

Aircraft Action Reports

2-d (63) USS Shamrock Bay

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U.S.S. SHAMROCK BAY (CVES4)
Fleet Post Office
San Francisco, California

C-O-N-F-I-D-E-N-T-I-A-L

28 June 1945.

From: Commanding Officer U.S.S. SHAMROCK BAY (CVES4).
 To: Commander in Chief U.S. Fleet.
 Via: (1) Commander Task Unit 32.1.1 (Commander Carrier Division TWENTY-THREE).
 (2) Commander Task Group 32.1 (Commander Escort Carriers, Pacific Fleet).
 (3) Commander THIRD FLEET.
 (4) Commander in Chief U.S. Pacific Fleet.

Subject: Action Report Covering Operations Against The Ryukyus Islands, 13 March 1945 to 27 June 1945.

Enclosure: (A) Subject Report.

1. The Action Report of this vessel for the period 13 March 1945 to 27 June 1945 inclusive is submitted herewith.

2. The ACA-1 report of attached squadrons is an enclosure to all direct advance copies and to the original.

J. E. LEEPER.

DISTRIBUTION: (For addressees marked (*) ACA-1 report of VC-94 and VC-96 is enclosed)

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- CTG 50.8 (1)
- USS MAKASSAR STRAIT (CVE91) (1)
- VC-94 (1)

By Hand:

VC-96

*File (3)

PART I

NARRATIVE

PART II

CHRONOLOGY

PART III

ORDNANCE PERFORMANCE

PART IV

SPECIAL COMMENT

SECTION (A) AIR OPERATIONS

SECTION (B) CIC AND FIGHTER DIRECTION

PART I

NARRATIVE

The U.S.S. SHAMROCK BAY (CVE84) participated first as a unit of the FIFTH FLEET and later as a unit of the THIRD FLEET in the operations against the Ryukyus Islands from 13 March 1945 to 27 June 1945, excluding the period 15-27 May, when the ship drydocked and replenished at Guam. The period 13 March - 7 April was spent doing escort work in the operating area with the Logistics Group (Task Group 50.8). For the remainder of the time the ship operated as a part of Task Unit 52.1.1 or 32.1.1 furnishing constant direct support and target combat air patrols to amphibious forces on the Island of Okinawa and striking enemy airfields on the Islands of Ishigaki and Miyako in the Sakishima Gunto.

One hundred sixty-nine (169) tons of bombs and two thousand six hundred and forty-four (2,644) rockets were expended against the enemy; five (5) enemy aircraft were destroyed in the air and eleven (11) enemy small surface craft were destroyed or damaged. Composite Squadrons NINETY-FOUR (13 March - 15 May) and NINETY-SIX (23 May - 27 June) operated aboard during the period.

On 20 May Captain Frank T. WARD (58271), U.S. Navy, was relieved as Commanding Officer by Captain James E. LEEPER (60189), U.S. Navy.

On 27 June 1945 the ship arrived at Leyte Island, Philippine Islands.

PART II

(All times zone minus 10 - King)

13 MARCH 1945

Noon Position: Anchored at Ulithi Islands

Sunrise:
Sunset :

WEATHER: Broken middle and high clouds with scattered low clouds at 3,000 feet. Visibility 12-15 miles. Winds steady northeasterly 17-20 knots. Moderate sea with slight swell from the northeast. Flying conditions average.

OPERATIONAL SUMMARY:

Underway from U.S. Naval Anchorage, Ulithi Islands, to vicinity of Okinawa Islands, pursuant to ComFifth Fleet OpPlan 1-45.

TIME EVENT

1440 A Landed aboard 6 replacement aircraft from Falalop Islands.

14 MARCH 1945

Noon Position: Lat. 12-51-N
Long. 138-52-E

Sunrise: 0651
Sunset : 1855

WEATHER: Cloudy throughout the period with broken low clouds at 3,000 feet, scattered intermediate and high clouds. Winds northeasterly 21-27 knots. Rough sea with moderate swell from the northeast. Flying conditions undesirable. Visibility 10-12 miles.

OPERATIONAL SUMMARY:

Conducted LASP and LCAP.

15 MARCH 1945

Noon Position: Lat. 17-128-N
Long: 138-02-E

Sunrise: 0655(K)
Sunset : 1759(I)

WEATHER: Cloudy with broken high cirrostratus clouds and scattered thin cumulus bases at 3000 feet. Visibility 12 miles throughout the period. Winds east northeasterly 18-22 knots. Rough sea with large waves. Moderate swell from the northeast. Flying conditions average to undesirable.

OPERATIONAL SUMMARY:

Conducted LASP and LCAP.

| <u>TIME</u> | <u>EVENT</u> |
|-------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 0725 | A Fighter Division 5 made rocket runs with miniature rockets against slick dropped from planes. |
| 1315 | B 1 VF made successful experimental drop of 1 Napalm bomb in sea eastern of ship. |
| 1320 | C Fighter Division 1 made rocket runs with miniature rockets against slick dropped from planes. |
| 1400 | D 4 VF engaged in Fighter Director exercises conducted by U.S.S. DETROIT. |
| 1556 | E LANGLIE, Ernest Milton, AMM2c, 638 06 98, V6, U.S.N.R., died from injuries, and other personnel injured, when VF landing aboard failed to engage arresting wires and floated over all barriers to land among planes parked forward of forward elevator. Main cause was badly pitching deck. Landing VF damaged beyond repair; other planes received minor damage. LANGLIE was buried at sea at about 1810 (- 10 time). |
| 1800 | F Set cloaks back one hour to zone minus 9 (Item). |

(All times zone minus 9 - Item)

16 MARCH 1945

Noon Position: Lat. 21-05-N
Long. 137-57 $\frac{1}{2}$ -E

Sunrise: 0557
Sunset : 1757

WEATHER: Overcast with high cirrostratus, and with scattered alto cumulus and cumulus. Cumulus bases at 2400 feet. Visibility over 12 miles except during one light early morning shower when it lowered to 4 miles. Winds east northeast 17-21 knots. Sea moderate with a slight swell from the east. Flying conditions average.

OPERATIONAL SUMMARY:

Units of FIFTH FLEET fueled and replenished by Task Group 50.8. Conducted LASP and LCAP.

| <u>TIME</u> | <u>EVENT</u> |
|-------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1455 | A Unidentified aircraft picked up by radar at 015 ⁰ , 33 miles. When it closed to 23 miles it showed IFF. MAKASSAR STRAIT CAP was vectored out to intercept but was recalled when bogey turned friendly. |
| 1630 | B Fighter Division 3 made miniature rocket runs against slick dropped from planes. |

17 MARCH 1945

Noon Position: Lat. 21-41-4-N
Long. 139-58-E

Sunrise: 0551
Sunset : 1757

WEATHER: Scattered isolated cumulus clouds throughout the day with alto cumulus appearing near the end of the day. Visibility exceptionally good, that is 20-30 miles. Winds northeast 14-20 knots. Sea moderate with no swell. Flying conditions excellent.

OPERATIONAL SUMMARY:

Task Group 50.8 consolidated cargoes and headed west to assigned fueling areas. Conducted LASP and LCAP.

| <u>TIME</u> | <u>EVENT</u> |
|-------------|------------------------------------------------------------------------------------|
| 0745 | A Fighter Division 4 conducted subcalibre rocket exercises as on previous flights. |
| 1145 | B Fighter Division 6 conducted subcalibre rocket exercises as on previous flights. |
| 1200 | C Radar calibration runs were made by planes on the CAP under direction of CIC. |

18 MARCH 1945

Noon Position: Lat. 22-07 $\frac{1}{2}$ -N
Long. 137-28 $\frac{1}{2}$ -E

Sunrise: 0559
Sunset : 1804

WEATHER: Scattered cumulus early morning becoming broken by noon. Alto stratus deck appeared at noon becoming overcast, disappearing after 1600. Visibility 12 miles. Winds north northeasterly 15-22 knots. Sea moderate with slight swell from the north. Flying conditions average.

OPERATIONAL SUMMARY:

Task Group 50.8 continued to head west to assigned fueling areas, fueling units of screen during the day. Conducted LASP and LCAP

| <u>TIME</u> | <u>EVENT</u> |
|-------------|-------------------------------------------------------------------------------------------------------------------------------------------------------|
| 0840 | A Fighter Division 2 conducted subcalibre rocket exercises. |
| 0900 | B Fighter Division 3 engaged in Fighter Director exercises conducted by U.S.S. KALK. |
| 1308 | C 1 VT flew toward IWO JIMA 100 miles on course 050° and transmitted CW message on 4205 KC from U.S.S. DETROIT (CTG 50.8) to Ulitai (via Radio Guam). |
| 1440 | D Fighter Division 5 conducted subcalibre rocket exercises. |
| 1445 | E Fighter Division 5 engaged in Fighter Director exercises conducted by U.S.S. STEVENSON. |

19 MARCH 1945

Noon Position: Lat. 21-15-N
Long. 133-57-E

Sunrise: 0608
Sunset : 1813

WEATHER: Overcast with alto stratus alto cumulus layer above 8000 feet and broken cumulus at 2500 feet. Occasional breaks in clouds for short periods. Visibility 12 miles early morning lowering to 6-8 miles for remainder of the day. Winds east northeasterly 21-30 knots. Seas rough with moderate swell from the northeast. Flying conditions undesirable.

OPERATIONAL SUMMARY:

Conducted LASP and LCAP.

| <u>TIME</u> | <u>EVENT</u> |
|-------------|---------------------------------------------------------------------------------------------------------|
| 0615 | A Fighter Division 1 conducted subcalibre rocket exercises. |
| 0630 | B VF engaged in Fighter Director exercises conducted by U.S.S. MAKASSAR STRAIT and U.S.S. BOUGAINVILLE. |
| 1130 | C VT flew to MAKASSAR STRAIT and returned with 8 drag links. |
| 1145 | D Fighter Division 3 conducted subcalibre rocket exercises. |

20 MARCH 1945

Noon Position: Lat. 20-42-N
Long. 133-01-E

Sunrise: 0613
Sunset : 1822

WEATHER: Cloudy throughout the day with broken alto cumulus above 8000 feet and scattered cumulus at 2500 feet. Visibility 6-8 miles during early morning becoming 12 miles for remainder of the day. Winds east northeast 18-26 knots. Sea moderate to heavy with a slight swell from east northeast. Flying conditions undesirable to average.

OPERATIONAL SUMMARY:

Conducted LASP and LCAP.

| <u>TIME</u> | <u>EVENT</u> |
|-------------|----------------------------------------------------------------------------------------------------------------------------------------------------------|
| 0845 | A Fighter Division 4 conducted subcalibre rocket exercises. |
| 0900 | B U.S.S. DETROIT controlled Division 4 in Fighter Direction exercises. |
| 1018 | C 1 VT on ASP searched for and sighted units of 50.8.4 (CTU in U.S.S. ATTU (CVET) and reported position to CTG 50.8, 50.8.4 being en route to join 50.8. |
| 1100 | D 1 VT launched for structural test. |
| 1230 | E 1 VT sighted and reported surfaced submarine evaluated as U.S.S. SPOT in submarine joint zone. Submarine passed 6 miles astern on crossing course. |
| 1445 | F Fighter Division 6 conducted subcalibre rocket exercises. |
| 1710 | G U.S.S. SHAMROCK BAY FDO conducted visual fighter director exercises with Division 6. |

21 MARCH 1945

Noon Position: Lat. 22-34½-N
Long. 133-40-E

Sunrise: 0609
Sunset : 1815

WEATHER: Cloudy with cumulus during early morning becoming broken alto cumulus and scattered cumulus for remainder of the day. A few scattered light showers from isolated cumulus throughout the day. Winds east northeasterly 20-32 knots. Visibility 10 miles lowering to 4-6 miles during light showers. Sea was moderate to rough with a slight swell from the east. Flying conditions undesirable.

OPERATIONAL SUMMARY:

Conducted LASP and LCAP.

| <u>TIME</u> | <u>EVENT</u> |
|-------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 0636 | A Fighter Division 2 conducted subcalibre rocket exercises. |
| 0700 | B Bogey reported by radar bearing 120°, 40 miles, closing. 0705 General Quarters sounded. 4 VT vectored to intercept and tallyhoed bogey at 110°, 25 miles. Visually identified as a B-24. 0709 Secured from General Quarters. |

22 MARCH 1945

Noon Position: Lat. 22-23 $\frac{1}{2}$ -N
Long. 132-12-E

Sunrise: 0616
Sunset : 1820

WEATHER: Mostly clear with detached isolated cumulus bases at 2500 feet. Visibility 10-12 miles. Winds easterly 15-21 knots. Sea slight during early morning becoming moderate for remainder of the day. Flying conditions average.

OPERATIONAL SUMMARY:

Units of FIFTH FLEET fueled and replenished by Task Group 50.8. Conducted LASP.

| <u>TIME</u> | <u>EVENT</u> |
|-------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 0915 | A TBS message received reporting submarine probably sighted by CAP at 0715 at Lat. 22° 10' N, Long. 132° 50' E, DD's having been despatched to conduct Hunter Killer operations. |
| 1410 | B VT (Pilot GEORGE) was vectored 275°, 17 miles to investigate possible surface target reported by radar. Blip picked up by pilot at 17 miles but it disappeared, and twice again appeared and disappeared before plane was recalled to base. |

23 MARCH 1945

Noon Position: Lat. 22-4-15 N
Long. 133-2-30 E

Sunrise: 0616
Sunset : 1816

WEATHER: Mostly clear with scattered isolated cumulus at 2500 feet. Winds easterly 7-10 knots becoming northeasterly 5-7 knots in the afternoon. Visibility 12-15 miles. Sea slight with moderate swell from the northeast. Flying conditions good.

OPERATIONAL SUMMARY:

Task Group 50.8 fueling units of screen and consolidating cargoes. Conducted LASP and LCAP.

| <u>TIME</u> | <u>EVENT</u> |
|-------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1356 | A Bogey picked up by radar at 324°, 50 miles. 1 VF section vectored to intercept. Bogey went into long fade and did not reappear. VF returned to base. No general quarters. |
| 1513 | B VT on LASP reported swirl of recently submerged submarine, with large air bubbles and oil slick. VQ directed to drop smoke bombs and maintain contact. Relief VT launched to take over sector search. First VT was relieved at 1650 by 2 DD and returned to base. |

24 MARCH 1945

Noon Position: Lat. 21-44.7-N
Long. 130-50-E

Sunrise: 0617
Sunset : 1832

WEATHER: Scattered cumulus early morning becoming cloudy with cumulus and alto cumulus by mid-day. Few light scattered showers during morning. Visibility 7-10 miles. Winds northeasterly 14-20 knots. Sea slight becoming moderate afternoon. Slight swell from the northeast. Flying conditions average.

OPERATIONAL SUMMARY:

Units of Task Group 50.8 including U.S.S. SHAMPOCK BAY received fuel and aviation gas. Conducted LASP and LCAP.

| <u>TIME</u> | <u>EVENT</u> |
|-------------|-------------------------------------------------------------------------------------------------------|
| 1139 | A TBM #83 (PAVICIC) crashed into port catwalk. Damage to both wings, engine, prop and bomb bay doors. |

25 MARCH 1945

Noon Position: Lat. 22-06-N
Long. 128-02-E

Sunrise: 0628
Sunset : 1836

WEATHER: Overcast with strato cumulus at 2500 feet lowering to 1200 feet during light intermittent rain in morning. Visibility 6-8 miles down to 4 miles during precipitation. Winds northeasterly 15-21 knots. Sea slight with a light to moderate swell from the north-east. Flying conditions below average.

OPERATIONAL SUMMARY:

Units of Task Force 50 refueled and replenished by units of Task Group 50.8. Conducted LASP.

| <u>TIME</u> | <u>EVENT</u> |
|-------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 0550 | A On the first flight, and on all succeeding flights during the day, one extra VT was launched to assist two destroyers of the screen in holding down a submarine contact reported at 0530. |
| 1255 | B One VT and one VF were launched to make a message drop on the MERCURY (AK-42) escorted by the LYMAN (DE-320) regarding rendezvous with Task Group 50.8 for the following morning. |

26 MARCH 1945

Noon Position: Lat. 23-20-N
Long. 128-27-E

Sunrise: 0627
Sunset : 1837

WEATHER: Overcast with broken strato cumulus and alto stratus during first half of period becoming broken after 1200. Bases of low clouds at 3000 feet. Light intermittent rain for short periods during afternoon. Winds eastnortheast 16-23 knots. Visibility 6-8 miles. Sea slight to moderate with slight northeast swell. Flying conditions below average.

OPERATIONAL SUMMARY:

Units of Task Force 58 refueled and replenished by units of Task Group 50.8. Conducted LASP and LCAP.

TIME EVENT

0954 A Four F6F's from the BELLEAU WOOD, were received aboard for further disposition.

27 MARCH 1945

Noon Position: Lat. 23-32-N
Long. 131-58-E

Sunrise: 0612
Sunset : 1822

WEATHER: Overcast with a layer of alto stratus alto cumulus at 7000 feet and low strato cumulus at 2000 feet. Intermittent very light rain late morning until noon. Visibility 6-8 miles. Winds east-northeasterly 22-27 knots during first half of period becoming easterly 21-24 knots last half of period. Sea moderate to rough with a moderate swell from the east. Flying condition undesirable.

OPERATIONAL SUMMARY:

Conducted LASP and LCAP.

TIME EVENT

0250 A General Quarters. C.I.C. reported bogey. Bearing 270 20 miles at nearest point of approach. Ship's position at 0250 - Lat. 23-32-N, Long. 130-40-E. Course 110. Speed 10 knots. "Secured from General Quarters at 0315."

28 MARCH 1945

Noon Position: Lat. 25-01-N Sunrise: 0605
Long. 132-07-E Sunset : 1830

WEATHER: Overcast throughout the day with cirrus and cirro-stratus. Alto cumulus became abundant during early afternoon, developing into alto-stratus by 1600. Visibility held to 12-15 miles through out the period. Winds were moderate to gentle from the east. Sea smooth to slight. Flying conditions good.

OPERATION SUMMARY:

Conducted LASP.

| <u>TIME</u> | <u>EVENT</u> |
|-------------|-------------------------------------------------------------------------------------------------------------------------|
| 1459 | A Launched 4 F6F's to be taken aboard U.S.S. ATTU CVE-102. Pilots were put aboard at 0945 from U.S.S. FARRAGUT, DD 348. |

29 MARCH 1945

Noon Position: Lat. 23-41-N Sunrise: 0605
Long. 132-39-E Sunset : 1825

WEATHER: Overcast with alto stratus throughout the day with scattered to broken strato cumulus below at 3000 feet. Intermittent light rain during morning and again at 1600. Light haze and/or light rain reduced visibility to 4-6 miles. Winds were mostly 10-17 knots from the east northeast with an increase in velocity to 23 knots after 1600. Sea slight becoming moderate late in afternoon. Flying conditions undesirable.

OPERATIONAL SUMMARY:

Conducted LASP and LCAP.

| <u>TIME</u> | <u>EVENT</u> |
|-------------|------------------------------------------------------------------------------------------------------------------------|
| 1501 | A TBM #23 (MAKASSAR STRAIT, CVE91) was landed aboard. Emergency landing due to engine cutting out. Lieut. TEBO, pilot. |

30 MARCH 1945

Noon Position: Lat. 25-05-N
Long. 133-43-E

Sunrise: 0603
Sunset : 1820

WEATHER: Overcast throughout period with alto stratus and scattered to broken strato cumulus below. Light rain during entire Morning and again late afternoon reducing visibility to 3-6 miles, otherwise 8-10 miles. Winds mostly southeasterly with variable velocities up to 17 knots and occasionally falling to 2-6 knots. Sea slight with a slight swell from the southeast. Flying conditions undesirable.

OPERATIONAL SUMMARY:

Units of Task Force 58 refueled and replenished by units of Task Group 50.8. Conducted LASP.

TIME EVENT

0833 A Catapulted MAKASSAR STRAIT TBM #23, (Lt. TEBO) which was taken aboard 29 MARCH for emergency landing and repairs.

31 MARCH 1945

Noon Position: Lat. 23-52-N
Long. 132-50-E

Sunrise: 0601
Sunset : 1821

WEATHER: Overcast with alto stratus, alto cumulus layers above 7000 feet plus scattered strato cumulus at 1500 feet. Continuous light rain from early morning until 0840 lowering visibility to 2-3 miles, otherwise visibility was 6-8 miles. Winds moderate easterly during early morning increasing to a moderate gale intensity from the east-northeast after 0900 with occasional gusts to 40 knots. Sea rough to very rough with a moderate easterly swell. Flying conditions bad.

OPERATIONAL SUMMARY:

Conducted LASP. After first flight landed aboard flying operations were secured for remainder of day due to foul weather. 8VF and 1-VT remained in flying condition of readiness XII

1 APRIL 1945

Noon Position: Lat. 22-40-N
Long. 131-44-E

Sunrise: 0607
Sunset : 1829

WEATHER: Overcast throughout the period with strato cumulus based 1000 to 1500 feet. Occasional breaks showed on alto stratus overcast above at 7000 feet. Very light rain during late morning. Visibility 2 miles during rain periods otherwise 5-6 miles. Winds northeast 30-36 knots becoming eastnortheast 28-34 knots after 1400. Seas rough to very rough with a heavy swell from the eastnortheast. Flying conditions bad.

OPERATIONAL SUMMARY:

Flying operations suspended due to foul weather.
3 VF and 1 VT held in condition of readiness XII and XI respectively.

2 APRIL 1945

Noon Position: Lat. 23-25-N
Long. 131-48-E

Sunrise: 0607
Sunset : 1824

WEATHER: Overcast throughout the day with strato cumulus becoming broken occasionally revealing an overcast of alto stratus. Light intermittent rain occasionally reduced visibility to 3-6 miles. Winds east north-easterly with from moderate to fresh gale proportions. Seas very rough with a heavy swell from the northeast. Flying conditions bad.

OPERATIONAL SUMMARY:

Flying operations suspended due to foul weather. 2 VF divisions and 1 VT held in condition of readiness XII.

TIME EVENT

0900 A Five pilots of VC-13 were taken aboard from DD 388 to ferry 5 FM's to U.S.S. ANZIO.

1300 B Launched 5 FM's by catapult for transfer to U.S.S. ANZIO.

| <u>FM</u> | <u>Pilot</u> | <u>Bu. No.</u> | <u>Engine No.</u> |
|-----------|--------------|----------------|-------------------|
| 16 | BROWNSTIEN | 73896 | 113206 |
| 8 | DUDLEY | 73954 | 117308 |
| 11 | BLANKS | 73783 | 116533 |
| 15 | ALEXANDER | 72917 | 117159 |
| 9 | HYDE | 73653 | 118130 |

3 APRIL 1945

Noon Position: Lat. 23-12-N
Long. 129-57-E

Sunrise: 0601
Sunset : 1842

WEATHER: Overcast with strato cumulus ceilings 800 feet gradually rising to 1500 feet after 0900. Strato cumulus began breaking up after 1300 becoming broken the remainder of period. Continuous light rain until 0900 becoming intermittent light rain until 1300 restricting visibilities to less than one mile during morning - then becoming 4-6 miles in light surface haze. Winds were from the east northeast and reached strong gale proportions during morning, and gradually declined afternoon to 21 to 26 knots during later portion of period. Highest gust noted was 53 knots. Seas were high with a heavy northeast swell during morning becoming rough with a heavy swell during afternoon. Flying conditions were bad becoming undesirable in afternoon.

OPERATIONAL SUMMARY:

Flying operations suspended due to foul weather. 8 VF and one VT held in condition of readiness XII.

4 APRIL 1945

Noon Position: Lat. 23-15-N
Long. 129-07-E

Sunrise: 0647
Sunset : 1838

WEATHER: Scattered cumulus throughout the day, bases at 2000 feet. Visibility 10-12 miles. Winds were northerly 21-27 knots. Sea rough with a moderate to heavy northerly swell. Flying conditions undesirable.

OPERATIONAL SUMMARY:

Conducted LASP.

TIME EVENT

0700 A TBM #83 (BUFFLAP) was catapulted for special test hop.

5 APRIL 1945

Noon Position: Lat. 23-34-N
Long. 128-55-E

Sunrise: 0614
Sunset : 1842

WEATHER: Overcast throughout the morning with alto cumulus and strato cumulus scattered becoming broken strato cumulus in afternoon with alto cumulus completing the overcast. Light showers early morning and again at 1330. Visibility 6-8 miles throughout the period. Winds northerly 21-25 knots. Sea rough with a moderate swell from the north. Flying conditions undesirable.

OPERATIONAL SUMMARY:

Conducted LASP.

6 APRIL 1945

Noon Position: Lat. 23-40-N
Long. 131-28-E

Sunrise: 0604
Sunset : 1828

WEATHER: Overcast with alto stratus and broken strato cumulus becoming scattered strato cumulus by noon with an overcast alto cumulus, alto stratus layer above. Visibility was 7-9 miles. Winds were northerly 16-18 knots during early morning becoming north-northwesterly 16-20 knots. Sea moderate with a slight northerly swell. Flying conditions average.

OPERATIONAL SUMMARY:

Conducted LASP

| <u>TIME</u> | <u>EVENT</u> |
|-------------|----------------------------------------------------------------------------------------------------------|
| 1135 | A MAKASSAR STRAIT TBM #24, Lt. (jg), R.W. ZISKA pilot, was landed aboard. Special transfer hop. |
| 1500 | B TBM #81 (HENRY) was landed aboard ahead of schedule due to mechanical trouble and low gasoline supply. |
| 1509 | C MAKASSAR STRAIT TBM #24 (ZISKA) was catapulted for return hop to MAKASSAR STRAIT. |

7 APRIL 1945

Noon Position: Lat. 25-11.5-N
Long. 132-20.5-E

Sunrise: 0554
Sunset : 1628

WEATHER: Cloudy with alto cumulus and broken strato cumulus during early morning becoming overcast with alto cumulus with occasional periods of breaks early afternoon, and again becoming overcast late afternoon. Visibility 12 miles lowering to 7-9 miles in late afternoon. Moderate northeasterly winds early part of period becoming easterly during afternoon. Slight northeasterly sea throughout the day. Flying conditions average.

OPERATIONAL SUMMARY:

Conducted exercise simulating attack on ship using VT for target and VF for fighters. No interception was made during exercise. While exercise was in progress 1 VF section was detached and vectored out to intercept a bogey contact. Bogey faded and did not reappear. Used one VT tow plane to engage in gunnery runs and draw AA fire from this ship and its escorts.

| <u>TIME</u> | <u>EVENT</u> |
|-------------|----------------------------------------------------------------------------------------------------------------|
| 0654 | A Received 5 VF replacements from SAVO ISLAND, CVE-78. |
| 0816 | B Launched 1 VT, tow plane to engage in gunnery runs and draw AA fire from the ship. |
| 0817 | C Launched 6 VT and 12 VF to conduct exercise simulating attack on ship. |
| 1221 | D Launched 1 VT and 1 VF on a special flight to FANSHAW BAY (CVE-70) for transfer of information and material. |

7 APRIL 1945
(continued)

| <u>TIME</u> | <u>EVENT</u> |
|-------------|-----------------------------------------------------------------------------------------------------------|
| 1507 | E Launched 1 VT, with 2 pilots as passengers, to ferry 2 VF from ATTU (CVE-102), to SHAMROCK BAY. |
| 1535 | F Launched 1 VF, (flyable dud, received from SAVO ISLAND) to be exchanged for new VF from ATTU (CVE-102). |

8 APRIL 1945.

Noon Position: Lat. 25-27-N Sunrise: 1610
Long. 128-04-E Sunset : 1849

WEATHER: Overcast with alto cumulus based at 7000 feet and scattered strato cumulus bases at 3000 feet. Light rain showers during early morning. Evidence of breaks in clouds late afternoon. Visibility 12 miles. Winds moderate from the east southeast. Sea slight. Flying conditions average.

OPERATIONAL SUMMARY:

Conducted TASP and TCAP. Furnished DSG and AIR COORDINATOR over objective area.

9 APRIL 1945

Noon Position: Lat. 25-14-N Sunrise: 0613
Long. 127-30-E Sunset : 1849

WEATHER: Overcast throughout most of the day with broken strato cumulus during morning becoming broken with alto cumulus and scattered strato cumulus during the afternoon with lower and middle clouds passing off after 1630 leaving cirrus and cirrus stratus clouds above. Visibility was 12 miles. Winds were moderate east-northeasterly gradually becoming south-southeasterly. Sea slight from the southeast. Flying conditions average.

OPERATIONAL SUMMARY:

Conducted TCAP and TASP. Furnished DSG and AIR COORDINATOR over objective area.

| <u>TIME</u> | <u>EVENT</u> |
|-------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 0730 | A VF pilot, Lt. Commander, James F. PATTERSON on AIR COORDINATOR mission, no longer heard from on communications. About same time two parachutes were observed at Lat. 26-15-N, Long. 127-44-E about same time two planes crashed in mid-air. PATTERSON unreported since. |
| 0730 | B VF piloted by Lt. (jg), Howard A. FOX was struck by medium enemy AA fire at Lat. 26-15-N, Long. 127-43-E. Fox made forced landing at YONTAN Airfield OKINAWA. Plane required major overhaul. |

9 APRIL 1945
(continued)

| <u>TIME</u> | <u>EVENT</u> | |
|-------------|--------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 0743-4 | C | Two VT from U.S.S. ENTERPRISE, (CV-6) unable to reach own base, were landed aboard. |
| 0745 | D | One VF (CLUCAS) returned early from mission due to fuel shortage and was landed aboard. |
| 1200 | E | VF Pilot (FOX) (see event B) departed YONTAN Airfield in VT from U.S.S. MAKIN ISLAND for return to ship. |
| 1335 | F | VT of U.S.S. MAKIN ISLAND with Lt. (jg). FOX was landed aboard. |
| 1530 | G | Two VT of U.S.S. ENTERPRISE and 1 VT of U.S.S. MAKIN ISLAND were catapulted for return to bases. |
| 1645 | H | VT piloted by Lt. (jg) Edward R. DATHE was struck by heavy and medium enemy AA fire at Lat. 26-11-N, Long. 127-44-E. Aircrewman J.M. POWELL, AOM1c was struck in both legs by shrapnel from medium AA shell. Pilot landed at YONTAN Airfield, OKINAWA, and discharged POWELL for medical attention. POWELL remained at YONTAN. |
| 1800 | I | VT pilot DATHE took off from YONTAN Airfield for return to base. |
| 1832 | J | VT #83 and VT #86 were landed aboard with following damage sustained from heavy and medium enemy AA fire over OKINAWA. VT #83 - Damage to engine cowling; port fuselage, cockpit enclosure, turret and stabilizer. VT #86 - Damage to port windshield, fuselage, elevator and stabilizer. |

10 APRIL 1945

Noon Position: Lat. 25-14-N Sunrise: 0610
Long. 127-39-E Sunset : 1850

WEATHER: Overcast to broken alto cumulus with scattered strato cumulus until 1530 when strato cumulus became broken then overcast with the frontal passage. Light showers at 1530 becoming continuous light rain after 1600. Visibility 10 miles lowering to less than 1 mile in precipitation. Ceilings 7000 feet becoming less than 500 feet in rain. Winds moderate Southerly gradually becoming southwest and then northwest after frontal passage. Sea was moderate from the southwest for most of day. Flying conditions average becoming bad after 1530.

OPERATIONAL SUMMARY:

Conducted TCAP and furnished DSG over objective area.

| <u>TIME</u> | <u>EVENT</u> | |
|-------------|--------------|----------------------------------------------------------------------------------------------|
| 0612 | A | One VF (SIMMONS) returned early from mission due to oil leak, and was landed aboard at 0612. |
| 0907 | B | One VT (HENRY) returning from mission developed fire in engine unit and was landed aboard. |

PART II

11 APRIL 1945

Noon Position: Lat. 25-09-N
Long. 127-31-E

Sunrise: 0619
Sunset : 1850

WEATHER: Overcast entire day with stratocumulus at 1200 to 1500 feet and alto stratus above at 7000 feet. Stratocumulus gradually breaking up during afternoon. Continuous light rain during most of morning with only scattered afternoon showers. Visibility 2-3 miles becoming 8-10 miles in afternoon. Winds were Northerly 23-29 knots. Sea rough with a light to moderate northerly swell. Flying conditions undesirable.

OPERATIONAL SUMMARY:

Conducted TCAP and furnished DSG over objective area.
Bombed (11 ton) caves and artillery positions on OKINAWA including YONABARU.

TIME EVENT

1825 A Bogey picked up by MAKIN ISLAND at 305-45, course 090. Closed to 335-22, where 2 JUDYS were intercepted by STEAMER BAY LCAP. One JUDY splashed by LCAP, one believed splashed by destroyer in that area.

12 APRIL 1945

Noon Position: Lat: 25-05-30-N
Long: 127-29-E

Sunrise: 0610
Sunset : 1850

WEATHER: Mostly clear with very few isolated patches of cumulus. Visibility 12 miles. Winds were moderate east northeasterly becoming lighter in afternoon. Sea slight. Flying condition good.

OPERATIONAL SUMMARY:

Conducted TCAP and furnished DSG over objective area. DSG bombed (3.5 ton) and strafed troops, artillery and AA positions on MOTOBU Peninsula and OKINAWA. TCAP (Lt. CLUCAS and Ens. COLLIER) splashed 1 VAL during suicide run on RADAR PICKET in face of heavy AA.

TIME EVENT

0417 A General Quarters. Bogey reported at 080-30 miles. Later other bogies appeared at 280-50 miles, course 080, altitude, 3000 feet. At 325-20 miles bogey split, one track continuing on course 080, the other track crossing in to 010-12 miles on a course of 120. The latter changed course again to 210 and closed in to the formation. A destroyer reported over TBS an explosion astern in the water. There was no bogey track opening from the formation. The first split continued on course 080 and faded 30 miles northeast of the formation. It has been suggested that the raid split may have been a mother plane launching a BAKA bomb. This seems unlikely in view of the comparative low speed and lack of any visible fire trail.

13 APRIL 1945

Noon Position: Lat. 25-11-24-N
Long. 127-54-E

Sunrise: 0607
Sunset: 1851

WEATHER: Cloudy with alto cumulus and scattered cumulus. Visibility 6 miles during early morning improving to 8-10 miles for remainder of period. Winds were light and variable tending to hold to an Easterly direction. Sea smooth. Flying conditions good.

OPERATIONAL SUMMARY:

Conducted TCAP and LCAP, furnished DSG and AIR COORDINATOR over objective area.

| <u>TIME</u> | <u>EVENT</u> |
|-------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 0504 | A VF piloted by Lt. (jg) James E. STOTZ was catapulted, STOTZ plane was the 3rd. of a 4 plane TCAP launch. The plane made a low right turn and started downwind on starboard side of ship attempting rendezvous. Crashed into water in full flight at 0504. Plane exploded. |
| 1138 | B VF (DUNNING) failed to engage any wires and crashed into barriers turning over on back. Pilot sustained slight laceration on top of head. |
| 1546 | C VF (EDDY) failed to engage any wires and crashed into barriers turning over on back and striking tail of another VF which had just landed. No injuries. |

15 APRIL 1945 (cont'd.)

TIME EVENT
1840 A (cont'd.)

2348: Bogey orbited at 240-15 miles (believed to be over East Unit 52.1.1 at this time).
0005: (continuing into 16 APRIL 1945) Bogey closed SHAMROCK BAY at 270-7 miles but continued on course 020- fading.
0022: Bogey faded at 011-42 miles course 202, speed 180. This bogey looked like 3-4 planes, and was reported as friendly from time to time. Enemy use of IFF may be indicated.

16 APRIL 1945

Noon Position: Lat. 25-25-N Sunrise: 0607
 Long. 127-49-E. Sunset : 1852

WEATHER: Mostly clear with few cumulus bases at 2700 feet. Visibility 12-15 miles throughout the period. Winds easterly 6-9 knots. Sea slight. Flying conditions good to excellent.

OPERATIONAL SUMMARY:

Furnished TCAP, DSG and AIR COORDINATOR over objective area. DSG bombed (4 ton) and rocketed caves, stores, revetments and artillery positions on IJIMA and OKINAWA. TCAP splashed 1 KATE and 3 VALS in general air melee over radar pickets.

TIME EVENT

0928 A One VT (Lt. GEORGE) failed to engage wires and crashed into barriers. Plane remained upright. No injuries to personnel.
1738 B One VF (Lt. (jg) PAYNE), which had landed at YONTAN Airfield due to engine trouble during the fifth flight, was landed aboard.
1740 C One VT (Ens. ESSIG), which had landed at YONTAN Airfield due to an oil leak during the fourth flight, was landed aboard.

17 APRIL 1945

Noon Position: Lat. 25-08-N Sunrise: 0552
 Long. 131-59-E Sunset : 1836

WEATHER: Mostly clear with very few thin cumulus clouds. Visibility 12-15 miles. Winds light northeasterly. Sea slight. Flying conditions good to excellent.

OPERATIONAL SUMMARY:

Conducted LASP and LCAP. Refueled and replenished by unit of Task Group 50.8.

18 APRIL 1945

Noon Position: Lat. 25-17-05-N
Long. 128-04-E

Sunrise: 0600
Sunset : 1851

WEATHER: Scattered cumulus early morning with cirrus and cirrus-stratus clouds moving in after 0900 becoming overcast by 1100. Visibility 12 miles. Winds eastnortheasterly 8-11 knots during early morning gradually veering to south southeast 15-18 knots by end of period. Sea slight becoming moderate in afternoon. Flying conditions good.

OPERATIONAL SUMMARY:

Conducted LASP and LCAP. Furnished DSG and TASP and PHOTOGRAPHIC MISSION over objective area.

TIME EVENT

0739-1743 A 1 VT made photographic mission over MACHINATO and YONABARA OKINAWA.

1645 B USS TABBERER, DE-418 came along side and transferred Aircrewman POWELL, J.M. AOMlc, who was struck in both legs by enemy AA fire over OKINAWA on 9 APRIL 1945. POWELL was flown from YONTAN Airfield to MAKIN ISLAND in MAKIN ISLAND VT.

1855 C CTG 52.1 assumed tactical command of this unit, TU 52.1.1, due to CTU 52.1.1 proceeding to KERAMA RETTO for rearming.

19 APRIL 1945

Noon Position: Lat. 25-18-N.
Long. 127-50-08-E.

Sunrise: 0603
Sunset : 1853

WEATHER: Partly cloudy with scattered cumulus and scattered to broken cirrus until 1500 when broken alto cumulus layer appeared with scattered to broken strato cumulus below. Visibility 10-12 miles. Winds south southwesterly 17-23 knots decreasing in velocity near end of period. Sea moderate to rough. Flying conditions average.

OPERATIONAL SUMMARY:

Furnished TCAP, DSG and AIR COORDINATOR over objective area. Participated in demonstration landing on the southeast beaches of OKINAWA by making bombing and strafing runs on the beaches. Bombed (8 ton) and strafed beaches, tanks, troop movements, fuel dumps, caves and artillery positions.

TIME EVENT

0745-1145 A VT Pilot (Lt. (jg) DATHE) acted as AIR COORDINATOR for a group of 20 SB2C's and 8 F6F's from the USS BENNINGTON, directing successful attacks on targets assigned. Targets included main highway intersection where troop movements were observed and a town in which tanks were believed to be operating.

1540 B VF (Ens. DEAN) broke tail wheel upon landing aboard and hook caught #8 wire but crashed into barriers. No injuries to personnel.

20 APRIL 1945

Noon Position: Lat. 25-10-30-N.
Long. 128-05-E.

Sunrise: 0601
Sunset : 1854

WEATHER: Partly cloudy with alto cumulus predominating. Clouds disappeared after 1600. Light haze reduced visibility to 8-10 miles until afternoon and then lowered to 2-4 miles. Winds north northeast 18-23 knots. Sea rough with slight northerly swell. Flying conditions average becoming low average during late afternoon.

OPERATIONAL SUMMARY:

Conducted LASP and LCAP. Furnished TCAP and DSG over objective area. DSG bombed (4 ton) and strafed artillery positions, plane revetments and barracks on OKINAWA. Conducted AIR OBSERVER flights over target areas with U.S. ARMY OBSERVERS.

TIME EVENT

0558 A VT from USS LUNGA POINT was landed aboard (Pilot Ens. PHIPPS) with 3 U.S. ARMY AIR OBSERVERS: Capt. W. L. TUPPER, 1st. Lt., W. R. BLACKBURN and 2nd Lt. R. P. NEU.

21 APRIL 1945

Noon Position: Lat. 25-18-N.
Long. 128-07-E.

Sunrise: 0601
Sunset : 1854

WEATHER: Partly cloudy with cumulus and cirrus becoming overcast with cirrus in late afternoon. Visibility 12 miles. Winds northeast 15-18 knots during morning gradually decreasing becoming eastnortheast 8-12 knots. Sea rough becoming moderate in afternoon. Flying conditions average.

OPERATIONAL SUMMARY:

Furnished TCAP, DSG, AIR COORDINATOR and AIR OBSERVER over objective area. DSG bombed (7 ton) and strafed revetments, caves, fuel dumps, artillery and small boats. Sunk 1 lugger on OKINAWA.

TIME EVENT

1532 A VT from USS LUNGA POINT which came aboard on 20 APRIL 1945, was catapulted for return to base. Pilot Ens. R. S. PHIPPS.

22 APRIL 1945

Noon Position: Lat. 25-16-54-N
Long. 128-16-E

Sunrise: 0600
Sunset : 1854

WEATHER: Scattered to broken cumulus throughout the day with cirrus ~~wing~~ in during the afternoon forming an overcast. Visibility 12-15 miles. Wind s easterly 8-12 knots. Sea moderate. Flying conditions average.

OPERATIONAL SUMMARY:

Conducted LASP and LCAP. Furnished TCAP and AIR OBSERVER over objective area. TCAP strafed trucks, left one burning on OKINAWA.

TIME EVENT

0946-49 A Four VF from USS SAVO ISLAND (CVE78), were landed aboard. Pilots Lt.(jg) R.L. GAITHER, Ens. H.E. BATES, Ens. D.L. CAMPBELL, Ens. R.A. CULLOM.

1642 B 1 VT made special photo drop on USS EL DORADO.

23 APRIL 1945

Noon Position: Lat. 25-19-48-N
Long. 127-48-48-E

Sunrise: 0557
Sunset : 1854

WEATHER: Overcast throughout the day with scattered to broken strato cumulus at 3000 feet, and an alto cumulus-altostratus layer above 7000 feet. Visibility 12 miles early part of period lowering to 5-8 miles after 0900 and to 3-4 miles after 1600 in haze. Winds East-southeast 8-12 knots. Sea slight to moderate. Flying conditions average.

OPERATIONAL SUMMARY:

Conducted LCAP. Furnished DSG, TCAP, AIR COORDINATOR, and AIR OBSERVER over objective area. DSG bombed (8 1/2 ton) enemy ordnance and logistic stations.

TIME EVENT

0517 A Catapulted 4 SAVO ISLAND VF for return to base. Pilots: Lt.(jg) R.L. GAITHER, Ens. H.E. BATES, Ens. R.A. CULLOM, Ens. D.L. CAMPBELL.

1543 B VF Piloted by Ens. DEAN failed to engage wires and crashed into barriers turning over on back. No personal injuries.

1826 C VF Piloted by Lt. (jg) HOUSER failed to engage wires and crashed into #1 and #2 barriers. Plane remained up right. No injuries.

24 APRIL 1945

Noon Position: Lat. 25-38-30-N
Long. 128-01-E

Sunrise: 0557
Sunset : 1855

WEATHER: Overcast with intermediate clouds and scattered stratocumulus becoming broken after 0900 and overcast after 1700. Light intermittent rain throughout most of period becoming moderate continuous rain after 1630. Visibility 2-5 miles lowering to less than 1 mile in moderate rain. Winds southsouthwest gradually veering to west by end of period. Velocity of 7-11 knots. Flying conditions average to undesirable during latter part of period.

OPERATIONAL SUMMARY:

Conducted LASP and LCAP. Furnished TCAP and AIR OBSERVER over objective area. Furnished 2 VT for transportation of AIR OBSERVERS to OKINAWA.

TIME EVENT

1132 A Launched 2 VT for transfer of ARMY AIR OBSERVERS to YONTAN Field. Capt. W. L. TUPPER, 1st. Lt. W.R. BLACKBURN, 2nd. Lt. R. P. NEU.

25 APRIL 1945

Noon Position: At anchor KERAMA RETTO

Sunrise: 0557
Sunset : 1858

WEATHER: Overcast with alto cumulus and strato cumulus predominating. Breaks in late afternoon showed cirrus and cirrus stratus layer. Light pouring showers of short duration during early morning and early afternoon. Visibility 12 miles lowering to 4 miles in showers. Winds light and variable tending to hold to a westerly direction. Sea calm. Flying conditions average.

OPERATIONS SUMMARY:

Rearming, refueling and replenishing at KERAMA RETTO.

26 APRIL 1945

Noon Position: At anchor KERAMA RETTO

Sunrise: 0556
Sunset : 1858

WEATHER: Overcast with altostratus, altocumulus layer above 6000 feet and scattered to broken strato cumulus at 2500 feet. Continuous light rain from 1030 to 1520 reducing visibility to 5 miles, otherwise 8-10 miles. Winds light and variable coming from the northwest predominately. Sea was calm. Flying conditions average.

OPERATIONAL SUMMARY:

Completed rearming, refueling and replenishing at KERAMA RETTO.

TIME EVENT

0230 A General Quarters. Many bogies closing from West and Northeast. Various units in area reported under attack. Window dropped by enemy aircraft. 0426 secure from General Quarters.

27 APRIL 1945

Noon Position: Lat. 25-32-N.
Long. 128-04-E.

Sunrise: 0555
Sunset : 1856

WEATHER: Overcast with cirrus and alto-cumulus. Scattered to broken cumulus and altostratus at 2500 feet. Light passing shower at 0805. Visibility 10-12 miles. Winds light northeasterly 15-19 knots for remainder of day. Sea slight becoming rough during late morning and for remainder of day. Flying conditions average.

OPERATIONAL SUMMARY:

Furnished TASP and TCAP over objective area. Strafed caves and rifle pits.

TIME EVENT

1452 A VF (Lt. TERRY) was landed aboard after having been forced down at YONTAN Airfield.

28 APRIL 1945

Noon Position: Lat. 24-01-30-N.
Long. 126-18-30-E.

Sunrise: 0600
Sunset : 1902

WEATHER: Partly cloudy with cirrus and cumulus ceilings unlimited after 0800. Visibility 12 miles. Winds east northeasterly 17-20 knots gradually becoming east. Sea rough with slight easterly swell. Flying conditions average.

OPERATIONAL SUMMARY:

Conducted LASP and LCAP. Furnished DSG over objective area. DSG bombed (3 ton) and strafed revetments, barracks, fuel dumps and small boats on MIYAKO SHIMA.

TIME EVENT

0340 A General Quarters. 0337 bogey at 035-31 miles, course 180. At 0343 bogey 060-19 miles, course 230, speed 130, altitude 800 feet. Crossed on this course to within six miles. At 0352 bogey at 180-07 miles started circling formation and came to 230-05 miles. 0354 screen opened fire. Bogey started to open on course 210. 0359 bogey faded at 215-15 miles. At 0600 secure from General Quarters.

1150 B Two VF from USS SAVO ISLAND, to be exchanged for two SHAMROCK BAY VF were landed aboard. Pilots: Lt.(jg) H.L. OFER and Lt.(jg) R. SUNSHINE.

1235 C Bogey 285-38 miles, course 080. SHAMROCK BAY assigned to intercept with own division of CAP. Bogey closed to 350-22 miles, turned north and then west opening on course 270, speed 240. No interception was made. Failure attributed to incorrect altitude determination

28 APRIL 1945 (Cont'd)

| <u>TIME</u> | <u>EVENT</u> |
|---------------|-----------------------------------------------------------------------------------------------------------------------------------------------|
| 1459 | D SAVO ISLAND pilots launched in 2 VF for return to SAVO ISLAND. Only 1 VF exchange made. VF-Bu.#73637 received. VF Bu.#73638 to SAVO ISLAND. |
| 1751 | E Launched relief VF division for LCAP due to many bogeys in area. |
| 1700/ 2000 | F 4 STEAMER BAY VF under SHAMROCK BAY fighter direction splashed 2 ZEKES about 1850. |

29 APRIL 1945

Noon Position: Lat. 25-26-N. Sunrise: 0554
Long. 128-02-E Sunset: 1857

WEATHER: Mostly clear with thin detached cumulus at 3000 feet.
Visibility 12-15 miles. Winds east northeasterly 10-15 knots. Sea moderate.
Flying condition average.

OPERATIONAL SUMMARY:

Conducted LASP and LCAP.

| <u>TIME</u> | <u>EVENT</u> |
|-------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 0945 | A VF (Lt.(jg) KEYES) upon landing failed to engage wires and crashed into barriers. Plane remained upright. No personnel injuries. |
| 1526 | B Two VT launched on special flight to YONTAN Airfield, OKINAWA to pick up 3 replacement pilots for SQUADRON VC-94. |
| 1542 | C One VT from USS SAVO ISLAND (Pilot Lt.(jg) M.D. HOWARD) was landed aboard for further transfer to U.S.S. TULAGI. |
| 1858 | D VT's returning from special flight to YONTAN Airfield landed aboard with replacement pilots as follows: Ens. W.H. ASHLEY, Ens. M.D. ARNOLD, Ens. R.E. JOHNSON. |
| 1936 | E Bogey picked up about 070-23 miles, closed to 6 miles. Screen opened fire. Later identified as PBM which reported being fired upon. |

30 APRIL 1945

Noon Position: Lat. 25-21-48-N.
Long. 128-15-12-E

Sunrise: 0553
Sunset : 1858

WEATHER: Partly cloudy with high and low scattered clouds, few intermediate clouds. Visibility 12-15 miles. Winds moderate east southeasterly becoming fresh in afternoon. Sea moderate to rough. Flying conditions average.

OPERATIONAL SUMMARY:

Furnished DSG and TCAP over objective area. Direct support groups bombed (6 ton) and rocketed targets on AGUNI SHIMA and TOMACHI SHIMA; bridges, warehouses, radio station, and caves. TCAP Strafed artillery positions, boats, dummy truck and buildings.

TIME EVENT

0700 A DD Picked up Lt. (jg) M.D. HOWARD for transfer to U.S.S. TUNAGI

0958 B VF Piloted by Lt. TERRY, upon landing, failed to engage wires and crashed into #1 and #2 barriers. No personal injuries.

1 MAY 1945

Noon Position: Lat. 25-04-N.
Long. 128-11-E.

Sunrise: 0554
Sunset : 1858

WEATHER: Overcast throughout the day with cirrus becoming alto-stratus overcast during afternoon. Scattered cumulus and stratocumulus gradually decreasing in late afternoon. Light rain showers at 1100. Visibility 12 miles lowering to 8-10 miles in afternoon. Winds southerly 11-15 knots gradually decreasing in late afternoon. Sea moderate to slight. Flying conditions average.

OPERATIONAL SUMMARY:

Conducted LASP and LCAP. Furnished TASP over objective area.

TIME EVENT

0829 A VF, (Piloted by Ens. DEAN) upon landing, failed to engage wires and crashed into barriers. Plane remained upright. No personal injuries.

2 MAY 1945

Noon Position: Lat. 25-01-N
Long. 128-02-E

Sunrise: 0451
Sunset : 1858

WEATHER: Overcast with cirrus gradually becoming alto cumulus and alto stratus. Scattered low clouds becoming broken by 1400. Light showers during early morning becoming continuous rain after 1000. Visibility 12 miles in early morning lowering to 6-10 miles in showers and to less than 1 mile in continuous moderate rain. Winds southwesterly 8-12 miles becoming northeasterly 20-25 at frontal passage after 1500. Sea moderate to rough in late afternoon with a slight northerly swell. Flying conditions average becoming undesirable after 1100 and bad after 1500.

OPERATIONAL SUMMARY:

Furnished DSG and TCAP over objective area. DSG bombed (2 ton) and rocketed troops and artillery positions in NAHA area.

TIME EVENT

0732 A Launched ferry hop to YONTAN Airfield.

3 MAY 1945

Noon Position: Lat: 25-20-N.
Long. 128-14-E

Sunrise: 0551
Sunset : 1859

WEATHER: Overcast with strato cumulus predominating plus nimbostratus with alto stratus layer above. Light rain throughout the day reducing visibility to from 6-10 miles - occasionally to less than 1 mile. Winds north northeasterly 21-25 knots lowering to 12-17 knots in the late afternoon. Seas rough with a slight northerly swell. Flying conditions low average to undesirable.

OPERATIONAL SUMMARY:

Furnished TCAP over objective area.

TIME EVENT

0748-0752 A Four VF from USS SARGENT BAY (CVE83) were landed aboard. Pilots: Lt. B. McMINCH, Lt.(jg) T. CAMP, Lt. (jg), P. ROTZ, Ens. M. ROSEN.

1135 B VT from USS TULAGI (CVE72) was landed aboard. Pilot Lt. (jg) D.L. DAVIS. Passenger pilot, Ens. R. P. CLOUD.

1137 C VT (Lt. GEORGE) returned from 2 MAY ferry flight to YONTAN Airfield and was landed aboard.

1213 D 2 TULAGI VT launched for parent ship. Pilots: Lt. (jg) DAVIS and Ens. R.P. CLOUD.

4 MAY 1945

Noon Position: Anchored at KERAMA RETTO

Sunrise: 0551
Sunset : 1901

WEATHER: Scattered cumulus throughout the day with cirrus moving in and becoming abundant by 1600. Visibility 6-8 miles in light haze along coast otherwise 12 miles. Winds light and variable becoming mostly easterly in late afternoon. Flying conditions average.

OPERATIONAL SUMMARY:

Conducted LCAP with SARGENT BAY VF, Rearmed at KERAMA RETTO.

| <u>TIME</u> | <u>EVENT</u> |
|-------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 0800 | A General Quarters. Raids from North and northeast. Many bogies attacking targets in general area during entire morning. |
| 1650 | B Underway from KERAMA RETTO. |
| 1840 | C Picked up 5-7 plane bogey at 245-58. Course 060, speed 120. At 1855 bogey intercepted at 255-35 by MARINE TCAP. Merged plot closed to 260-20 miles where 8 TONEYS and 3 DINAHS were reported splashed. |
| 1915 | D Bogey 275-62, course 090, speed 130. 1932 bogey 285-32. Open bridge reported seeing large explosion on horizon at that bearing. USS SANGAMON was under attack at this time. |

5 MAY 1945

Noon Position: Lat. 25-43-N
Long. 132-00-E

Sunrise: 0538
Sunset : 1848

WEATHER: Partly cloudy with cirrus and altocumulus predominating throughout the day. Few scattered cumulus. Visibility 30 miles. Winds north northeasterly 12-16 knots in early morning gradually veering to east-northeast 8-12 knots at end of day. Flying conditions good.

OPERATIONAL SUMMARY:

Conducted LCAP. Refueled and replenished by Unit of Task Unit 50.8.

6 May 1945

Noon Position: Lat. 25-14-N
Long. 128-04-E

Sunrise: 0543
Sunset: 1901

WEATHER: Partly cloudy with cirrus and scattered cumulus gradually becoming broken with cirrus in afternoon. Visibility over 12 miles. Winds northnortheasterly 16-20 knots. Sea moderate. Flying conditions good.

OPERATIONAL SUMMARY:

Conducted LASP and LCAP. Furnished TASP over objective area.

TIME EVENT

0725 A Launched VT ferry hop to YONTAN. Observation by personnel of target area.

7 May 1945

Noon Position: Lat. 25-01-18-N
Long. 128-10-00-E

Sunrise: 0547
Sunset : 1902

WEATHER: Overcast throughout the day with broken strato cumulus below on alto stratus below an altostratus layer during morning becoming altostratus overcast with scattered cumulus and stratocumulus below during the afternoon. Visibility 12 miles. Winds easterly 13-17 knots. Sea moderate. Flying conditions average.

OPERATIONAL SUMMARY:

Furnished DSG and TCAP over objective area. Conducted Photographic hop with VF escort over target areas. Bombed (6 ton) and strafed troops, caves, and artillery positions on Okinawa.

8 May 1945

Noon Position: Lat. 25-16-N
Long. 127-41-E

Sunrise: 0547
Sunset : 1902

WEATHER: Overcast with nimbostratus and stratus throughout the day. Continuous light rain during morning becoming heavy in early afternoon, and again becoming light after 1500. Ceilings below 1,000 feet all day. Visibility less than 1 mile becoming 0 during heavy rain. Winds easterly 23-29 knots veering around to northnortheasterly 35-40 knots, gusts to 56 knots after frontal passage. Seas high becoming confused during early afternoon again reducing to high after 1500. Flying conditions bad.

OPERATIONAL SUMMARY:

All flights cancelled due to weather. About 1400 rigged decks for typhoon conditions.

9 MAY 1945

Noon Position: Lat. 25-16-N
Long. 127-55-E

Sunrise: 0545
Sunset : 1903

WEATHER: Partly cloudy with cumulus and stratocumulus bases at 3,000 feet. Visibility 15-20 miles. Winds northnortheasterly 16-22 knots. Sea moderate to high. Flying conditions high average.

OPERATIONAL SUMMARY:

Furnished DSG and TCAP over objective area. Conducted two photographic missions over Tori Shima, making drops on U.S.S. ELDORADO. Bombed (6 ton) and strafed artillery and A.A. positions on Okinawa.

10 MAY 1945

Noon Position: Lat. 25-29-N
Long. 128-21-E

Sunrise: 0545
Sunset : 1903

WEATHER: Partly cloudy with scattered cumulus and cirrus becoming broken cirrus and cirrocumulus in the afternoon. Visibility 12-15 miles. Winds eastnortheasterly 8-11 knots decreasing to 4-6 in afternoon. Sea slight. Flying conditions high average.

OPERATIONAL SUMMARY:

Conducted DSG and TCAP over target area, and ferry flight to YONEMAN Airfield. Bombed (4 ton) and strafed tombs and 40 mm gun positions on Okinawa. TCAP at 20,000 feet sighted vapor trails of enemy planes at 30,000 to 35,000 feet.

TIME EVENT

0837 A VF upon landing aboard crashed into #1 and 2 barriers. No personnel injuries.

11 May 1945

Noon Position: Lat. 25-08-N
Long. 128-19-E

Sunrise: 0545
Sunset : 1903

WEATHER: Partly cloudy with scattered cumulus and broken cirrus becoming scattered cirrus after 0900. Visibility 12-15 miles. Winds light and variable. Sea slight. Flying conditions average.

OPERATIONAL SUMMARY:

Furnished DSG and TCAP over objective area. DSG bombed (6 ton) and strafed caves and artillery positions on Okinawa.

TIME EVENT

1500/ A Transferred 5VF and 1VT to U.S.S. PETROF BAY and received
1800 4VF in exchange. Transferred 2VF and 1VT to USS SHIPLEY BAY.

1705 B One VT, piloted by Lt. (jg) DATHE, for transfer to U.S.S.
PETROF BAY made forced water landing shortly after take-off.
No personnel injuries.

12 May 1945

Noon Position: Lat. 21-57-N
Long. 130-53-E

Sunrise: 0541
Sunset: 1912

WEATHER: Partly cloudy with cirrus and cumulus. Visibility 12-15 miles. Winds northerly 15-20 knots. Sea moderate. Flying conditions average.

OPERATIONAL SUMMARY:

Conducted LASP and LCAP. Launched VT tow plane for gunnery runs on SHAMROCK BAY and escort.

13 MAY 1945

Noon Position: Lat. 18-09-N
Long. 135-01-E

Sunrise: 0601
Sunset: 1918

WEATHER: Overcast with strato cumulus and stratus. Rain throughout the day becoming heavy after 1200. Visibility 6-8 miles early part of period gradually lowering to less than 2 miles by noon, and less than 1/2 mile after 1300. Winds northeast gradually veering around to south 30-40 knots by end of period. Gust to 55 knots. Sea high becoming very high after noon. Flying conditions bad.

OPERATIONAL SUMMARY:

Conducted LASP.

14 MAY 1945

Noon Position: Lat. 15-08-N
Long. 140-38-E

Sunrise: 0614
Sunset: 1852

WEATHER: Overcast with scattered cumulus at 2,000 feet and cirrus and cirrus stratus above 20,000 feet. Visibility 12 miles lowering to 4 miles during light showers in morning. Winds southsoutheasterly 15-18 knots decreasing in the afternoon. Sea moderate. Flying conditions average.

OPERATIONAL SUMMARY:

Conducted LASP.

TIME

EVENT

0930/
1330

A

Ran seven fighter direction problems with 6VF.

15 - 27 MAY 1945

At anchor, Apra Harbor, Guam, M.I. Replenished, dry docked and performed routine upkeep and overhaul. On 20 May Captain James E. Leeper, 60189, U.S.N., relieved Captain Frank T. Ward, Jr., 58271, U.S.N., as Commanding Officer. On 15 May Composite Squadron NINETY-FOUR was detached in accordance with CTF - 52.1 despatch 110731 of May 1945. On 23 May Composite Squadron NINETY-SIX reported aboard for duty in accordance with CTF 51 despatch 190450 of May 1945.

28 MAY 1945

Noon Position: Lat: 13-33-N Sunrise: 0551
 Long: 144-24-E Sunset : 1811

WEATHER: Ceilings mostly unlimited with scattered cumulus clouds at 3000 feet. Winds Eastnortheast to Eastsoutheast averaging 8-12 knots. Visibility over 10 miles throughout the period. Flying conditions average.

OPERATIONAL SUMMARY:

Underway at 0631 accompanied by USS L.C. TAYLOR (DE 415) from APRA Harbor, Guam, M.I. to operating area in vicinity - Okinawa Islands, pursuant to despatch 250443 May. Engaged in compass calibration runs outside harbor at Guam. Conducted gunnery exercises with land based tow planes. Conducted LASP.

29 MAY 1945

Noon Position: Lat: 17-08-N
Long: 139-55-E

Sunrise: 0603
Sunset : 1918

WEATHER: Partly cloudy with scattered cirrus and scattered cumulus bases at 2000 feet, tops to 15000 feet. Visibility over 12 miles. Winds Eastsoutheasterly 10 - 13 knots. Sea moderate. Flying conditions average.

OPERATIONAL SUMMARY:

Conducted LASP and Fighter Director problems.

| <u>TIME</u> | <u>EVENT</u> | |
|-------------|--------------|--------------------------------------------------------------|
| 0945 | A | Conducted Fighter Direction problem with 5 VT and 12 VF. |
| 1045 | B | 5 VT and 12 VF conducted coordinated attack problem on ship. |

30 MAY 1945

Noon Position: Lat: 20-38-N
Long: 135-02-E

Sunrise: 0547
Sunset : 1916

WEATHER: Partly cloudy with scattered cumulus and scattered to broken cirrus. Visibility over 12 miles. Winds Eastsoutheast 9-12 knots. Sea moderate. Flying conditions average.

OPERATIONAL SUMMARY:

Conducted LASP.

| <u>TIME</u> | <u>EVENT</u> | |
|-------------|--------------|----------------------------------------------------------|
| 0945 | A | Conducted Fighter Direction problem with 6 VT and 12 VF. |
| 1045 | B | 6 VT AND 12 VF conducted coordinated attack on ship. |

31 MAY 1945

Noon Position: Lat: 24-42-42-N
Long: 128-44-E

Sunrise: 0531
Sunset : 1914

WEATHER: Partly cloudy with scattered cumulus and scattered to broken cirrus with few intermediate clouds occasionally. Visibility 12 miles lowering to 4-6 miles in afternoon in light haze. Winds Eastsoutheast 11-13 knots gradually veering to south by end of afternoon. Sea slight. Flying conditions average.

OPERATIONAL SUMMARY:

Conducted LASP and LCAP. Rendezvoused with Task group 32.1.1.

TIME EVENT

0930 A Two VT and two VF escorts launched for special Ferry Hop to YONTAN AIRFIELD. Returned at 1714.

1 JUNE 1945

Noon Position: Lat: 25-08-48-N
Long: 127-48-E

Sunrise: 0537
Sunset : 1914

WEATHER: High broken clouds becoming scattered after noon. Low scattered clouds throughout the day. Visibility 7-10 miles. Winds southerly 8-12 knots. Sea slight. Flying conditions average.

OPERATIONAL SUMMARY:

Conducted LASP and LCAP. Furnished TASP over objective area.

2 JUNE 1945

Noon Position: Lat: 25-07-N
Long: 128-12-E

Sunrise: 0537
Sunset : 1915

WEATHER: High overcast becoming intermediate broken to overcast with low scattered clouds becoming broken after 1600. Light rain showers late afternoon. Visibility 8-10 miles. Winds southerly 8-12 knots decreasing in late afternoon. Sea moderate to slight in afternoon. Flying conditions average.

OPERATIONAL SUMMARY:

Furnished TCAP over objective area.

3 JUNE 1945

Noon Position: Lat. 25-24-N
Long. 128-16-30-E

Sunrise: 0537
Sunset : 1915

WEATHER: High overcast throughout the day with intermediate and low broken clouds becoming scattered after 1200 again becoming broken to overcast after 1430. Light rain during the afternoon lowered visibility to 2-5 miles, otherwise 10 miles. Winds eastnortheast 6-10 knots. Sea slight. Flying conditions undesirable.

OPERATIONAL SUMMARY:

Furnished TCAP over objective area.

TIME EVENT

1105 A Bogey at 338-26, crossed to 358-27. Course 080, speed 130, closed to 025-14 at 1115. General Quarters. At 1116 bogey showed Code III and began opening on course 270. One diversion of CAP vectored out. No tally-ho. Code III faded at 305-23.

4 JUNE 1945

Noon Position: Lat. 23-03-N
Long. 130-07-E

Sunrise: 0533
Sunset : 1859

WEATHER: Alto-stratus over cast with broken stratocumulus clouds below at 800-1000 feet giving light rain throughout period. Visibility restricted to 3 miles occasionally falling to 1/2 mile. Winds were east-south east 22 knots at 1800 increasing to 38 knots by midnight and remaining at 38-42 knots through 0600. Sea was high to very high with waves 25 to 35 feet. Flying conditions undesirable.

OPERATIONAL SUMMARY:

Refueled by unit of Task Unit 50.8. No flying operations due to typhoon indications. Task Unit took evasive course to avoid center of typhoon.

5 JUNE 1945

Noon Position: Lat. 20-48-N
Long. 133-05-E

Sunrise: 0531
Sunset : 1346

WEATHER: Overcast with alto-strato cumulus becoming scattered after 0900. Light rain reduced visibility to 3 miles until 0900 after which light haze reduced visibility to 3-6 miles, otherwise 8-10 miles. Winds easterly 38-42 knots gradually veering to southwest 18-20 knots by late afternoon. Seas very high reducing to rough in late afternoon. Flying conditions bad.

OPERATIONAL SUMMARY:

No flights due to typhoon weather conditions. Returning to operating area.

6 JUNE 1945

Noon Position: Lat: 22-47-N
Long: 129-20-E

Sunrise: 0542
Sunset : 1945

WEATHER: Ceiling unlimited until 1400 when broken strato-cumulus moved in at 2000 feet bringing light intermittent rain showers. Visibility generally 7-10 miles. Surface winds southsouthwest in early part of period through southwest to west by end of period, 16-19 knots. Flying conditions average.

OPERATIONAL SUMMARY:

Conducted LCAP enroute to objective area. Furnished tow plane for gunnery exercises of screen. Ship fired AA practice.

7 JUNE 1945

Noon Position: Lat: 24-08-30-N
Long: 126-22-48-E

Sunrise: 0542
Sunset : 1919

WEATHER: High overcast with lower, scattered clouds throughout the day. Ceiling unlimited. Visibility 8-10 miles. Surface winds northerly 12-14 knots. Flying conditions good.

OPERATIONAL SUMMARY:

Furnished 27 VT and 32 VF for strikes on SAKISHIMA ISLANDS. Expended 19 tons of bombs and 309 R.P. on NOBARA Airfield on MIYAKO, SAKASHIMA GUNTO.

TIME EVENT

0043 A Went to General Quarters for attack by two suicide planes. One hit NATOMA BAY, one splashed by SARGENT BAY. bogey plots on opening course immediately after attack.

8 JUNE 1945

Noon Position: Lat: 25-08-N
Long: 128-03-E

Sunrise: 0537
Sunset : 1918

WEATHER: High overcast with low scattered clouds at 3000 feet. Visibility 10-12 miles. Winds northerly 8-12 knots veering to east in afternoon. Sea slight. Flying conditions average.

OPERATIONAL SUMMARY:

Furnished DSG and AIR COORDINATOR over objective area. Bombed (4.5 tons) and rocketed targets on OKINAWA including the Village of UDO.

11 JUNE 1945

Noon Position: Lat: 25-14-N
Long: 128-08-E

Sunrise: 0537
Sunset : 1918

WEATHER: High overcast becoming broken alto-cumulus by noon with lower scattered cumulus at 2500 feet. Visibility 7-9 miles, light haze. Winds Southeast 9-12 knots. Sea slight. Flying Conditions average.

OPERATIONAL SUMMARY:

Furnished TCAP and DSG over objective area. Bombed and strafed (4 ton) artillery positions and troop concentrations in Villages of NAGASUKU and KIYAMA on OKINAWA.

TIME EVENT

2015 A Unidentified moving green light sighted by several topside personnel, moving at high velocity from port to starboard; evaluated by Officer of the Deck as possible "Baka Bomb", but due to lack of substantial evidence this evaluation could not be confirmed.

12 JUNE 1945

Noon Position: Lat: 25-00-N
Long: 127-59-E

Sunrise: 0532
Sunset : 1918

WEATHER: Ceiling unlimited with high scattered to broken cirrus and alto cumulus clouds and lower swelling cumulus at 2000 feet. Visibility 8 miles except up to 5 miles during middle of day due to light fog. Winds south to southeast 10-13 knots. Flying Conditions average.

OPERATIONAL SUMMARY:

Conducted LCAP. Direct support and Air Coordinator flights were cancelled due to weather conditions over target area.

13 JUNE 1945

Noon Position: Lat: 25-10.7-N
Long: 127-05-E

Sunrise: 0537
Sunset : 1919

WEATHER: Broken to scattered alto-cumulus clouds throughout period. Ceiling generally unlimited. Visibility 10 miles. Surface winds south to southeast 10-12 knots. Slight sea from the south. Flying conditions good.

OPERATIONAL SUMMARY:

Conducted LCAP and LASP. Refueled by unit of Task Unit 30. .

TIME EVENT

0747 A VT from USS WAKE ISLAND on LASP was landed aboard due to hydraulic leak and oil on left wing. Pilot Ens. J.H. RUTHERFORD. Launched for return to WAKE ISLAND at 1530.

14 JUNE 1945

Noon Position: Lat: 25-21-N
Long: 127-21-E

Sunrise: 0537
Sunset : 1921

WEATHER: Partly cloudy with scattered cumulus during early morning and scattered alto-cumulus throughout the day. Visibility 8 miles early morning increasing to 12 after 0800. Winds South to southsoutheast 9-13 knots. Sea slight. Flying conditions average.

OPERATIONAL SUMMARY:

Conducted LCAP and LASP.

TIME EVENT

1532 A VT (Ens. R.I. LANG pilot) failed to gain altitude about 1000 yards ahead of ship after normal catapult shot; landed in water. Pilot and crew got into raft and were picked up by U.S.S. HELM (DE-380). No injuries to personnel.

15 JUNE 1945

Noon Position: Lat: 25-17-N
Long: 127-18-E

Sunrise: 0539
Sunset : 1919

WEATHER: Ceiling and visibility unlimited throughout the day.
Scattered cirrus clouds and cumulus at 2000 feet. Surface winds southsoutheast at 7-12 knots. Sea slightly rippled. Flying conditions good.

OPERATIONAL SUMMARY:

Furnished TCAP and DSG over objective area. Bombed (7.5 tons) and rocketed artillery positions and caves on OKINAWA.

TIME EVENT

0730 A Two VT on DSG failed to release all bombs due to failure of Mk. 4 bomb release shackles, and landed at Yontan Airfield. Returned and landed aboard at 1130.

16 JUNE 1945

Noon Position: Lat: 25-12-N
Long: 127-23-E

Sunrise: 0541
Sunset : 1922

WEATHER: Broken to overcast cirrus clouds all day. Ceiling unlimited. Visibility over 12 miles. Surface winds southsouthwest 10 knots. Sea slight. Flying conditions very good.

OPERATIONAL SUMMARY:

Conducted LASP and LCAP.

TIME EVENT

1147 A One VT (Pilot Lt. HAYWARD) Ferry from USS HOGGATT BAY was landed aboard. Catapulted at 1314 for return to base.

2304 B Bogey at 080-47 closing on course of 270 speed 180. Closed to 050-12. Went to General Quarters. The bogey continued on steady course crossing 8 miles north of formation and continued to open westward. Estimated altitude 6000. Secured from General Quarters at 2337.

17 JUNE 1945

Noon Position: Lat: 24-22-N
Long: 126-33-E

Sunrise: 0541
Sunset : 1923

WEATHER: Cloudy with thin high cirrus and a few scattered cumulus.
Visibility 10 miles. Winds southsouthwest 10-14 knots, changing to southwest by end of day. Sea slight. Flying conditions above average.

OPERATIONAL SUMMARY:

Furnished VF Sweeps and VT Strikes on airfields of Sakashima group. Furnished TCAP for minesweeping operations between Sakashima Gunto and Okinawa Gunto. Bombed (11 ton) and rocketed airfield runways at Nobara, Miyako Shima.

TIME EVENT

1333 A 3 VT on transfer hop from USS MANILA BAY were landed aboard (Pilot Lt. (jg) CHANDLER, Ens. REARDON, and Ens. TRASK), 2 of VT for transfer. 3rd VT with all 3 pilots was catapulted at 1528 for return to base.

18 JUNE 1945

Noon Position: Anchored at Kerama Retto

Sunrise: 0528
Sunset : 1922

WEATHER: Overcast with high cirrus clouds, scattered cumulus at 2000 feet disappearing after 1600. Visibility 12 miles. Winds south west 10-16 knots. Sea slight from southwest. Flying conditions average.

OPERATIONAL SUMMARY:

Rearmed and replenished at Kerama Retto. Conducted LCAP covering entrance and sortie. LCAP planes serviced aboard USS SARGENT DAL between flights.

19 JUNE 1945

Noon Position: Lat: 25-20-N
Long: 127-25-E

Sunrise: 0540
Sunset : 1923

WEATHER: High overcast with scattered to broken and intermediate and scattered low clouds. Ceiling unlimited. Visibility 10-12 miles. Surface winds southsouthwest 14 knots. Sea slight. Flying conditions average.

OPERATIONAL SUMMARY:

Conducted LASP and LCAP. Furnished ZCAP for minesweeping operations between Sakashima Gunto and Okinawa Gunto.

TIME EVENT

| | | |
|------|---|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 0659 | A | Went to General Quarters for fast flying bogey first reported at 296-40. Two divisions of LCAP attempted interception. No Tally-ho. Bogey circled formation at wide range and faded on southwesterly course. Speed 250. Probably a very high snooper. Secure from General Quarters at 0725. |
| 1332 | B | Went to General Quarters for bogey reported on warning net at 310-14. Crossed to north and was picked up at 030-20 on course 030. CAP was vectored out but no interception made. Bogey faded at 030-40. Evaluated as high snooper. Secure from General Quarters at 1357. |
| 1430 | C | VF (Pilot Lt. (jg) HENDERSHOT) had power failure and made water landing one mile off shore near Yontan Airfield. Pilot was picked up by LCVP #72. No injuries. |
| 1802 | D | Launched 3 VF for transfer to USS WAKE ISLAND and 1 VT with VF transfer pilot as passenger. |
| 1918 | E | 4 VF replacements from USS WAKE ISLAND and 1 VT returning from Ferry hop were landed aboard. |

20 JUNE 1945

Noon Position: Lat: 25-16-48-N
Long: 127-45-E

Sunrise: 0540
Sunset : 1921

WEATHER: Cloudy with broken intermediate and high cloud layer and scattered low clouds in early morning and again in the afternoon. Visibility 12 miles. Winds southwest to west 12-17 knots with gusts to 20 knots. Sea moderate. Flying conditions average.

OPERATIONAL SUMMARY:

Conducted LCAP.

TIME EVENT

| | | |
|------|---|------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 0926 | A | Launched VT courier to Yontan Airfield to pick up Lt. (jg), HENDERSHOT who made water landing there on 19 June. |
| 1133 | B | Bogey 124-64 on course 320, speed 180. Maintained steady course and speed. CAP vectored out to intercept. Interception at 075-32, 8000 feet, identified as C-54. |
| 1506 | C | Bogey at 318-32 closed to 312-15 on course 170. Altered course and closed to 11 miles on course 160. Interception by CAP at 310-10. Identified as C-54. |
| 1534 | D | VT courier landed from Yontan Airfield. |

21 JUNE 1945

Noon Position: Lat: 24-51-N
Long: 126-48-E

Sunrise: 0542
Sunset : 1924

WEATHER: Ceiling mostly unlimited or above 8000 feet with scattered cumulus and strato-cumulus clouds at 2000 feet. Visibility 8-12 miles throughout the day. Surface winds westnorthwest 10-16 knots. Sea slight. Flying conditions good.

OPERATIONAL SUMMARY:

Conducted strikes on Ishigaki, Miyara and Hegina Airfields of Sakishima group. Bombed (12 ton) and rocketed the air strips and surrounding installations.

TIME EVENT

1457 A Bogey at 260-22, course 130, speed 130. CAP vectored out to intercept. Bogey speed increased to 240. Interception about 160-35. Identified as Myrt with large Japanese insignia. Bogey went to 500 feet. CAP made diving run but failed to close. Bogey started climb to 18000 feet, and opened on course 180. No further contact made.

22 JUNE 1945

Noon Position: Lat: 24-46-N
Long: 126-58-E

Sunrise: 0536
Sunset : 1924

WEATHER: High broken with overcast to scattered broken to intermediate low clouds. Ceiling generally unlimited. Surface winds north west to southwest 8-10 knots. Visibility 12 miles. Sea slight. Flying conditions good.

OPERATIONAL SUMMARY:

Conducted strikes on Miyako Airfields. Bombed (9 ton) and rocketed airstrips and installations.

TIME EVENT

1230 A One VT failed to return from strike on Ishigaki Shima, Sakishima Gunto. Pilot, Ensign, Rodney Earl Week, USNR, Ser.# 368728. Aircrewmen: Gene Howard Kaylor, ARM3c (CA), 857 25 82, and Herbert John Gericke, AOM2c (CA) 710 69 02.

1411 B Bogey at 285-66 closing to 285-39 by 1419 and to 281-31 by 1421. CAP was vectored out on interception. Bogey faded at 281-31 reappearing on southwesterly course of 180. CAP gave chase. Bogey faded again and reappeared on a w course of 210; speed 260, and opened to south. No interception. Bogey altitude estimated above 20,000 feet.

23 JUNE 1945

Noon Position: Lat: 23-10-N
Long: 129-05-E

Sunrise: 0534
Sunset : 1916

WEATHER: Cloudy with high broken to low scattered clouds becoming intermediate broken by 1300. Light rain showers at 1630 reduced visibility to 2 miles, otherwise up to 12 miles. Winds southsouthwest 9-15 knots. Sea slight from southwest with northeast ground swells. Flying conditions average.

OPERATIONAL SUMMARY:

Conducted LASP and LCAP. Refueled by a unit of Task Unit 30.8. Furnished VT tow plane for Gunnery Exercises conducted by the ships of the formations.

TIME EVENT

1650 A Bogey at 015-75 crossing on course 135, speed 180. Continued on course to 055-65. CAP vectored out and made interception at 065-65. Time 1704. Bogey identified as C-54

24 JUNE 1945

Noon Position: Lat: 22-46-N
Long: 127-22-E

Sunrise: 0544
Sunset : 1916

WEATHER: Ceiling unlimited throughout the day, with scattered swelling cumulus at 2000 feet. Visibility 10 miles all day. Winds South-southwest 10-16 knots. Flying conditions average.

OPERATIONAL SUMMARY:

Underway, enroute from Okinawa operating area to Leyte, P.I.
Conducted LASP and LCAP.

TIME EVENT

1527 A VF(Pilot, Lt. (jg) E.R. JOHNSON) crashed into barriers upon landing aboard. Plane turned over on back. Pilot uninjured.

25 JUNE 1945

Noon Position: Lat: 17-37-N
Long: 127-02.3-E

Sunrise: 0607
Sunset : 1908

WEATHER: Cirrus and alto-stratus overcast with scattered strato-cumulus clouds. Ceiling generally 8000 feet. Light and intermittent rain showers during the day. Visibility 12 miles except 5-7 miles during showers. Surface winds southerly 10-12 knots. Slight sea from the south. Flying conditions average.

OPERATIONAL SUMMARY:

No flight schedule. Conducted Gunnery exercises for 5 inch gun.

26 JUNE 1945

Noon Position: Lat: 12-59-N
Long: 126-14-E

Sunrise: 0604
Sunset : 1902

WEATHER: Cloudy with broken to overcast intermediate and high clouds. Scattered cumulus throughout the day. Visibility 12-15 miles. Winds southeast 6-11 knots. Sea slight. Flying conditions average.

OPERATIONAL SUMMARY:

Conducted LASP and LCAP. Engaged in Gunnery Exercises conducted by the formation. Launched aircraft with high engine time for replacement.

TIME EVENT

| | | |
|------|---|---------------------------------------------------------------------------------------|
| 0800 | A | Launched 2VT and 7VF for Guian Airfield, Samar, P.I., to be replaced by new aircraft. |
| 1000 | B | Conducted a Damage Control problem between 1000 and 1030. |

27 JUNE 1945

Noon Position: San Pedro Bay - Leyte, P.I.

Sunrise: 0616
Sunset : 1906

WEATHER: High broken to overcast with low scattered clouds during period. Ceiling unlimited. Visibility unrestricted. Surface wind East-southeast 8 knots. Surface seas from southeast. Flying conditions average.

OPERATIONAL SUMMARY:

Received replacement aircraft from Guian Field, Samar P.I. Arrived San Pedro Bay, Leyte, P.I.

TIME EVENT

| | | |
|------|---|---------------------------------------------------------|
| 0815 | A | 3 VT and 8 VF replacement aircraft landed aboard. |
| 1515 | B | Anchored in Fleet Anchorage, San Pedro Bay, Leyte, P.I. |

PERSONNEL CASUALTIES
(In Chronological Order)

| <u>Unit</u> | <u>Name</u> | <u>Date</u> | <u>Status</u> |
|-------------|------------------------------------------------------------|------------------------------------|-------------------------------------------------------------|
| VC-94 | LANGLIE, Ernest Milton AMM2c 638 06 98 V-6 USNR | 15 March (1556K) buried (1810K) | Killed Operationally |
| VC-94 | PATTERSON, James Franklin (79024) Lieut. Comdr. A1 USNR | 9 April (0730. I) | Missing in Action |
| VC-94 | POWELL, James Madison AOM1c 832 23 27 USNR | 9 April (1515. I) | Wounded in Action (returned to duty 18 April 1945) |
| VC-94 | STOTZ, James Edwin Lt.(jg) A1 USNR | 13 April (0504 I) | Killed Operationally |
| VC-96 | WEEK, Rodney Earl (368728) Ensign A1 USNR | 22 June (1230 I) | Missing in Action |
| VC-96 | KAYLOR, Gene Howard ARM3c 857 25 82 USNR | 22 June (1230 I) | Missing in Action |
| VC-96 | GERICKE, Herbert John AOM2c 710 69 02 USNR | 22 June (1230 I) | Missing in Action |

PART III

ORDNANCE PERFORMANCE

BOMBS

For this operation approximately half of the bombs were assembled with Mk 219 and Mods nose fuzes, and half with the new crashproof AN-M103A1 nose fuzes. At first the 100 lb. G.P. bombs were assembled with no tail fuze and later with AN-M100A2 tail fuzes set for .025 second delay. There were no reported duds, so it must be assumed that all fuzes functioned properly. This is partly credited to the doctrine of not releasing below 1,000 feet (which doctrine the pilots followed rigidly) and partly to excellence of material.

The Army type arming wires proved much more unwieldy than the Navy type straight arming wire which is not procurable in this area. It is recommended that the units in this area go back to the procurement and distribution of this straight arming wire.

MACHINE GUNS

The machine guns functioned well with the exception of the barrels. Excessive firing during strafing and direct support missions burnt out several barrels and warped some cover plates. In a few instances the entire receiver and working parts were so affected by heat that the entire gun had to be replaced.

It is expected that the new stellite barrels will correct some of this when they get out here; but it is recommended that the allowance of guns, barrels, and cover groups be increased by 20, 50, and 20 respectively.

Ammunition in the ratio of 2API-2 incendiary-1 tracer met with approval from the pilots and performed equally well in strafing and in air-to-air combat.

The new policy of loading ammunition ships with belted ammunition should help to solve the problem arising due to shortage of ordnancemen. However, some means should be provided for ships to get rid of their unbelted stocks. At present it is almost impossible to turn in any type of ammunition in the forward area.

NAPALM

While operating with TG 50,8, tests were made with 58 gallon tanks equipped with bomb tail vanes and filled with gasoline and napalm. Four tanks were dropped and all functioned.

The first two tanks were equipped with 500 lb. bomb vanes and two E4E1 Na igniters. They were prepared with a Mk 1 Mod 0 incendiary mixer. The releases were at 400 feet, 280 knots, 20° glide. One ignition resulted in a fireball.

The last two tanks were equipped with 1,000 lb. bomb vanes which gave excellent trajectories. The same filling and dropping procedures as in the case of the first two tanks were followed except that in addition air agitation was employed. No fire balls resulted.

No combat drops were made, so these four drops cannot be considered conclusive. However, it is believed that suitable tail vanes and the use of two igniters will materially reduce the number of duds currently reported.

RELEASING SYSTEMS

The releasing systems of both the FM-2 and TBM-3 continue to be unsatisfactory.

The release on the FM-2 is so primitive as to promote no confidence of pilot or ordnance officer. In some instances gas tanks could not be released, and in others they fell off before the release was tripped. It is therefore recommended that a bomb rack similar to the Mk 51 be incorporated in future models.

Since the pilot cannot be sure of getting the Mk 4 shackle back on safe once he has armed, this ship adopted the policy of jettisoning all unexpended bombs from TBM's once the shackles have been armed. Even though the pilots were instructed to delay arming the release system as long as possible, many bombs had to be jettisoned.

Despite this policy and rigid maintenance, one plane returned to the ship with a free 100 lb. bomb in the bomb bay. The Mk 219 nose fuze was damaged, but not armed. No evidence of any malfunctioning of the release system could be ascertained.

ROCKETS

Rockets proved to be the major ordnance problem during this operation. The principle difficulty was shortage of manpower. It is recommended that the ordnance complement for CVE's which was adopted before rockets were in wide use, be modified until consideration being given to this point.

The 10 ga. soft copper shear wire proved unsatisfactory. Too much difficulty in removing unexpended rockets in emergencies was encountered. Also, the thick shear wire seriously impeded night rearming. It is recommended that the use and issue of 12 ga. hard copper shear wire be resumed.

Rockets continue to come equipped with two button type lug bands despite the fact that the majority of rockets are expended from zero length launchers which require a loop type rear lug band.

This vessel adopted the following testing and plugging in procedure:

1. Launchers were given a high voltage functioning test at frequent intervals.
2. Rockets were loaded on the planes at a convenient time prior to launching.
3. Ten (10) minutes prior to the signal for pilots to man planes, an ordnanceman checked the cockpit for:
 - (a) Safety plug out.
 - (b) Arming master off.
 - (c) Gun and RP selectors off.
 - (d) Rocket master off.
 - (e) Station distributor indicator on "1".
4. The launchers were given a low voltage test with the battery on.

5. The launchers were given a low voltage test with the battery switch off.
6. Rockets were then plugged in.

This procedure speeded up flight operations, and, while it differs from the recommended procedure, it is believed that a careful consideration will find it safer.

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New FM-2 aircraft come with the rocket launchers moved inboard so that rocket blast will clear the ailerons. This prevents loading rockets on the inboard launchers with the wings folded. Therefore, inboard launchers of these planes were safety wired to prevent inadvertent damage to wings by folding after rockets were loaded. This cut down the striking force of the new aircraft by one-third.

STRUCTURES

The rib supporting the rear mounting post of the TBM-3 wing gun fractured in four instances. In one case the break occurred during firing and the increased whip of the gun resulted in bullet damage to the leading edge of the wing and the propeller. It is recommended that this member be strengthened.

TACTICS

In the missions against airfields the following changes in the fusing of 100 lb. bombs was observed. First instantaneous nose and non-delay tail fuses were used. Then .025 second delay tail fuses replaced the non-delay. Later .01 second delay replaced the .025 second delay. Finally some ships used long delay tail fuses (M123A1) to neutralize the fields.

It is believed that extensive use of butterfly bombs (M83, 4 lb. fr. g.) following the use of G.P. bombs fused for .01 second delay would more effectively neutralize airfields than would long delay, non-delay or .025 second delay fuses.

AVIATION ORDNANCE EXPENDITURES

Bombs

| | |
|-----------|------|
| 100# G.P. | 2198 |
| 350# ADB | 30 |
| 250# G.P. | 60 |
| 500# G.P. | 185 |

Rockets

| | |
|--------------------|------|
| 3.25" Motor, Mk. 7 | 2644 |
| 5.00" Head, Mk. 1 | 2593 |
| Solid Head, Mk. 8 | 21 |

.50 caliber ammunition 165,000 rounds.

SHIP'S ORDNANCE

Ship's Ordnance Expenditures, A.A. Practices
(19 March, 7 April, 12 May, 15 May, 28 May, 6 June, 23 June, 25 June, and
26 June)

| | |
|---------------------------|-----------------|
| 20MM H.E.I. | 21,223 rounds. |
| 20MM H.E.T. | 10,600 rounds. |
| 40MM H.E.T. | 11,150 rounds. |
| 40MM H.E.I.T. | 1,400 rounds. |
| 5"/38 A.A.C. | 130 rounds. |
| 5"/38 A.A. (VT Fuze Test) | 48 rounds. |
| 5"/38 Powder | 178 cartridges. |

The Ship's Gunnery Department kept up an intensive training program throughout the entire Okinawa campaign, although there was no firing at enemy planes. Practice by ship's 40MM and 20MM gunners, ranges setters, and director operators was held for one (1) hour each morning with the use of the Mark 3 Mod. 5 trainer, along with lectures and individual instruction. Two (2) aircraft recognition classes were held daily for gun crews and lookouts. Good results were obtained in frequently knocking down towed target sleeves.

PART IV

A. AIR OPERATIONS

I. Pilots' Criticisms

An analysis of pilots' criticism of operations is presented below with comment added thereto in each case.

(a) Overlap of Missions

In many instances TCAP was ordered to return to base shortly after reporting to a radar picket ship. Even after the TCAP leader explained that his division was available for one or two hours more he was returned to base prematurely because of the presence of another division or divisions. The scheduled landing time (4½ hours after launch) was adhered to, leaving the TCAP in the air but not over the target as planned.

Similarly support groups upon arrival at objective area, were ordered by CASCU to wait sometimes one or two hours for their turn to attack targets due to the congestion caused by other groups. Or if support groups accomplished their mission immediately upon arrival, they were returned to base long before scheduled landing time, only to remain airborne and wait for scheduled landing.

Pilots felt that time in the air under such circumstances was useless; this sentiment was particularly prominent when individual pilots looked forward to another 4½ hour flight the same day, as was frequently necessary.

COMMENT: It is realized that exact time requirements of various missions cannot be anticipated entirely. For continuous fighter cover to be maintained and for continuous air support strikes to be maintained, an overlap of arrivals and landings must be incorporated in schedules. However such an overlap should not be justification for sending home the latest arrivals over radar pickets. An incident is recalled where a vessel in the picket shot down nineteen enemy planes only to be hit by two others. Here certainly, is a case where too much "life insurance" cannot be held.

As for flights returning early from support missions, several factors apply besides the pilots' "useless time in the air". Landings off schedule increase the flight deck work, and on a grand scale would hinder launching readiness. On the other hand time in the air means more work for maintenance and check crews which is useless time if the aircraft is not actively engaged in its intended mission.

When conditions permit, it is suggested that frequent use of Baker method recoveries be permitted parent carriers for flights returning very early from missions. This seems particularly feasible when point option is stationary.

(b) Mixed Air Groups

Frequently flight schedules required a rendezvous of small flights from several carriers to form one striking unit. A typical example is 4VT from carrier "A", 4VT and flight leader from carrier "B", and 8VF from carrier "C".

VC squadrons have been extensively trained in coordinated attack. The very assignment of a 16 plane or smaller strike group to one carrier allows one squadron to plan in advance its tactics and analyse after completion the results and shortcomings of the mission. A heterogeneous group however, enjoys none of this planning nor can it profit by an analysis of the flight after completion. A complete understanding of the mission usually involves long radio transmissions, and frequently general confusion results.

COMMENT: It is realized that the size of CVE's prohibits extensive use of the deck load strike possible for the CV. Yet it seems possible that a combination such as cited above could more often be launched from a single CVE. True, the standardization of training permits impromptu coordination of isolated units, but there is no substitute for personal acquaintance with every man in the flight.

(c) Spotting Doctrine

Considerable difficulty was experienced in the locating of pin point targets by all members of a support group. An air coordinator might give the order, "hit the revetment to the left of the road intersection; watch my rocket burst." Six pilots at the scene might see six different revetments near two or three intersections, particularly if the directing burst was off its intended mark. Any given spot of successive bursts made by the coordinator in terms of descriptive words relating to his target would thus receive six different interpretations. In other words concentration of fire would be lost.

COMMENT: A standard doctrine of directing ensuing fire by means of deflection first in tens of yards and range next in hundreds of yards would certainly seem to be of advantage. Let the initial burst by the air coordinator be the reference point. This should be readily visible to all firing planes particularly if FS or white phosphorous rocket heads are loaded in his plane. Whether he hit or missed, the coordinator would spot in deflection and range for the next man, thus indicating simply and positively to him the exact location of the target. The same procedure could be used by the coordinator for each firing plane. Each plane in the formation would then be firing at the same target, and concentration would be achieved. This doctrine is in keeping with basic tried Navy spotting methods and would serve as a convenient standard for all direct support groups.

(d) Altitude of FM-2

On many occasions TCAP reported to radar pickets who directed them to orbit at 20,000 feet or even 25,000 feet. Often F6F's or F4U's were known to be in the vicinity at lower altitudes.

COMMENT: The FM-2, when carrying a full load of ammunition and two wing tanks, is certainly not effective at these altitudes, at least in comparison to F6F and F4U. A DD which places an FM-2 TCAP at this height may surely possess an unwarranted sense of security.

(e) Dawn Rendezvous

Considerable difficulty was experienced making rendezvous in the dark particularly when several carriers were launching. Use of dishpan lights was tried but few pilots found them to be of advantage in orientation. The most effective aid in orientation in proper sector was ZB. Prearranged

recognition light signals were used by division leaders to good advantage.

COMMENT: Rendezvous in the dark seemed to become less troublesome as operations progressed. Full use of ZB along with uninterrupted instrument flying by the flight leader would obviate his use of dishpan lights for orientation. The following members of the flight necessarily must revert to contact flying after a safe altitude is reached. Failure on their part to successfully orient themselves by means of dishpan lights does not necessarily deny the potentialities of the lights. Perhaps a rendezvous at higher altitude would give better perspective to the lights. The difficulties involved in dawn rendezvous are certainly not unique to this operation. They are difficulties which diminish with experience and discipline in an aviation unit.

VF MISSIONS - VC 94

| Date | Total | LCAP | TCAP | DSG | SWEET | AIR COORD | F.D. EXERCISES | FERRY | CMR MGR |
|-------|-------|------|------|-----|-------|--------------|-------------------|-------|------------|
| March | | | | | | | | | |
| 13 | 3 | | | | | | | 3 | |
| 14 | 16 | 16 | | | | | | | |
| 15 | 16 | 16 | | | | | | | |
| 16 | 4 | 4 | | | | | | | |
| 17 | 16 | 16 | | | | | | | |
| 18 | 16 | 16 | | | | | | | |
| 19 | 16 | 16 | | | | | | | |
| 20 | 16 | 16 | | | | | | | |
| 21 | 16 | 16 | | | | | | | |
| 23 | 12 | 12 | | | | | | | |
| 24 | 12 | 12 | | | | | | | |
| 25 | 2 | | | | | | | 2 | |
| 26 | 8 | 4 | | | | | | 4 | |
| 27 | 12 | | 12 | | | | | | |
| 28 | 4 | | | | | | | 4 | |
| 29 | 16 | | 16 | | | | | | |
| April | | | | | | | | | |
| 2 | 5 | | | | | | | 5 | |
| 7 | 21 | | 12 | | | | | 9 | |
| 8 | 19 | | 8 | 10 | | 1 | | | |
| 9 | 25 | | 16 | 8 | | 1 | | | |
| 10 | 8 | | 8 | | | | | | |
| 11 | 24 | | 24 | | | | | | |
| 12 | 29 | | 16 | 12 | | | | 1 | |
| 13 | 16 | 1 | 11 | 4 | | | | | |
| 14 | 36 | 24 | 4 | | | | | 8 | |
| 15 | 4 | | 4 | | | | | | |

VF MISSIONS - VC-94(Con't)

| Date | Total | LCAP | TCAP | DSG | SWEEP | AIR COORD | F.D. EXERCISES | FERRY | HUNTER KILLER |
|-------|-------|------|------|-----|-------|--------------|-------------------|-------|------------------|
| April | | | | | | | | | |
| 16 | 32 | | 24 | 7 | | 1 | | | |
| 17 | 9 | 8 | | | | | | 1 | |
| 18 | 24 | 24 | | | | | | | |
| 19 | 33 | | 16 | 16 | | 1 | | | |
| 20 | 28 | 24 | 4 | | | | | | |
| 21 | 24 | | 16 | 7 | | 1 | | | |
| 22 | 24 | 24 | | | | | | | |
| 23 | 33 | 8 | 16 | 4 | | 1 | | 4 | |
| 24 | 28 | 24 | 4 | | | | | | |
| 27 | 31 | | 31 | | | | | | |
| 28 | 30 | 28 | | | | | | 2 | |
| 29 | 24 | 24 | | | | | | | |
| 30 | 32 | | 32 | | | | | | |
| May | | | | | | | | | |
| 1 | 28 | 28 | | | | | | | |
| 2 | 12 | | 12 | | | | | | |
| 3 | 24 | | 20 | | | | | 4 | |
| 5 | 4 | 4 | | | | | | | |
| 6 | 20 | 20 | | | | | | | |
| 7 | 35 | | 34 | | | | | 1 | |
| 9 | 24 | | 24 | | | | | | |
| 10 | 32 | | 32 | | | | | | |
| 11 | 39 | | 36 | | | | | 3 | |
| <hr/> | | | | | | | | | |
| Total | 669 | 241 | 365 | 50 | ∅ | 4 | ∅ | 24 | ∅ |

VT MISSIONS - VC-94

| Date | Total | LASP | TASP | DSG | STRIKE | PHOTO | AIR COORDINATOR | FERRY | F.D. EXERCISES | TOW | HUNTER KILLER | AIR OBSERVER |
|-------|-------|------|------|-----|--------|-------|--------------------|-------|-------------------|-----|------------------|-----------------|
| March | | | | | | | | | | | | |
| 12 | 3 | | | | | | | 3 | | | | |
| 13 | 3 | | | | | | | 3 | | | | |
| 14 | 6 | 6 | | | | | | | | | | |
| 15 | 6 | 6 | | | | | | | | | | |
| 16 | 6 | 6 | | | | | | | | | | |
| 17 | 6 | 6 | | | | | | | | | | |
| 18 | 8 | 7 | | | | | | 1 | | | | |
| 19 | 4 | 3 | | | | | | 1 | | | | |
| 20 | 7 | 6 | | | | | | 1 | | | | |
| 21 | 6 | 6 | | | | | | | | | | |
| 22 | 6 | 6 | | | | | | | | | | |
| 23 | 7 | 6 | | | | | | | | | 1 | |
| 24 | 7 | 6 | | | | | | | | | 1 | |
| 25 | 17 | 12 | | | | | | 1 | | | 4 | |
| 26 | 12 | 12 | | | | | | | | | | |
| 27 | 16 | | 16 | | | | | | | | | |
| 28 | 6 | | 6 | | | | | | | | | |
| 29 | 6 | | 6 | | | | | | | | | |
| 30 | 7 | | 6 | | | | | 1 | | | | |
| 31 | 3 | | 3 | | | | | | | | | |
| April | | | | | | | | | | | | |
| 4 | 7 | | 6 | | | | | 1 | | | | |
| 5 | 6 | | 6 | | | | | | | | | |
| 6 | 7 | | 6 | | | | | 1 | | | | |
| 7 | 9 | | 7 | | | | | 1 | | 1 | | |

VT MISSIONS - VC-94(Con't)

| Date | Total | LASP | TASP | Dsg | STRIKE | PHOTO | AIR COORDINATOR | FERRY | F.J. EXERCISES | TOW | HUNTER KILLER | AIR OBSERVER |
|-------|-------|------|------|-----|--------|-------|--------------------|-------|-------------------|-----|------------------|-----------------|
| April | | | | | | | | | | | | |
| 8 | 12 | | 8 | 4 | | | | | | | | |
| 9 | 14 | | 2 | 8 | | | 1 | 3 | | | | |
| 10 | 3 | | | 3 | | | | | | | | |
| 11 | 11 | | | 11 | | | | | | | | |
| 12 | 16 | | | 15 | | | | 1 | | | | |
| 13 | 8 | | | 8 | | | | | | | | |
| 14 | 18 | 10 | | 8 | | | | | | | | |
| 16 | 17 | | | 16 | | | 1 | | | | | |
| 17 | 4 | 4 | | | | | | | | | | |
| 18 | 17 | 8 | 3 | 5 | | 1 | | | | | | |
| 19 | 17 | | | 16 | | | 1 | | | | | |
| 20 | 22 | 8 | | 8 | | | | 1 | | | | 5 |
| 21 | 22 | | | 14 | | | 1 | 1 | | | | 6 |
| 22 | 15 | 8 | | | | | | 1 | | | | 6 |
| 23 | 20 | | | 14 | | | 1 | | | | | 5 |
| 24 | 11 | 8 | | | | | | 2 | | | | 1 |
| 27 | 3 | | 3 | | | | | | | | | |
| 28 | 12 | 8 | | 4 | | | | | | | | |
| 29 | 11 | 8 | | | | | | 3 | | | | |
| 30 | 11 | | | 11 | | | | | | | | |
| May | | | | | | | | | | | | |
| 1 | 7 | 4 | 3 | | | | | | | | | |
| 2 | 5 | | 4 | | | | | 1 | | | | |
| 3 | 4 | | | | | | | 4 | | | | |
| 6 | 16 | 12 | 3 | | | | | 1 | | | | |

VT MISSIONS - VC-94(Con't)

| Date | Total | LASP | TASP | JSG | STRIKE | PHOTO | AIR COORDINATOR | FERRY | F.D. EXERCISE | TOW | HUNTER KILLER | AIR OBSERVER |
|--------------|------------|------------|-----------|------------|----------|----------|--------------------|-----------|------------------|----------|------------------|-----------------|
| May | | | | | | | | | | | | |
| 7 | 13 | | | 12 | | 1 | | | | | | |
| 9 | 14 | | | 12 | | 2 | | | | | | |
| 10 | 9 | | | 8 | | | | 1 | | | | |
| 11 | 16 | | | 12 | | | | 4 | | | | |
| Total | 525 | 166 | 88 | 189 | 0 | 4 | 5 | 37 | 0 | 1 | 6 | 23 |

VF MISSIONS - VC-96

| <u>Date</u> | <u>Total</u> | <u>LCAP</u> | <u>TCAP</u> | <u>DSG</u> | <u>SWEEP</u> | <u>AIR COORD</u> | <u>F.D. EXERCISES</u> | <u>FERRY</u> | <u>HUNTER KILLER</u> |
|-------------|--------------|-------------|-------------|------------|--------------|----------------------|---------------------------|--------------|--------------------------|
| May | | | | | | | | | |
| 29 | 12 | | | | | | 12 | | |
| 30 | 12 | | | | | | 12 | | |
| 31 | 9 | 7 | | | | | | 2 | |
| June | | | | | | | | | |
| 1 | 25 | 24 | | | | | | 1 | |
| 2 | 20 | | 20 | | | | | | |
| 3 | 32 | | 32 | | | | | | |
| 6 | 12 | 8 | | | | | | 4 | |
| 7 | 36 | | | 32 | | | | 4 | |
| 8 | 26 | 24 | | | | 2 | | | |
| 9 | 8 | 8 | | | | | | | |
| 10 | 22 | 16 | | | | | | | 6 |
| 11 | 20 | | 20 | | | | | | |
| 12 | 24 | 24 | | | | | | | |
| 13 | 4 | 4 | | | | | | | |
| 14 | 24 | 24 | | | | | | | |
| 15 | 24 | | 24 | | | | | | |
| 16 | 24 | 24 | | | | | | | |
| 17 | 36 | | 32 | | 4 | | | | |
| 18 | 4 | 4 | | | | | | | |
| 19 | 33 | 24 | 4 | | | | | 5 | |
| 20 | 12 | 12 | | | | | | | |
| 21 | 28 | 4 | | | 24 | | | | |
| 22 | 28 | 12 | | | 16 | | | | |
| 23 | 4 | 4 | | | | | | | |

VF MISSIONS - VC-96

| <u>Date</u> | <u>Total</u> | <u>LCAP</u> | <u>TCAP</u> | <u>DSG</u> | <u>SWEEP</u> | <u>AIR COORD</u> | <u>F.D. EXERCISES</u> | <u>FERRY</u> | <u>HUNTER KILLER</u> |
|----------------|--------------|-------------|-------------|------------|--------------|----------------------|---------------------------|--------------|--------------------------|
| June | | | | | | | | | |
| 24 | 16 | 16 | | | | | | | |
| 26 | 23 | 16 | | | | | | 7 | |
| 27 | 8 | | | | | | | 8 | |
| <hr/> | | | | | | | | | |
| Total | 526 | 255 | 132 | 32 | 44 | 2 | 24 | 31 | 6 |
| <hr/> | | | | | | | | | |
| Grand Total | 1195 | 536 | 497 | 82 | 44 | 6 | 24 | 74 | 6 |
| <hr/> | | | | | | | | | |

| Date | Total | LASP | TASP | DSG | STRIKE | PHOTC | AIR COORD | FERRY | F.D. PROBLEM | TOW | HUNTER KILLER |
|--------------------|------------|------------|-----------|------------|-----------|----------|--------------|-----------|-----------------|----------|------------------|
| May | | | | | | | | | | | |
| 28 | 3 | 3 | | | | | | | | | |
| 29 | 11 | 6 | | | | | | | 5 | | |
| 30 | 12 | 6 | | | | | | | 6 | | |
| 31 | 8 | 6 | | | | | | 2 | | | |
| June | | | | | | | | | | | |
| 1 | 11 | 8 | 3 | | | | | | | | |
| 6 | 1 | | | | | | | | | 1 | |
| 7 | 27 | | | 27 | | | | | | | |
| 8 | 17 | 8 | | 9 | | | | | | | |
| 10 | 10 | 3 | | | | | | | | | 7 |
| 11 | 7 | | | 7 | | | | | | | |
| 13 | 5 | 4 | | | | | | 1 | | | |
| 14 | 9 | 9 | | | | | | | | | |
| 15 | 8 | | | 8 | | | | | | | |
| 16 | 9 | 8 | | | | | | 1 | | | |
| 17 | 19 | | | | 16 | | | 3 | | | |
| 19 | 8 | 8 | | | | | | | | | |
| 20 | 1 | | | | | | | 1 | | | |
| 21 | 18 | | | | 18 | | | | | | |
| 22 | 17 | 4 | | | 12 | 1 | | | | | |
| 23 | 5 | 4 | | | | | | | | 1 | |
| 24 | 4 | 4 | | | | | | | | | |
| 26 | 10 | 8 | | | | | | 2 | | | |
| 27 | 3 | | | | | | | 3 | | | |
| Total | 223 | 89 | 3 | 51 | 46 | 1 | 0 | 13 | 11 | 2 | 7 |
| Grand Total | 748 | 255 | 91 | 240 | 46 | 5 | 5 | 50 | 11 | 3 | 20 |

RECAPITULATION OF TOTALS

(Ryukyus Operation)

| | | | |
|---------------------------------------------|-------|-------------|-------------|
| VF Sorties | VC-94 | 669 | |
| | VC-96 | 526 | |
| | Total | <u>1195</u> | |
| VT Sorties | VC-94 | 525 | |
| | VC-96 | 223 | |
| | Total | <u>748</u> | |
| Total Sorties for operation (1195 plus 748) | | | <u>1943</u> |
| Total Sorties over target (VF and VT) | | 1114 | |
| Total Sorties over force (VT and VF) | | 829 | |
| Total Sorties for operation (1114 plus 829) | | <u>1943</u> | |
| Total Catapult Shots (1061 VF plus 752 VT) | | 1813 | |
| Total takeoffs | | 2198 | |
| Total landings | | 2177 | |
| Total flying time | | 7850 hours | |
| Total checks | | 252 | |
| Aircraft lost in combat | | 3 | |
| Aircraft lost operationally | | 9 | |
| Pilots lost in combat | | 2 | |
| Pilots lost operationally | | 1 | |
| Aircrewmen lost in combat | | 2 | |

PART IV

B. C.I.C. FOR FIGHTER DIRECTION

GENERAL

SHAMROCK BAY acted as Force Fighter Director for Task Group 50.8 (Logistic Support Group) from 13 March 1945 to 7 April 1945. MAKASSAR STRAIT acted as Standby Fighter Director during this time except for a short period between 24 March 1945 and 27 March 1945 during which MAKASSAR STRAIT was detached for duty with Task Unit 50.8.2. SAVO ISLAND relieved SHAMROCK BAY in Task Group 50.8 on 7 April 1945. From 7 April 1945 until 11 May 1945 SHAMROCK BAY was attached to Task Unit 52.1.1. On 31 May 1945 this vessel joined task unit 32.1.1 and remained with this unit until 27 June 1945.

Task Group 50.8

SK RADAR CALIBRATION

SK radar calibration runs were made at 1,000 foot intervals up to an altitude of 20,000 feet, making 20 runs in all. One VF section going to a range of 75 miles was used for each run. The fade chart resulting from these runs has proven generally successful in cases where the bogey maintained constant altitude for a sufficient length of time to get a good check. Several altitude determinations, which were made on the basis of this chart, have resulted in good interceptions.

ROTATION OF RADAR GUARD DUTY

Radar guard duty was rotated as practicable among ships present. This was done to good advantage, giving the radars a rest from time to time and also providing an opportunity to trouble shoot before actual breakdown.

FIGHTER DIRECTOR EXERCISES

Several opportunities for exercises in fighter direction were provided for ships in company, including DETROIT (CLG), ADMIRALTY ISLANDS (CVE99), BOUGAINVILLE (CVE100), MAKASSAR STRAIT (CVE91), HOBBY (DD610), KALK (DD611), WELLES (DD628), and STEVENSON (DD645). Battle conditions were simulated for DETROIT and MAKASSAR STRAIT by SHAMROCK BAY controlling the drill bogey on a separate VHF channel. All ships were highly appreciative of the opportunity afforded to practice intercept problems.

"FRIENDLY" BOGEY TROUBLE

SHAMROCK BAY and MAKASSAR STRAIT CAP intercepted several bogies, all of which were visually identified as friendlies. Included were three (3) Tinian based B-24's and several TBM's patrolling from other task units.

A number of other bogies were identified as friendly search patrols by VHF radio contact on guard channel. A standard procedure and preferably a special code word should be set up in order to facilitate identification by radio of friendlies showing bogey. Some patrol pilots apparently either do not monitor the circuit or are hesitant to answer up. A systematic procedure for challenging via VHF can do much to alleviate the IFF problem and should result in saving CAP and unnecessary General Quarters not to mention sleep for all hands.

UNUSUAL RADAR PERFORMANCE

On 20 March 1945 a surfaced submarine was picked up on the SK radar at a range of 18 miles. MADASSAR STRAIT had the same experience. The submarine was identified as friendly by both LASP and CAP.

USE OF VHF FREQUENCIES

The following VHF frequencies were used by Task Group 50.8:

1. 142.74 mcs. - FD(P)
2. 140.58 mcs. - IFD(P), LASP, Guard, Landing Signals, and logistic information between carriers when fueling units of TF 58.

On fueling days 142.02 mcs. was used for IFD(P) and LASP which relieved an unfortunate situation somewhat. The IFD(P) channel was extremely overcrowded with a variety of traffic that might better have been handled otherwise. DETROIT'S inability to come up on more than two channels at once was the limiting factor in selection of VHF channels.

Task Unit 52.1.1

PHANTOM BOGIES

The following instances of so called phantom bogies are cited:

- | | | |
|---------------|------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 15 April 1945 | 2011 | Bogey 085° 11, Cs 345° Sp 60. Several plots gave a good track. Escorting vessel concurred. (SHAMROCK BAY detached from 52.1.1 at this time) |
| 16 April 1945 | 1937 | MAKIN ISLAND reported bogey 090° 7. |
| | 1943 | SHAMROCK BAY picked up bogey at 020° 7, Cs 340° Sp 60. Bogey faded at 355° 12. VFN from TU 52.1.3 had negative results in an attempted interception. SHAMROCK BAY's track on bogey checked perfectly with that of MAKIN ISLAND. Several other ships reported this bogey including one of the screening vessels which picked it up on FD radar. |
| 17 April 1945 | 0136 | Bogey 050° 7, Cs 330°, Sp 60. MAKIN ISLAND concurred. |
| 23 April 1945 | | Bogey 052° 8, Cs 000°, Sp 50, on six plots. |

These bogies had the following characteristics in common:

1. Picked up at night with screen comparatively clear of aircraft.
2. 10 to 12 miles maximum radar range. (Window has been picked up at much greater range.)
3. North to north westerly course.
4. Speed 50 to 60 knots.
5. Picked up on several different radar frequencies.
6. No visual identification was made.
7. No sound was heard.

On 21 October 1944 CTG 77.4 reported bogies with much the same characteristics with the exception that they were all on a southerly course. These were evaluated as ionized smoke or vapor.

It is suggested these phantom bogies might be flights of migratory birds. SHAMROCK BAY lookouts reported seeing flights of birds on a northwest course during the period in question, although no actual correlation between lookout and radar reports was made.

ROTATION OF RADAR GUARD DUTY

Radar guards were rotated on a 24-hour basis. However, during the major part of the operation, it was stipulated that radars were to be on at all times except when secured for repairs. Toward the end of the operation this policy was relaxed to the extent that ships not holding any guard duty could secure their radars at night if they so desired. The latter plan was much appreciated by this ship. Keeping all radars on at all times, when there are enough ships to share the burden seems an unnecessary strain on already overworked equipment. Securing radars from time to time provides the technicians with an opportunity to give the gear proper maintenance, thereby reducing the chances of failure at a crucial moment. Added rest for C.I.C. watch standers is another factor not to be overlooked. Radars run by tired operators are not efficient.

INTERCEPTIONS

Numerous bogies (most of which were identified as PBM's, B-24's etc.) were intercepted by LCAP. PBM search planes from Kerama Rhetto gave the most trouble on IFF.

At 1811, 28 April 1945, SHAMROCK BAY picked up a bogey at 278° 52, which was designated Raid 9. STEAMER BAY division on LCAP was given an initial vector by FANSHAW BAY, Force Fighter Director, and interception was turned over to SHAMROCK BAY on a separate intercept frequency. Altitude was estimated at 14,000 feet by SHAMROCK BAY on the basis of a fade chart made prior to joining TU 52.1.1. (It so happened that FANSHAW BAY's SP radar was down for repairs at this time.) At 1822 two Zekes were intercepted at 290° 30, altitude 14,000 feet. The Zekes pushed over to gain speed and a merged plot closed in to 255° 20, whereupon course changed to the north with CAP experiencing difficulty in keeping up with the Zekes. At 1830 the CAP lost contact with the Zekes at 300° 20 miles, the latter having split up, one going down to the water and the other heading for a cloud. The bogey, still appearing on the radar as a single plot, opened on Cs 320°, with the CAP 5 or 6 miles inside and astern. CAP was given vector 330° and succeeded in re-intercepting the Zekes at 300° 40, altitude 2,000 feet. A short chase followed; result: two Zekes splashed.

STEAMER BAY CAP gave excellent cooperation, keeping C.I.C. well informed on the progress of the interception throughout. They put into practice what they had learned in training.

Several other interceptions attempted on 28 April failed in spite of good bogey tracks. It is considered that these bogies were very high altitude snoopers and that the CAP just was not high enough to spot them. Normal stacking of the CAP during the operation was as follows:

- 1 Division at 10 to 12,000 feet
- 1 Division at 6 to 8,000 feet
- 1 Division at 2 to 3,000 feet

Greater success with high flying bogies might have resulted had one division been carried at 20,000 feet especially when raids were imminent.

The system used by FANSHAW BAY, Force Fighter Director, in giving initial vectors and then turning over interception on a separate frequency to the ship having the best radar information worked very well. This system provides an efficient means of parcelling out raids with no lost time in getting the CAP on vector. The afternoon of 28 April 1945 gave a good example of the system in successful operation: there were numerous raids on the screen at the same time, and by allotting interception to different ships on separate frequencies the Fighter Director Ship left itself clear to control the whole situation.

SP RADAR

FANSHAW BAY's SP radar was an invaluable asset to the operation. All CVE task units should have at least one ship so equipped. It was noted that this radar often picked up low flying bogies which SK radars were unable to pick up.

COMMUNICATIONS

Five VHF frequencies were used as follows:

1. 140.58 mcs. - Guard, reporting in, lost plane control.
2. 124.02 mcs. - FD(P)
3. 116.10 mcs. - IFD(P)
4. Individual scramble frequency for each ship.
5. Individual intercept frequency for each ship.

No one of the above frequencies was over crowded. Through use of a sufficient number of frequencies, each frequency was able to carry the load assigned to it.

3115 kcs. (Local Air Warning) was used for control of the LASP. PBM search planes and others were on this frequency, making it too crowded for effective use as an LASP frequency.

RECENT IMPROVEMENTS IN C.I.C.

1. Two ARC-1 radios have recently been installed in C.I.C. by ship's company. These sets permit coming up instantly on all the common frequencies and is a valuable asset. Power is supplied from the radar-radio generator and batteries.
2. Two indirectly lighted plexiglass status boards have been built on board (following the example of the MAKIN ISLAND) and have resulted in greatly improved operations.
3. A push button has been installed on the open bridge RPPI to enable the O.D. to signal the SG operator to reduce gain and sweep on the short range, etc.

that the former can observe the formation. Holding the button down turns on a small light at the SG; when the button is released, the light goes off and the operator is clear to resume normal search. This installation has won the approval of the O.O.D.'s, radar operators, and C.I.C. watch officer.

4. C.I.C. was given direct control of the RCK VHF receiver "silencers" so that they could be cut on or off at will, by the following modification:

"On each of the RCK's the jumper between pins 1 and 3 on J-305 was removed, and small twin conductor cable run from these pins to terminals #15 and #16 on the 4 transmitter jacks on transfer panel type RN-23208. Thus permitting the "patching" of silencer controls to the radiophone units in C.I.C. the normally open momentary contact switch S-207 in each of the 4 radiophone units (Type CRV-23211) was removed and replaced with "SPST" toggle switches, and connected to terminals #15 and #16 on the radiophone unit terminals strips.

C.I.C. operator was enabled to control the headset volume at his remote headset jacks by connecting these jacks through R-203 in radiophone units."

The above modification has been of help in raising distant or weak stations. C.I.C. has direct control of the silencers; it is no longer necessary to send for a radio technician to turn off the silencer when trying to raise a weak signal. Using the silencer the rest of the time saves wear and tear on the ear drums.

Task Unit 32.1.1

Comments made in regard to TU 52.1.1 in general apply to TU 32.1.1. Supplementary comments are added below.

INTERCEPTIONS

During the four weeks that SHAMROCK BAY was attached to TU 32.1.1 carriers of the task unit were responsible for over 30 interceptions of friendly planes showing bogey. The best that can be said for this is that it provides good practice for fighter directors.

Several attempted interceptions of Japanese snoopers resulted either in complete failure or hopeless tail chase. Reasons for these discouraging results follow:

1. High speed of snoopers. Speeds of from 250 to 300 knots were noted making it tough going for the FM-2.
2. Undependable altitude determination. Carriers differed on their SK estimates, and during this latter part of the operation, the task unit's SP information was not reliable. High speed bogies changing altitude rapidly increase the difficulty of the situation. Again a high altitude CAP is recommended.
3. Failure of the Force Fighter Director Ship to initiate immediate interception. A delay of three minutes in initiating interception on a 240 knot bogey means that an often critical 12 mile advantage is thrown away. It is doctrine that interception should be commenced immediately on any questionable contact.

RAID DESIGNATION

Raids were not designated. It is considered that doctrine should have been followed and all raids designated as soon as possible even if only a single raid.

AIR RAID WARNING

The appropriate Air Raid Warnings were not used. On occasion it was necessary for ships in the unit to call in and ask what Air Raid Warning Condition was in effect, if any. This information is considered basic for aircraft and ship's guns, and is therefore indispensable.

SUICIDE ATTACK ON TASK UNIT

On 7 June 1945 two suicide attacks were made on the formation without radar detection. The first indication of the presence of enemy planes was a sighting by LCAP who promptly reported "suicide planes diving on the carriers".

Not only was no detection made of approaching enemy planes but no confirmation of the sighting was offered by any of the ships in the formation.

A combined strike group had been launched and was well clear of the formation toward Sakashima obviating all possibility of enemy planes being lost in this group.

It would seem then that one of three conditions caused this surprise appearance of the enemy:

1. Enemy planes showed IFF.
2. Enemy planes trailed LASP planes from limit of their search.
3. Enemy planes remained in a fade area of SK radars during approach to the formation.

Current doctrines are well established which ought to produce complete radar coverage of a formation of ships, - provided these doctrines are strictly carried out. During this operation LASP planes frequently showed bogey or weak IFF and were not promptly returned to base. The resultant train of thought of the radar operator, C.I.C. officer or O.O.D., upon receiving a "bogey" report is to consider the bogey as possibly a friendly plane with faulty IFF, and treat the contact with this reservation until further proved unfriendly.

No positive explanation can be given here for failure of all ships to detect two suicide planes, but from observation of departures from established doctrines as practiced by all ships from time to time it is suggested that this deficiency can at least be corrected every time in order to avoid being taken by surprise in the future.