

AIRCRAFT ACTION REPORT

RESTRICTED
(Reclassify when filled out)

(OMIT THIS SHEET IF NO ATTACK WAS MADE)

REPORT No. 50

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

(a) Target(s) and Location(s) 01°30' N, 124° 50' E (b) Time Over Target(s) 2330 K (Zone)
(FOR SHIPS INCLUDE ALL IN AREA UNDER ATTACK)

(c) Clouds Over Target 7000', 9/10, altocumulus
(BASE IN FEET, TYPE AND TENTHS OF COVER)

(d) Visibility of Target Clear at 2-3 miles (e) Visibility 15-20 miles
(CLEAR, HAZY, PARTIALLY OBSCURED BY CLOUDS, ETC.) (MILES)

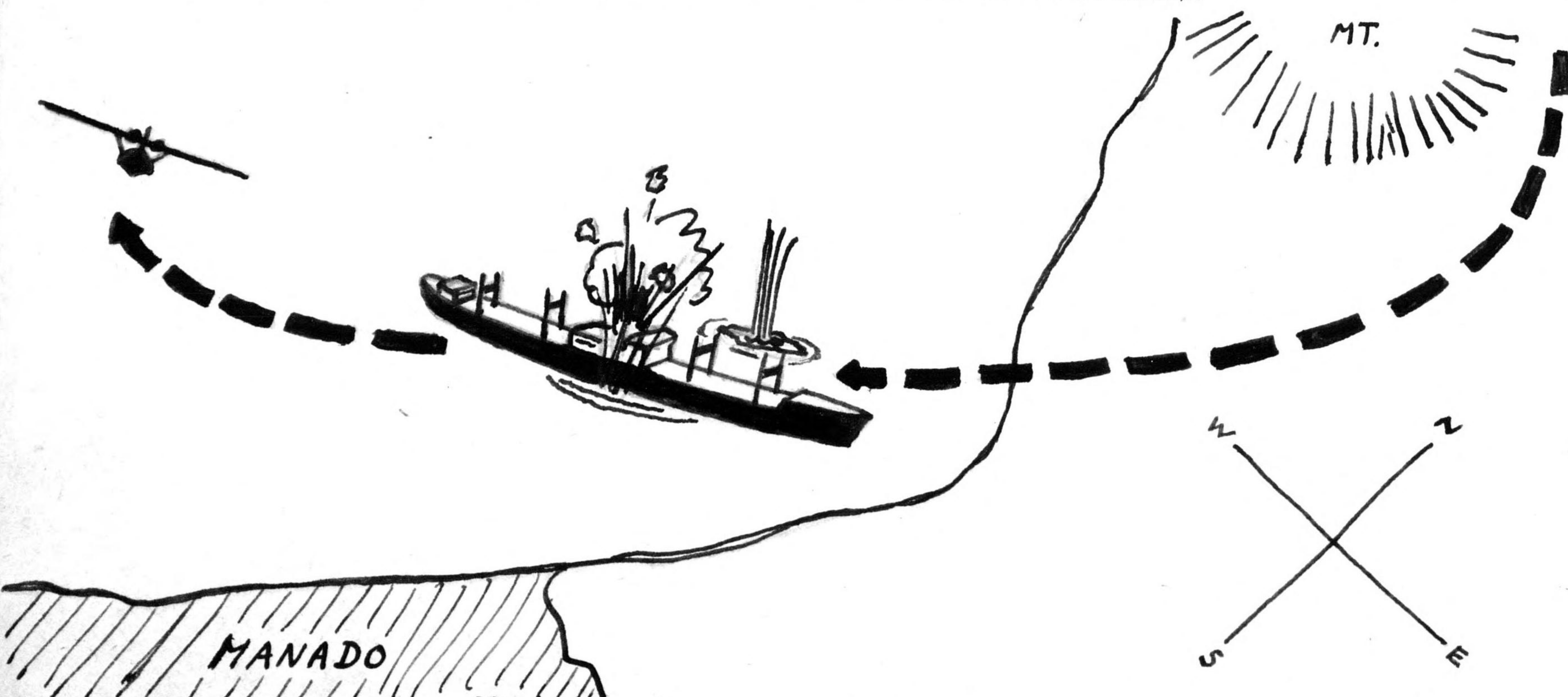
(f) Bombing Tactics: Type Glide Bomb Sight Used None
(LEVEL, GLIDE OR DIVE) (TYPE)

Bombs Dropped per Run (1)2;(2)2;(3)4 Spacing 40 Altitude of Bomb Release 100 feet
(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)
Medium freighter	3000-	1	2x500 lb GP Mk 43		
transport (FTC)	5000 tons	VP34	1x23 lb parafrag	None	None
Large freighter	5500-	do	2x500 lb GP Mk 43	1	Serious; probably sunk.
transport (FTU)	8500 tons	do	4x100 lb GP Mk 30	None	
3 (Other ships in immediate vicinity; 3 medium and 8-10 small AK)			5x23 lb parafrags	2	
6					
7					
8					

(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? No Photographs of Damage, When Taken, Should Be Attached By Staple.

AIRCRAFT ACTION REPORT

RESTRICTED
(Reclassify when filled out)

REPORT No. 50

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 Catalina, commanded by Lieutenant(jg) Joe F. Ball, USNR, on patrol of the northern Celebes, entered Manado Bay at approximately 2330 K, and commenced a search of the north shore, flying over the shore line. The night was clear and visibility good, with a high alto-cumulus cloud through which a 3/4 moon shone from about 45° above the western horizon. Almost immediately after rounding the northwest corner of the bay, the co-pilot sighted through his binoculars several ships at anchor near Manado Town.

The pilot selected a vessel believed to have been a Fox Tare Charlie, anchored close to the beach to the north of the town, and made a run from starboard bow to port quarter, releasing two 500 pound bombs from an altitude of 100 feet spaced at 40 feet, and one parafrag. All bombs are believed to have overshot the target.

As the plane retired out over the harbor the co-pilot reported a much larger vessel on the starboard beam, also anchored near the shore. The Cat flew around a 2000 foot mountain at the north side of the bay and, from an altitude of about 1000 feet, distance 1/2 mile, commenced a steep glide up-moon toward the ship. Passing over from port bow to starboard quarter at 100 feet, the pilot attempted to release his remaining two 500 pound bombs, but due to incorrect adjustment of the switches no bombs dropped. Again the same type of run was made, and again the bombs failed to drop, although a direct hit was scored with a parafrag. On the third attempt, starting from 1100 feet, distance 2 miles, the pilot throttled back and came in at about 120 knots, dropping the 500 pounders salvo by emergency release. One struck the vessel on the port beam at the waterline and exploded, while the other was a near miss on the port side. At the same time a parafrag exploded on the bridge. The explosion of the large bomb was seen by observers to throw smoke, water and debris into the air on both sides of the ship.

Having still four 100 pound bombs on his racks the pilot decided to execute another attack. This time the plane approached from the west and passed over the vessel from port to starboard beam. The bombs hung up for a few seconds after the electrical release was pressed, and dropped off far over the ship, landing near a small tanker (Sugar Charlie) and causing no apparent damage. As the aircraft made this attack several observers in the waist had a good view of the ship, and noted that it had already developed a pronounced list to port. They were also able to identify it as a large freighter-transport; with long superstructure and four sets of goal-posts.

Coming out of its glide after this last run, the Cat by necessity passed over the shore-line near the town, and as it did so machine gun fire and medium caliber AA was received from two shore batteries and a small warship anchored nearby. The plane was bracketed by this fire as it turned and headed out into the bay for the last time, and two bullet holes were later found in the after station. A heavy volume of fire followed the plane out to sea, but no further damage was suffered.

In the course of five attacks the crew counted a total of 1 large AK (the target ship), 3 medium and 8-10 small AK's in the immediate vicinity. On the following night another aircraft of this squadron, also in bright moonlight, found only 3 medium and several small ships in the same area. In view of the fact that the vessel attacked was left listing and certainly seriously damaged by a water-line hit, it seems unlikely that it could have departed, and the probability therefore is that it sank.

Squadron assessment: 5500-8500 ton freighter-transport (Fox Tare Uncle) seriously damaged; probably sunk.

AIRCRAFT ACTION REPORT

RESTRICTED
(Reclassify when
filled out)

REPORT No. 50

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

J. S. Kemper, Jr.
J. S. KEMPER, Jr., Lt., USNR

SIGNATURE **A.C.I. Officer** RANK AND DUTY

APPROVED BY:

V. V. Utgoff
V. V. UTGOFF, Lt. Comdr., USN

SIGNATURE **Commanding.** RANK AND DUTY

DATE