

Aircraft Action Reports

2-d (56) USS Salamaua

AIRCRAFT ACTION REPORT

RESTRICTED
(Reclassify when filled out).

(OMIT THIS SHEET IF NO ATTACK WAS MADE)

CONFIDENTIAL

REPORT No. **#1**

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

- (a) Target(s) and Location(s) Camouflaged caves, no. Okinawa (b) Time Over Target(s) 1850/1 (Zone)
(FOR SHIPS INCLUDE ALL IN AREA UNDER ATTACK)
- (c) Clouds Over Target None
(BASE IN FEET, TYPE AND TENTHS OF COVER)
- (d) Visibility of Target Clear (e) Visibility Unlimited
(CLEAR, HAZY, PARTIALLY OBSCURED BY CLOUDS, ETC.) (MILES)
- (f) Bombing Tactics: Type Slide Bomb Sight Used Mk. 5
(LEVEL GLIDE OR DIVE) (TYPE)
Bombs Dropped per Run 2 runs 2 bombs Spacing 0 Altitude of Bomb Release 2400/2800
(NUMBER) (FEET) (FEET)
- (g) Number of Enemy Aircraft Hit on Ground: Destroyed None Probably Destroyed _____ Damaged _____

(h) AIMING POINT	(i) DIMENSIONS OR TONNAGE	(j) NO A/C ATTACKING (k) SQUADRON	(l) BOMBS AND AMMUNITION EXPENDED, EACH AIMING POINT	(m) NO HITS On Aiming Point	(n) DAMAGE (None, slight, serious, destroyed or sunk)
1 Side of Ridge	500' X 150'	4 TBM-3 VC-70	15 X 500 lb. G.P.	Area Covered	Undamaged
2 Road	16/20 ft.	1 TBM-3 VC-70	1 X 500 lb. G.P.	1	Slight
3 Aiming point #1 attacked by of bombs dropped unobserved	attacked by	4 TBM's from VC-99 and 4 TBM's from	VC-99 and 4 TBM's from	NOVC-2	Type and number
4		by this squadron.			
5					
6					
7					
8					

(o) RESULTS: (For all hits claimed on ship targets and for land targets of special interest, draw diagram, top or side view or both, as appropriate, showing type and location of hits. For all targets give location and effect of hits, and identify by numbers above. Use additional sheets if necessary.)

Area of camouflaged caves pointed out by air coordinator blanketed with bombs. Caves not discernible to pilots. Air coordinator reported, "Caves not damaged; bombed from wrong direction."

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

Photos did not show results.

AIRCRAFT ACTION REPORT

RESTRICTED
(Reclassify when
filled out)

CONFIDENTIAL

REPORT No. #1

XII. TACTICAL AND OPERATIONAL DATA. (Narrative and comment. Describe action fully and comment freely, following applicable items in check list at left. Use additional sheets if necessary.)

ENGAGEMENT WITH ENEMY

OWN AIRCRAFT

- Disposition
- Altitudes
- Speeds
- Approach Tactics
- Use of Cover, Deception
- Angles of Attack and Their Effectiveness
- Distance of Opening Fire
- Defensive Tactics and Their Effectiveness

ENEMY AIRCRAFT

- Method of Locating, Distance
- Disposition
- Altitudes
- Speeds
- Approach Tactics
- Use of Cover, Deception
- Angles of Attack
- Distance of Opening Fire
- Defensive Tactics

COMMENTS AND RECOMMENDATIONS

- Own Weaknesses
- Enemy Weaknesses
- Offensive Tactics, Own
- " " , Enemy
- Defensive Tactics, Own
- " " , Enemy
- Flexible Gunnery, Own
- Escort Tactics
- Fighter Direction
- Use of Radar
- Night Fighting
- Recognition, Aircraft

ATTACK

OWN TACTICS

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

DEFENSE, ENEMY

- Evasive Tactics, Ships
- Concealment
- Searchlights
- Night Fighter Tactics
- Use of Jamming

COMMENTS AND RECOMMENDATIONS

- Bombing Tactics
- Torpedo Tactics
- Effectiveness of Bombs, Torpedoes
- Selection of Targets
- Fuzing
- Strafing Tactics
- Defensive Tactics
- Use of Radar
- Reconnaissance
- Photography
- Briefing

OPERATIONAL

- Navigation
- Homing
- Rendezvous
- Recognition, Ships
- Communications
- Flight Operations
- Search and Tracking
- Base Operations
- Maintenance

Routine direct support mission. VG-70 planes rendezvoused with 4-TBM-3's from the Hoggatt Bay and 4-TBM-3's from the Gilbert Island. The target assigned by CASCU, Landing Force, 3rd Corps, was camouflaged caves on the side of a ridge, located by grid coordinates at 7764-K. Aiming point was clearly defined by road junction and spotted with smoke rockets by the air coordinator. Runs were made from southeast to northwest.

Runs were started at 6000 feet, release 2400/2600 feet, pull out at 2000 feet; angle of dive 30°/40° IAS about 300 knots, interval between planes 20/25 seconds.

One pilot thought that he saw some tracer fire on his pull out, trailing by about 100 yards.

Three runs made by three planes; one bomb dropped on the first two runs, two bombs on the third run. One plane failed to get his fourth bomb away when the radioman put selector switch on the wrong station. Given permission by CASCU to bomb target of opportunity on southern part of island. Put crater in side of road at 8/60/2. The fourth plane, because the pilot was on the wrong VHF channel, failed to follow directions, and dropped all four bombs in salvo on his first run.

Flight rendezvoused and returned to base, landing at 0945 I.

AIRCRAFT ACTION REPORT

CONFIDENTIAL

RESTRICTED
(Reclassify when
filled out)

REPORT No. 21

XIII. MATERIAL DATA. (Comment freely on performance or suitability, following check list at left.
Use additional sheets if necessary).

ARMAMENT

Guns, Gunsights
Turrets
Ammunition
Bombs, Torpedoes
Bomb Sights
Bomb Releases

COMMUNICATIONS

Radio, Radar
Homing Devices
Visual Signals
Codes, Ciphers

RECOGNITION

IFF
Signals
Battle Lights
Procedures

PROTECTION

Armor; Points and Angles
of Fire Needing Further
Protection
Leak Proofing

EMERGENCY EQUIPMENT

Parachutes
Life Belts, Life Rafts
Safety Belts
Emergency Kits
Rations, First Aid

NAVIGATIONAL EQUIPMENT

Compasses
Driftsights
Octants
Automatic Pilots
Charts
Field Lighting

INSTRUMENTS

Flight
Power Plant

OXYGEN SYSTEM

**CAMOUFLAGE AND
DECEPTION DEVICES**

STRUCTURE

Airframe
Control Surfaces
Control System
Dive Flaps
Landing Gear
Heating System
Flight Characteristics
At Various Loadings

POWER PLANT

Engines
Engine Accessories
Propellers
Lubricating System
Starters
Exhaust Dampers

HYDRAULIC SYSTEM

ELECTRICAL SYSTEM

Auxiliary Plant
Lights

FUEL SYSTEM

FLIGHT CLOTHING

MAINTENANCE

BASE FACILITIES

Plane Servicing Equipment
Personnel Facilities

One plane experienced complete failure of artificial horizon, directional gyro, and auto-pilot. A lead on the inverter had been improperly soldered and had jarred loose. Inverter was replaced.

REPORT PREPARED BY:

APPROVED BY:

Howard M. MUMFORD, Lt(jg), USNR AGIO

John E. PARKS, LtCdr., USN, C.O.

4 June 1945

SIGNATURE

RANK AND DUTY

SIGNATURE

RANK AND DUTY

DATE