OPNAV-16-223 Form ACA-1 Sheet 1 of 5

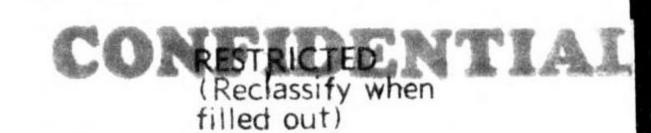
AIRCRAFT ACTION REPORT



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II. OW			ALLY COVER	ED BY TH	IS REPORT.			Return_ 0945	
			NUMBER		00110	AND TORPEDOE		FUZE, SETT	ING
(a)	(b)	OFF (c)	ENGAGING ENEMY A/C (d)	(e)		(f)		1/10man Dol	0 w_70 1 1
M-8	VC-85	4	•	4		E Rockets		1/10sec.Del	
III. O	THER U. S. SQUADRON	OR ALLIED NUMBER		EMPLOYED BASE ISLAND	IN THIS OPE	RATION. SQUADRON	NUMBER	BASE	
1\/ E\	IENAV AIDO	PAET ORS	ERVED OR EN	GAGED (R	y Own Aircraf	t Listed in II	Only)		
(a) YPE	(b) NO. OBSERVED	NO. ENGAGING	(d)	(e) ION OF OUNTER	BOMBS, TORP	EDOES CARRIED; OBSERVED	CAMOUF	g) LAGE AND RKING
			(ZONE)						•
			(ZONE)						
								1	,
			(ZONE)						gS
Did An Encour Time o of Sun	y Part of iter(s) Occi f Day and Bi or Moon _	rilliance	(YES OR NO)	If so, Descr	overcast; etc.)	***************************************	(k) Visib	(M !	R)
Did An Encour Time of Sun V. EN	y Part of Iter(s) Occident of Day and Boon Moon — IEMY AIRC (b) DESTR	ur in Clouds rilliance RAFT DEST	(YES OR NO) (NIGHT, BRIGHT ROYED OR D AGED BY:	If so, Descr T MOON: DAY,	OVERCAST; ETC.)	***************************************	(k) Visib	lity	
Did An Encour Time of Sun V. EN	y Part of Iter(s) Occident of Day and Boon Moon — IEMY AIRC (b) DESTR	ur in Clouds rilliance RAFT DEST	(YES OR NO) (NIGHT, BRIGHT ROYED OR D AGED BY:	If so, Descr	OVERCAST; ETC.)	n Aircraft L	(k) Visib	lity (MI	LES)
Did An Encour Time of Sun TYPE	y Part of Iter(s) Occident of Day and Boon Moon — IEMY AIRC (b) DESTR	ur in Clouds rilliance RAFT DEST	(YES OR NO) (NIGHT, BRIGHT ROYED OR D AGED BY:	If so, Descr T MOON: DAY,	OVERCAST; ETC.)	n Aircraft L	(k) Visib	lity (MI	LES)
Did An Encour Time of Sun V. EN	y Part of Iter(s) Occident of Day and Boon Moon — IEMY AIRC (b) DESTR	ur in Clouds rilliance RAFT DEST	(YES OR NO) (NIGHT, BRIGHT ROYED OR D AGED BY:	If so, Descr T MOON: DAY,	OVERCAST; ETC.)	n Aircraft L	(k) Visib	lity (MI	(d) DAMA CLAIN
Did An Encour Time of Sun V. EN	y Part of Iter(s) Occident of Day and Boon Moon — IEMY AIRC (b) DESTR	ur in Clouds rilliance RAFT DEST	(YES OR NO) (NIGHT, BRIGHT ROYED OR D AGED BY:	If so, Descr T MOON: DAY,	OVERCAST; ETC.)	n Aircraft L	(k) Visib	ly). (c) HIT, ANGLE	(d) DAMA CLAIA

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VI. LOSS OR DAMAGE, COMBAT OR OPERATIONAL, OF OWN AIRCRAFT (of those listed in 11 only).

(a) TYPE OWN A/C	(b) SQUADRON	CAUSE: TYPE ENEMY A/C, TYPE GUN, OR OPERATIONAL CAUSE	WHERE HIT, ANGLE (List armor, self-sealing tanks, equipment hit)	(e) EXTENT OF LOSS OR DAMAGE, (Give Bureau serial number of planes destroyed)
TBM-3	WC-85	Enemy 20 mm AA Gun	Port Wingroot, gas	Total loss
2			tank, possibly fuselage	
3				Bureau No. 22936
4				Eng. Bu. No. 120201
5				Eng.Mfgr.No. 67146
6				
7				
8				
9				
0				
1				
2				
13				
4				

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

(a) NO.	(b) SQUADRON	NAME, RANK OR RATING	(d) CAUSE	(e) CONDITION OR STATUS
1	VC-85	Orcutt, Kenneth Calvert	Failed to escape when	Missing in Action
	-	805 34 17, AOM 2/e (T) (CAC)	pursued by Jap soldiers	
		USNR V6	following crash landing	
			on Okinawa.	
\				
			"See Warrative."	

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

(a)	(b)	(c)	(d) AV HOURS	(e) AV FUEL	(e) (f) V FUEL AV FUEL	(g) TOTAL AMMUNITION EXPENDED				NO. OF PLANES
TYPE A/C	MILES	RETURN	IN AIR	LOADED	CONSUMED	.30	.50	20MM	MM	RETURNING
TBM-3	45	48	4 hr	330	190			,		3
			•							

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

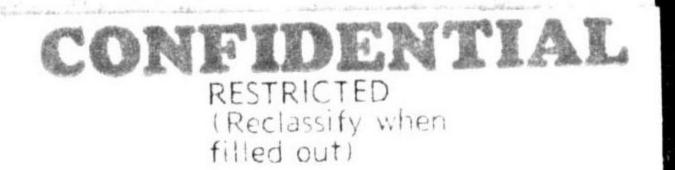
CALIBER	NONE	MEAGER	MODERATE	INTENSE
HEAVY — Time-fused shells, 75mm and over	X			
MEDIUM — Impact-fused shells, 20mm-50mm			X	
IGHT — Machine gun bullets, 65mm-13.2mm		X		

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

SPEED, CLIMB,
at various altitudes

TURNS
DIVES
CEILINGS
RANGE
PROTECTION **
ARMAMENT

AIRCRAFT ACTION REPORT





(OMIT THIS SHEET IF NO ATTACK WAS MADE)

	VC-85

	XI. ATTACK ON EN	EMY SHIPS OR	GROUND OBJECTI	VES (By Own	Aircraft Listed	in II Only).	0630-
a)	Target(s) and Location	(S) GIN PO	sitions, Souther	INDER ATTACK)	_(b) Time Ove	r Target(s).	0830 (I) (Zone)
	Clouds Over Target		Stratus (BASE IN FEET.				
(d)	Visibility of Target	HASY (CLEAR, HAZ	ZY. PARTIALLY OBSCURED	BY CLOUDS. ETC.)	(e) \	/isibility	(MILES)
(f)	Bombing Tactics: Type				Bornb Sight Us		
	Bombs Dropped per Rur	5 , 10 (NUMBER	Spacing	(FEET)	Altitude	of Bomb Rele	23Se
(g)	Number of Enemy Airc	craft Hit on Gro	ound: Destroyed	Proba	ably Destroyed_	-	_ Damaged
	(h) AIMING POINT	DIMENSIONS OR	(j) NO A/C ATTACKING (k) SQUADRON	BOMBS AND EXPENDED EAC	AMMUNITION H AIMING POINT	NO HITS On Aiming Point	DAMAGE None, slight, senous, destroyed or sunk)
1	Gun Positions	400 Yards Square	4 TBM-3 VC-85	15 x 100 14 x 5"	#GP HE Rockets	All in Area	Not Observed
2							
3				•			
4							
5							
6							
7							
8							
		1		1			

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

⁽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 apprepriate, 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).

OWN AIRCRAFT

AIRCRAFT ACTION REPORT

CONFRESTRICTED

(Reclassify when filled out)

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

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

ENEMY AIRCRAFT

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

COMMENTS AND RECOMMENDATIONS

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

Recognition, Aircraft

OWN TACTICS

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

Four TBM-Ss of VC-85, led by Lieutenant Joseph A. SHERMAN, USW, rendezvoused with five FM-2s from VC-84 to act as a strike group on assigned targets on Okinawa. One VF from VC-84 was the air-coordinator but this plane developed radio trouble and the coordinator assignment was passed to another VC-84 fighter.

On arriving on station, the coordinator was ordered to make a reconnaissance of enemy gun positions north of the town of Shuri. He flew over the area and reported that the ceiling was low and visibility very hasy, about 2000 feet. Lieutenant Sheehan told the coordinator that in his opinion an attack was not advisable since sufficient altitude could not be gained to obtain an effective dive angle or sufficient speed to effect safe recovery.

On hearing these reports, CASCU of CTF 55, the controller, ordered the coordinator to make another reconnaissance. This he did and reported that a maximum ceiling of 3000 feet obtained. CASCU then ordered a strafing and bombing attack.

The VF made two strafing runs on the enemy positions and Lieutenant Sheehan then followed with the TEMs. They pulled up into the overcast to 3000 feet and started their dives in column. At the release point of 1500 feet, the target was not clearly visible to all pilots and only two dropped bombs, Lieutenant Sheehan dropping ten and Ensign George ARMSBY, USNR, dropping five. Recovery was made at 1000 feet, speed about 250 Knots. Just after his recovery Lieutenant (jg) Robert M. CROM, USMR, radioed that he had been hit by AA fire. Lieutenant (jg) Cron was about 500 feet below Lieutenant Sheehan. All three pilots saw Lieutenant (jg) Cron's plane smoking from the port wingroot or turret and believed the plane had been hit by a 20 mm shell. Lieutenant (jg) Cron had pulled out heading east toward Yenabaru Wan. The air-coordinator called him and instructed him to try to make a water landing, or if this was not possible, to try to get down on Yonabaru Airfield, then behind the enemy lines but believed to be described by the Japanese. Our advance lines were about 5000 yards north of this field. Apparently Lieutenant (jg) Cron decided he could not reach the water and headed for the field. His plane was seen to land, wheels up, near a road 1000 yards south of the airfield. The port wing was smoking as he landed and the plane was seen to stop abruptly. About one minute later there was a large explosion as the 10 x 100# bombs went off.

The three remaining TBM-3s returned safely to base.

Meanwhile, as related later by Lieutenant (jg) Cron, the pilet and two crewmen of the crippled plane, MELTON, Rual Wayne, ARM 2/c and ORCUTT, Kenneth Calvert, AOM 2/c, survived the crash landing without injury, were able to get out of the plane and to find shelter in a drainage ditch 150 yards away which they reached just before the bombs detonated. The explosion completely demolished the plane and debris was scattered over the area for a radius of several hundred yards.

Skirting a small village, the trie made their way through fields and reached the beach of Yonabaru Wan which was flanked by a sea wall. They scrambled over the wall and headed north. The area was under artillery

REPORT No VC-85 - 172

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

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

ENEMY AIRCRAFT

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

COMMENTS AND RECOMMENDATIONS

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

ATTACK OWN TACTICS

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

DEFENSE, ENEMY

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

COMMENTS AND RECOMMENDATIONS

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

OPERATIONAL

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

fire from the U.S. lines, the advanced point of which was about 5000 yards to the north. The three survivors hugged the sea wall for protection against artillery shell bursts, but kept moving north. Suddenly looking behind, they saw two Jap soldiers running toward them about 100 yards away. Both were armed with rifles with bayonets. The three started running up the beach on the sea side of the wall. At this, the Japs let out a shout and started firing. The bullets whined close, but no one was hit. Ducking through a break in the sea wall the trie ran up the land side, seeking ground with more cover. The Japs followed and once on their side of the wall, began firing again. There was little protection on this side of the wall and Lieutenant (jg) Cron decided that the best bet was to go over the wall again and head for the sea. He shouted his intentions to his companions and scrambled over the wall with Melton right behind. On the other side they ran for the water. Looking back, they saw that Orcutt wasn't with them and they never saw him again. Whether he was killed, wounded, overtaken and captured, or turned inland and found cover, is not known.

Reaching the water, the two escapers ran into the light surf as far as possible. The tide was shallow, and quite far out the water was only up to their knees. Meanwhile, the Japs were on the sea wall firing at the two airmen, who dove into the shallow water, turned over on their backs and began pushing out with their feet. Soon they were out of range and began working their way north, half swimming, half walking. They found a coral ledge where they could stand up comfortably and decided to wait there. Meanwhile friendly planes were seen overhead from time to time and when one would come reasonably close, Lieutenant (jg) Cron put out dye marker. Finally at 1200 (I) they were spotted by an OY observation plane which circled and dropped a one-man life raft. The raft fell too far inshore to be retrieved. The pilot of the OY flow low, cut his engine completely and shouted semething unintelligible to the marconed men. It then made off. Ten minutes later - at 1210 (I) - a TBM aircraft circled the survivors, to be relieved fifteen minutes later by two F6Fs. At 1300 the men were picked up by two OS2Us and taken to Kerama Retto where they were transferred to U.S.S. CHANDELEUR (AV-10). On 14 April they were transferred to the U.S.S. NATOMA RAY (CVE-62), thence back to parent ship via U.S.S. PATTERSON (DD-392) on 15 April.

CHRONOLOGY OF ESCAPE

8 April 1945	0845 (I) -	Launched from U.S.S. LUNGA POINT (CVE-94). Crash landed on Okinawa Shima following hit by enemy AA fire. Plane destroyed.
	1200 (I) - 1300 (I) -	Sighted in water by OY plane. Picked up by two OS2Us, one from U.S.S. COLORADO, one from U.S.S. SALT LAKE CITY. Transferred to U.S.S. CHANDELEUR (AV-10).
14 April 1945 15 April 1945	1230 (I) - 0800 (I) -	Transferred to U.S.S. NATOMA BAY (CVE-62). Transferred to U.S.S. PATTERSON (DD-392). Transferred to parent ship.

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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

SIGNATURE

BASE FACILITIES

Plane Servicing Equipment Personnel Facilities

REPORT PREPARED BY:

No material failures were reported.

Fifteen 100# bombs were jettisoned.

Sixteen rockets were not fired.

Two rockets were jettisoned.

FORWARDED:

G. A. T. WASHBURN, Captain, U. S. Navy. Commanding Officer, U.S.S. LUNGA POINT (CVE-94).

APPROVED BY:

SIGNATURE

W. H. KEARNS, Lieut., USNR, ACIO RANK AND DUTY FRED C. HERRIMAN, Lt.Cdr., USN, C.O.

RANK AND DUTY

8 April 1945 DATE

ALLSET - MFD. BY THE EGRY REGISTER CO., PATENTED