURS IN AIR	AV. FUEL LOADED	AV. FUEL CONSUMED	.30	.50	20MM		RETURNING
sit.	160	167	4.2	401	287	400 47.0	4.165	400 400	423 480	8
1	160	167	4.2	400	300	m-40	1,600		***	1

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

CALIBER	NONE	MEAGER	MODERATE	INTENSE
HEAVY — Time-fused shells, 75mm and over				
MEDIUM — Impact-fused shells, 20mm-50mm				
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

None

CEILINGS
RANGE
PROTECTION
ARMAMENT

RESTRICTED (Reclassify when filled out)



(OMIT THIS SHEET IF NO ATTACK WAS MADE)



					REPORT No. 17
XI. ATTACK ON E	NEMY SHIPS OR	GROUND OBJECT	TIVES (By Own Aircraft Lister	d in 11 Only)	
(a) Target(s) and Location	on(s) Kushiro,	Hokkaido.	UNDER ATTACK) (b) Time O	er Target(s)	1445(-9) (Zone)
(c) Clouds Over Target_		scattered at 1	.200 feet.		
		(BASE IN FEET	T, TYPE AND TENTHS OF COVER)		
(d) Visibility of Target_E	CLEAR, HAZ	Y. PARTIALLY OBSCURED	BY CLOUDS FTC) (e)	Visibility 10	Miles
BUCKEL					(MILES)
(f) Bombing Tactics: Typ Rockets	e anarrow r	(LEVEL, GLIDE OR DIVE)	Bomb Sight U	sed Mark	VIII (TYPE)
Bombs Dropped per Ru	Average-2	Spacing 1	one		
bornos bropped per no	(NUMBER		(FEET) Altitude	of Bomb Rela	ease
(g) Number of Enemy Air	craft Hit on Gro	und Destroyed No	Probably Destroyed	None	Damaged None
			TODADIY DESTroyed		_ Damaged
(h) AIMING POINT	DIMENSIONS OR	(j) NO A/C ATTACKING	BOMBS AND AMMUNITION	NO. HITS On	DAMAGE (None, slight,
1 Coal tipple N.E.	TONNAGE	(k) SQUADRON	EXPENDED, EACH AIMING POINT	Aiming Point	serious, destroyed or sunk)
of Kushiro town	Instal'n	VT-49	6 Rockets HVAR	R2	Serious. This was
2 2 Warehouses E.	120 X 30	4.	O MOCKERS IN MAR	7	Burned at least
bank Jushiro R	each	VT-49	12 HVAR	5	one.
3 Railroad sheds &		4	•		Destroyed one engine
locomotives,	Various	VT-49	12 HVAR	7	,2 sheds damaged and
Freight cars	(3 points)				one engine.
Moji Paper Will					
4bldg.	150' X 150"	VT-49	O THEAT		
a Pier, warehouses		2	2 HVAR	2	Not observed.
5.	150' X 130"	VT-49	5 HVAR	1.	Pierced roof, ex-
2 SD's along	65 feet	1		and .	Punctured bow.
6. side of wharf	long	VT-49	2 HVAR	1	Slight damage.
T Unidentified		2			Results not
7. bldgs (4)	Various	VT-49	8 HVAR		abcommod

(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).

(6) 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)



EXHIBIT (A)

EXHIBIT (E)





ETHIBET (C)

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

OWN TACTICS

Method of Locating Target
Approach to Target
Altitudes, Speeds
Approach
Dive
Pull-Out
Dive Angle
Strafing
Retirement
Defensive Tactics

DEFENSE, ENEMY

Use of Jamming

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 VI-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--pessibly 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.

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

REPORT PREPARED BY:

The wisdom of carrying extra hydraulis 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.

APPROVED BY