

AIRCRAFT ACTION REPORT

COPY

CONFIDENTIAL
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Reclassify when filled out

CVEG 33-4
VT 33-14
VF 33-12

I. GENERAL

(a) Unit Reporting CVEG-33 (b) Based on or at U.S.S. SANGAMON (c) Report No. _____
 (d) Take off: Date 8 April 1945 Time (LZT) 0425 (I) (Zone); Lat 24-43 N Long 127-10E
 (e) Mission Pre-dawn intruder Airfields MIYAKO SHIMA (f) Time of Return 0805 (I) (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-3E | VT-33 | 3 | 0 | 3 | 10 x 100 GP | Nose | AN M 103A1 | Inst. |
| | | | | | | Tail | AN M 100A2 | .1 sec |
| | | | | | 8 x 5" HVAR | | MK 157 | .02 sec. |
| F6F-5N | VF-33 | 4 | 0 | 4 | No bombs 6 x 5" HVAR | | MK 157 | .02 sec. |

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

| TYPE | SQUADRON | NUMBER | BASE | TYPE | SQUADRON | NUMBER | BASE |
|-------------|----------|--------|------|------|----------|--------|------|
| None | | | | | | | |

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 |
|-------------|------------------|--------------------------|----------------------|---------------------------|---|----------------------------|
| None | | | | | | |
| | | | (ZONE) | | | |
| | | | (ZONE) | | | |
| | | | (ZONE) | | | |

(h) Apparent Enemy Mission(s) _____
 Did Any Part of _____
 (i) Encounter(s) Occur in Clouds? _____ If so, Describe Clouds _____ (BASE IN FEET, TYPE AND TENTHS OF COVER)
 (YES OR NO)
 Time of Day and Brilliance _____
 (j) of Sun or Moon _____ (NIGHT, BRIGHT MOON: DAY, OVERCAST; ETC.)
 (k) Visibility _____ (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: | | | GUNS USED | (c) WHERE HIT, ANGLE | (d) DAMAGE CLAIMED |
|--------------------|------------------------------|----------|-----------------|-----------|----------------------|--------------------|
| | TYPE A/C | SQUADRON | PILOT OR GUNNER | | | |
| None | | | | | | |
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VI. LOSS OR DAMAGE, COMBAT OR OPERATIONAL, OF OWN AIRCRAFT (of those listed in II only).

| (a) TYPE OWN A/C | (b) SQUADRON | (c) CAUSE: TYPE ENEMY A/C, TYPE GUN, OR OPERATIONAL CAUSE | (d) WHERE HIT, ANGLE (List armor, self-sealing tanks, equipment hit) | (e) EXTENT OF LOSS OR DAMAGE, (Give Bureau serial number of planes destroyed) |
|---------------------|-----------------|---|--|---|
| 1 TBM3E | VT-33 | Shrapnel from Heavy AA | Underside right wing | Metal Work |
| 2 F6F-5 | VF-33 | 12.7 or 13 mm AA | 12 low, engine; 6 low stabilizer. | Engine and stabilizer change. |
| 3 | | | | |
| 4 | | | | |
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| 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 | | | |
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VIII. RANGE, FUEL, AND AMMUNITION DATA FOR PLANES RETURNING

| (a) TYPE A/C | (b) MILES OUT | (c) MILES RETURN | (d) AV. HOURS IN AIR | (e) AV. FUEL LOADED | (f) AV. FUEL CONSUMED | (g) TOTAL AMMUNITION EXPENDED | | | | (h) NO. OF PLANES RETURNING |
|-----------------|------------------|---------------------|-------------------------|------------------------|--------------------------|-------------------------------|-----|------|----|--------------------------------|
| | | | | | | .30 | .50 | 20MM | MM | |
| TBM3E | 80 | 80 | 3.5 | 330 | 270 | | | 908 | | 3 |
| F6F-5N | 80 | 80 | 3.5 | 375 | 300 | | | 6770 | | 4 |

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 | | | X | |
| LIGHT — Machine gun bullets, 6.5mm-13.2mm | | | X | |
| | | | X | |

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

- SPEED, CLIMB,
at various altitudes
- TURNING
- DIVES
- CEILINGS
- RANGE
- PROTECTION
- ARMAMENT

N-o-n-e

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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) Airfields, MIYAKO (b) Time Over Target(s) 0530 (I) (Zone)

(c) Clouds Over Target Unrestricted broken clouds
(BASE IN FEET, TYPE AND TENTHS OF COVER)

(d) Visibility of Target Clear (e) Visibility Unlimited
(CLEAR, HAZY, PARTIALLY, OBSCURED BY CLOUDS, ETC.) (MILES)

(f) Bombing Tactics: Type Rockets and Glide Bomb Sight Used VT- MK VIII, reticle.
(LEVEL, GLIDE OR DIVE) (TYPE)
Rockets fired- VF- 1 & 2, VT- 7, 1, 4, 2. Slant Range- 1000 Yds.
Bombs Dropped per Run 1, 2, 3, 4 & 6 Spacing (FEET) Altitude of Bomb Release 1800 & 3000 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) |
|------------------------------------|---------------------------|--------------------------------------|---|-----------------------------|---|
| 1 HIRARA Airfield Area | 7000 x 7000 feet | 4 VF - 3 VT | 15 x 5" HVAR | 11 | Slight |
| | | CVEG ##33 | strafed, no bombs | 4 | |
| 2 SUKAMA Airfield area | 5000 x 400 ft. | 4 VF - 3 VT | Strafed | 9 | Slight |
| | | CVEG-33 | 9 x 100 GP bombs | | |
| 3 NOBARA Airfield area | 7000 x 5000 ft. | 4 VF - 3 VT | 19 5" HVAR strafed | 12 | Slight |
| | | CVEG 33 | 20 x 100 GP bombs | 16 | |
| 4 Small freighter Sugar Charlie | 700 tons | 4 VF - 2 VT | 10 5" HVAR | 4 | Serious |
| | | CVEG ##33 | 1 x 100 GP bomb | near miss | |
| 5 Seaplane base NW tip of Is. | 6000 x 6000 ft. | 1 VT | 4 5" HVAR | 2 | None |
| | | CVEG 33 | Strafed | | |
| 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.)

1. Runways and taxiways well pitted with rocket hits - hangar area hit but damage not noticed.
2. Runway and AA gun position NE tip of runway hit with bombs but damage unobserved.
3. 4 bomb hits on underground installations looking like under ground hangars on port side north end of east runway, revetment area damaged, fuel storage tanks set afire and destroyed by 4 direct hits in area SE of eastern runway - photographs showing latter damage enclosed.
4. Coordinated attack by 2 VF & 2 VT on sugar charlie anchored just off HIRARA Town left small freighter smoking and seriously damaged from 4 rocket hits amidships above and one near miss from 1 x 100 GP bomb.

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

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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

Flight leader's VHF went out and after turning over lead to his wingman, returned to orbit over base. He reported in on MHF and then proceeded to the target alone.

This was the group's first mission of this nature. Four VF and two VT were supposed to go to each of two small islands. Briefing as to rendezvous was thought to be sufficiently complete before take-off but was found to be poor as soon as we were airborne.

This trouble started when the ship launched 9 VF and 5 VT instead of 8 and 4 as scheduled. The flight leaders radio was completely dead after the catapult. This was caused by a burned power cable in the plane.

Incidentally, four of the VT planes had been received the evening before and no time had been possible for an acceptance check.

In addition to the above the visibility over the formation was poor and the navigation data to the farther of the two targets had been jumbled in passing from the bridge to the flight board. It was received late and there was not time for checking to find out that 246° T was supposed to be 264° T. This caused the planes navigation to be way off until he started orbiting and checking the latitude and longitude. After this check he changed course and went to the other target and joined the planes there.

Radar performance was variable as the AN/APS-4 had not been tuned properly. Crewmen tuned and centered the sets in the air.

All these difficulties have since been ironed out and it is felt that practice at this particular type mission has borne much fruit. The launching in tactical order and "sticking to the briefing" still pay big dividends. This cannot be too strongly emphasized for night work as the first foul up starts working like a snowball if pilots are not really experienced in night missions.

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XIII. MATERIAL DATA. (Comment freely on performance or suitability, following check sheet. 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

AN/APS-6A and AN/APS-6 4 used very effectively to locate ~~it~~ island and general target areas. Due to weather conditions and inaccurate point option data, flight leader was of the opinion that he would not have located the target within scheduled time on station.

During rendezvous after launch, flight leader's VHF radio (TBM) was overheating and both pilot and radioman could smell it.

Several of the TBMs in this flight were new planes, having been received aboard the previous evening. Consequently, there was insufficient time to make complete acceptance checks. It is most important on flight of this type that VHF and radar, in particular be fully checked, calibrated and tuned. Spare radio and radar sets are kept aboard and were installed but it is imperative that they be tuned prior to take-off.

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