CONFIDENTIAL

ACTION REPORT

USS SUWANNEE

CVE 27

SERIAL 043

8 JULY 1944

ACTION REPORTS.

COVERS AA ACTION DURING APPROACH FOR SAIPAN LANDINGS 15-19 JUNE 1944. IN TASK GROUP 53.7.

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CVE27/A16-3(1) (10-grs) Serial: 043

U. S. S. SUWANNEE (CVE-27)

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

c/o Fleet Post Office, San Francisco, Calif., .1111 1944

Orign W.

From:

The Commanding Officer.

To:

The Commander in Chief, U.S. Fleet.

Via:

(1) Commander Task Group 53.7 (Commander Carrier

Division Twenty-Two). (2) Commander Task Force 53.

(3) Commander 5th Fleet.

(4) Commander in Chief, U.S. Pacific Fleet.

Subject:

Action Reports.

Reference:

(a) PacFlt Conf. Ltr. 2CL-44.

Enclosure:

(A) Commander Air Group 60 Aircraft Action

Report - - - - - - - - - - - - -2-44.

Submarine Action by Aircraft - - - - -

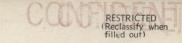
- This vessel took part in the approach on the Marianas Islands as a unit of Task Group 53.7. Routine combat air patrols and anti submarine patrols were conducted.
- Forwarded herewith as enclosures are action reports of attached aircraft units during this period. Other than these aircraft actions this vessel had no action with the enemy.

fus Johnson

Copy to: Cominch (Advance Copy) CincPac (Advance Copy) ComAirPac

11 03228

AIRCRAFT ACTION REPORT



I. GENERAL

| (a) Unit Re | eporting | ir Group | 60 (b) | Based on o | rat U. | S.S. Su | wannee | , at sea. | (c) Re | port No. | 1-44 |
|--------------------------|-----------------|-------------------------|---------------------------------|----------------------------------|----------------------------|----------|-------------------------------|----------------------------------|---------|-------------------|----------------------------|
| | | | 1944 (e) | | (1 | 4 June, | 1944) | | | | |
| (f) Mission | | | arine Pati | | | | | | | urn 015 | |
| II. OW | N AIRCRA | FT OFFICIA | ALLY COVER | ED BY THIS | REPO | RT | | | | | |
| (a) TYPE | (b) SQUADRON | NO. OF SORTIES | | (e) NO. ATTACK- ING TARGET | | BOMBS A | (f) ND TORPED (PER PLAI | OOES NE) | | (g) FUZE, SETT | ING |
| TBM-lc | VT-60 | 1 | 1 | 0 | O 4x350# Torpex Depth Bomb | | | | | | ostatic. |
| F6F-3 | VF-60 | 1 | 1 | 0 | N | one. | | | | | |
| | | | | | | | | | | | |
| | | OR ALLIED | AIRCRAFT I | EMPLOYED | IN TH | IS OPERA | TION. | | | | |
| TYPE | SQUADRON | NUMBER | | BASE | | TYPE | SQUADRO | N NUMBER | | BASE | |
| NONE | | | | | | | | | | | |
| | | | | | | 100 | | | | | |
| IV. ENE | MY AIRCE | | OUNTERED (I | | | | | (5) | | (-) | |
| TYPE | OBSERVED | NO. ENGAGINO OWN A/C | G TIME ENCOUNTERED | LOCATION ENCOU | ON OF | ВС | OMBS, TOR | (f) PEDOES CARRIE OBSERVED | D; | CAMOUFLA MARK | AGE AND ING |
| Betty | 1 | 1 | 0015 _(GCT) | Approximate 14-05N | The second second | | | ombs jett In dorsal | | | ndard dirty |
| | 7 | | | Bearing | 335 | True | | | | brow | m color. Re |
| | | | (GCT) | 60 miles | s iro | m 1x20 |) mm ir | tail tu | rret. | | es on fus- ge, but none |
| | | | (GCT) | | - | | | | | | ings. |
| | | W _{tot} | (GCT) | | | | | | | | |
| (h) Apparen | | at Location | Snooper of Encounter on or Moon | | Cove | ered. Cu | | | | | iles. |
| V. ENEA | MY AIRCRA | | OYED OR DAN | | | | | | | | |
| (a) TYPE ENEMY A/C | (b) DESTRO | YED OR DAMAG | GED BY: | | ,,,, | | 1 | | (c) | | (d) DAMAGE CLAIMED |
| Betty | TPM-lc | SQUADRON VT-60 | | OR GUNNER Bingham. | | GUNS USI | | | HIT, AN | | |
| | | 12 00 | | . Gunner. | | Turret. | | Port wing of engine. 10 | | | Destroyed. |
| | | * | | | | | | | | | |
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ALLSET - MFD. BY THE EGRY REGISTER CO., PATENTED

AIRCRAFT ACTION REPORT

RESTRICTED (Reclassify when filled out)

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

| (a) (b) TYPE OWN A/C SQUADRON | | CAUSE: TYPE ENEMY A/C, TYPE GUN, OR OPERATIONAL CAUSE | (d) WHERE HIT, ANGLE | (e) EXTENT OF LOSS OR DAMAGE, REMARKS | | | |
|-------------------------------|-------|----------------------------------------------------------|-------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|
| 1 TBM-lc | VT-60 | 7.7 mm. Gunfire | Trailing edge port | One bullet hole. Damage | | | |
| 2 | | | wing and flap. | negligible. | | | |
| 3 | | | | | | | |
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VII. PERSONNEL CASUALTIES (in aircraft listed in II only; identify with planes listed in VI by Nos. at left).

| a) O. | (b) SQUADRON | (c) NAME, RANK OR RATING | (d) CAUSE | (e) CONDITION OR STATUS |
|----------|-----------------|-----------------------------|--------------|-------------------------|
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VIII. RANGE, FUEL, AND AMMUNITION DATA .

| (a) | (b) | (c) MILES | | (e) AV. FUEL | (f) | (g) TOTAL AMMUNITION EXPENDED, PLANES RETURNING | | | | | |
|-------------|-------|--------------|-----------|-----------------|----------------------|-------------------------------------------------|-----|------|------|-----|--|
| TYPE A/C | MILES | RETURN | IN AIR | LOADED | AV. FUEL CONSUMED | NO. OF PLANES | .30 | .50 | 20MM | MM. | |
| TBM-1c | XXX | XXX | 3:40 | 300 Gl. | 230 Gl. | 1 | 25 | 825 | | | |
| F6F-3 | XXX | XXX | 3:59 | 400 Gl. | ? | 1 | | 1405 | | | |
| | | (F6F dr | opped bel | ly Tank) | , | | | | | | |

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

SPEED, CLIMB, at various altitudes

TURNS
DIVES
CEILINGS
RANGE
PROTECTION
ARMAMENT

Top speed of the Betty on the water was approximately 175 kts. as the TBM was overtaking it at 200 Kts. indicated, the TBM managing to maintain this advantage all during the running fight.

The only armament observed was the 20 mm. in the tail and 2x7.7 mm. in the dorsal turret. There were no side blisters or waist guns on this particular aircraft and being low on the water there was no opportunity to observe whether or not there were any turrets in the belly or in the nose.

RESTRICTED (Reclassify when filled out)

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

ENGAGEMENT WITH ENEMY OWN AIRCRAFT

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

ENEMY AIRCRAFT

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

COMMENTS AND RECOMMENDATIONS Own Weaknesses

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

ATTACK OWN TACTICS

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

DEFENSE, ENEMY

Evasive Tactics, Ships Concealment Anti-aircraft Searchlights Night Fighter Tactics

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

On June 15, 1944, at 1015 local time (-10 time zone) a Japanese Betty was sighted by an Anti Submarine Patrol from this ship which patrol consisted of one TBM-lc and one F6F-3. The pilot of the TBM was Ens. Harold Jedlund and his crew consisted of a turret gunner, Leon T. Bingham, AOM 2/c and a radioman, Charles W. Herrin, ART 1/c. The pilot

of the fighter was Ensign Charles R. Lamb.

While flying on a course of 282 degrees true at 5000 feet, between 20 and 25 miles from his base, Bingham, the turret gunner, sighted the Betty at 8 o'clock, low on the water on a course of about 180 degrees true, almost directly below his plane. After hearing Bingham's Tally Ho, Ens. Jedlund made a diving turn to the left to overtake the Jap with Lamb, who had not yet seen the Betty close behind. For a moment while turning, contact was lost with the Betty and when sighted again it had apparently made a 180 degree turn and was on a new course of approximately 000 degrees. Jedlund and Lamb both completed a 270 degree turn and gave chase to the Jap. On closing to about 1000 yards Jedlund opened fire on the Japwith his wing guns and the Betty began to make violently skidding "S" turns and returning Jedlund's fire with both top and tail turrets. At this point the Jap jettisoned his bombs (only two small bombs were seen to fall out) and began to pull away slowly from the TBM, and Lamb, in the fighter began to make shallow beam runs from about a 60 degree angle on the Betty which was only about 25 feet off the water. In the meantime Jedlund jettisoned his bombs, only three of which dropped out, and immediately began overtaking the Jap, indicating 200 Kts. When about 500 yds benind, Jedlund also began to make snallow beam runs from about 10 degrees on either side getting good bursts into the fuselage. Upon running out of ammunition, Jedlund began to pull abreast of the Betty, which was perceptably slowing down, in order that Bingham, his gunner, could make zero deflection shots during which time Bingham knocked out the top turret of the Betty. On expending the first can of shells, Jedlund pulled out to port and abreast the Betty about 500 yards distant in order that Bingham could reload, during which time Lamb made five more shallow beam runs knocking out the tail turret in the process. All of this time the Jap was making his violently skidding "S" turns, but made no move to use any other form of evasive tactics. Upon reloading the turret gun, Jedlund resumed runs on the Betty, but this time from about 25 feet above and 100 feet ahead crossing in front. On the third run from port to starboard Bingham hit the port wing outboard of the engine setting it on fire. Pieces of the wing were seen to disintegrate and fly off and almost immediately the whole port side of the plane was enveloped in flames. The plane then nosed down, the left wing dipped into the water and broke off cartwheeling the rest of the fuselage and the right wing and exploding on the next impact. The TBM then made two more passes over the wreckage during which time Bingham fired 80 more rounds into it. There were no survivors observed and there was very little debris left on the surface.

60MENTS:

Although Ens. Jedlund fired initially at very long range, his shots apparently damaged the Betty as his tracers were seen to enter the fuselage and very soon thereafter it began to slow down.

Fortunately Ens. Lamb was able to knock out the tail turret and gunner Bingham the top turret as it left the Betty undefended from above and behind, enabling Bingham to get in close enough for a kill.

(Continued on next page)

XIII. MATERIAL DATA. (Comment freely on performance or suitability, following check list at left.

Use additional sheets if necessary).

a broken link.

ARMAMENT

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

COMMUNICATIONS

Radio, Radar Homing Devices Visual Signals Codes, Ciphers

RECOGNITION

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

Auxiliary Plant Lights

FUEL SYSTEM

FLIGHT CLOTHING

MAINTENANCE

BASE FACILITIES

Plane Servicing Equipment Personnel Facilities (Continued from preceding page)

The TBM seemed to operate normally in all respects, however

three of the F6F guns failed after firing a few rounds. One gun

jammed with a short round, another with a link jam and the third from

It should be noted that Ens. Jedlund controlled and mangeuvered his TRM remarkably well in order to give his gunner opportunities to fire at the most vulnerable spots from the best possible angles, and he should be highly commended for the manner in which he carried out his plan of action.

Bingham's last shots, although outboard of the port engine, must have hit a very vulnerable spot which would indicate that the Betty carried gas tanks outboard of the engines as well as in the wing roots.

According to those present the 20 mm. in the tail seemed to have a very low rate of fire and to be of low velocity, leaving a characteristic corkscrewing trail of smoke.

The aim of the Jap gunners seemed to be very bad as only one of the two planes involved sustained only one bullet hole.

This particular Betty had no waist guns.

The Jap pilot did not attempt to head for cloud cover nor turn away from his course at any time maintaining a constant heading while violently skidding in shallow turns.

There were figures and writing on both fuselage and tail, but at no time was anyone able to read them.

REPORT REPARED BY:

1. C. Luur

H. S. Signary RE

1. C. Luur

H. S. Signary RE

1. C. Luur

ACI OFF. VT-60

APPROVED BY:

APPROVED BY:

HO. Feilbach, Lt. Cdr.

SIGNATURE

Cdr. CAG 60. 15 June, 1944.

AIRCRAFT ACTION REPORT

CONFIRESTRICTED AL

I. GENERAL

| (a) Unit Re | porting | Air Grou | ap 60 (b) | Based on o | | S.S. S 5 June | | at Sea (c | Report No. 2 | -144 | | |
|--------------------------|-----------------|------------------------|---------------------------|---------------------------|-----------------------|------------------|--------------------------------------------------------|--------------------------|----------------------------|----------------------------|--|--|
| (d) Date of | Action | 16 June, | 1944. (e) | Take off: | | | | at. 13-55 | | 52-28E | | |
| (f) Mission | Anti Si | ubmarine | Patrol. | | | | | _(g) Time o | TBM 0140 f Return F6F 0 | 225 (GCT) | | |
| II. OW | N AIRCRAI | T OFFICIA | LLY COVER | | REPO | RT. | | | | | | |
| (a) TYPE | (b) SQUADRON | NO. OF SORTIES | NO. ENGAGING ENEMY A/C | NO. ATTACK- ING TARGET | | BOMBS CARRIE | ABS AND TORPEDOES RRIED (PER PLANE) (g) FUZE, SETTING | | | | | |
| TBM-lc | VT-60 | 1 | 1 | 0 | . 4x3 | 350# To | rpex Dept | th Bombs | 25' Hyd | rostatic. | | |
| F6F-3 | VF-60 | 1 | 1 | 0 | Non | ne | | | | | | |
| | | | | , | | | | | | | | |
| - | T | | AIRCRAFT | | IN TH | | | | | | | |
| TYPE | SQUADRON | NUMBER | | BASE | | TYPE | SQUADRON | NUMBER | BASE | | | |
| None | | | • | | | | | | | | | |
| | 7 | - | i i | <u> </u> | | | | | | | | |
| IV. EN | | | UNTERED (| | | | | | | <u> </u> | | |
| (a) TYPE | NO. OBSERVED | NO ENGAGING OWN A/C | G TIME ENCOUNTERED | LOCAT ENCOL | e) ION OF UNTER | | BOMBS, TORPET | DOES CARRIED; BSERVED | CAMOUFL. MARK | AGE AND | | |
| Betty | 1 | 1 | 0012 (GCT) | Approx | | | | or Torped be jett | 1 | dard dirty n color. Red | | |
| | | | (GCT) | Bearing | 090,4 | 10 2x | 7.7 mm. | in dorsal | turret disc | s on fuselag | | |
| | | | | | Lomoas | | Nume II | 00.12.00 | but | none on wing | | |
| | | | (GCT) | | | | | | | - The second second | | |
| | | | (GCT) | | | | | | 2 | | | |
| (h) Apparer | nt Enemy M | lission(s) | Sı | nooper er | Secto | or Sear | ch. | | | | | |
| (i) Weather | and Clouds | s at Location | of Encounte | r(s) | 3/10 | Covered | . Cumulu | s Clouds | | | | |
| | | (j) Su | un or Moon_ | Bright | sun, | 75 degr | ees | (k) Visibi | lity 20 Miles | • | | |
| V. ENE | MY AIRCRA | | OYED OR DA | | AIR (By | Own Air | craft Listed | | | | | |
| (a) TYPE ENEMY A/C | (b) DESTRO | YED OR DAMAG | | | | | | (| c) | (d) DAMAGE CLAIMED | | |
| Betty | F6f-3 | SQUADRON VF-60 | | OR GUNNER | manır | 4x.50 | | | starboard | destroyed. | | |
| Deoly | 101-) | V1-00 | THIS, IV. | No Morrogo | mery | 44.00 | | side. 5 l | | descroyed. | | |
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VI. LOSS OR DAMAGE, COMBAT OR OPERATIONAL, OF OWN AIRCRAFT (of those listed in II only).

| (a) TYPE OWN A/C | (b) SQUADRON | CAUSE: TYPE ENEMY A/C, TYPE GUN, OR OPERATIONAL CAUSE | (d) WHERE HIT, ANGLE | (e) EXTENT OF LOSS OR DAMAGE, REMARKS | | | |
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VII. PERSONNEL CASUALTIES (in aircraft listed in II only; identify with planes listed in VI by Nos. at left).

| a) 10. | (b) SQUADRON | (c) NAME, RANK OR RATING | (d) CAUSE | (e) CONDITION OR STATUS | | |
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VIII. RANGE, FUEL, AND AMMUNITION DATA

| (a) | (b) | (c) | (d) | (e) | (f) | (g) TOTAL | AMMUNITIO | N EXPENDED, | PLANES RETU | RNING |
|--------------------|-------|-----------------|---------------------|---------------------|----------------------|---------------|-----------|-------------|-------------|------------|
| (a) TYPE A/C | MILES | MILES RETURN | AV. HOURS IN AIR | AV. FUEL L'OADED | AV. FUEL CONSUMED | NO. OF PLANES | .30 | .50 | 20MM | MM. |
| TBM-1c | XXX | xxx | 3:30 | 300 Gl. | 170 Gl. | 1 | | 60 | | |
| F6F-3 | XXX | xxx | 4:10 | 400 Gl. | 245 Gl. | 1 | | 640 | (Part o | f this was |
| | | | | | | | | | used i | h testing |
| | | | | | | | | | , | 0 11 |

guns before the

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

SPEED, CLIMB, at various altitudes

TURNS
DIVES
CEILINGS
RANGE

PROTECTION ARMAMENT

Top speed of the Betty on the water was approximately 175 to 180 knots as the TBM with 4 people and 1400# of bombs in it was overtaking it at 200 knots indicated. The only comparison possible in this particular case was in speed as the Jap used no evasive action in which one could compare turns dives ceilings etc.

The only armament observed was the twin 7.7 mm. turret on top and the single 20 mm. turret in the tail. There were no waist guns and as the Betty was flying low on the water neither plane could get underneath and therefore did not see a belly turret.

The fuselage did not appear to be well armored as one burst was suffecient to knock it down.

CONFIDENTIAL

XII. Tactical and Operational Data:

On 16 June, 1944 at 1011 local time, (-10 time zone; east longitude date) a Betty was sighted by an anti submarine patrol from this ship consisting of one TRM-1c, pilot Lt. Cdr. W.C. Vincent, gunner Dean V. Kopren, AOMlc, Radioman Robert C. Gerson, ARM2c, a passenger Lt. M.L. Connally, USMCH, a Marine observer temporarily attached to this ship, and one F6F piloted by Ens. Kenneth N.

Montgomery.

The patrol was flying along its second leg on a heading of approximately 000 degrees true when Lt. Cdr. Vincent sighted a plane through binoculars bearing 020 degrees true, 5 miles distant, on a course South East, at 1011, local time. He signalled the fighter, which was 50 feet to his port quarter, to follow and dove to 1001, turning to 070 degrees and losing sight of the contact. About one minute later, at 1012, the plane was sighted again at 11 0'clock and appeared to be a Betty, about 4 miles distant on a course of 090, and was reported to base as a bogey, The F6F commenced to close up from the starboard quarter to the starboard beam of the bogey indicating 245 Kts. The TBM was closing slowly from 7 O'clock, indicating 200 Kts, slowing to 190 when bomb bays were opened to jettison bombs. (Bombs did not release on emergency release probably because the release handle was not pulled hard enough.) The bogey started a slight turn to port away from the fighter. The TBM started firing short bursts with wing guns at a range of over three miles. Although the first burst fell about 1000 yards short of the bogey, he seemed reluctant to turn into the fire from the TBM. (The fighter pilot stated that the bogey seemed more afraid of the TBM than he did of the F6F.) Within 3 minutes the fighter had drawn abeam of the bogey, identified it as a Betty and made a flat side-run on its starboard quarter. His first burst was low and behind, but correcting for it he then fired a long Burst into the fuselage from behind and a little to starboard. The Betty nosed down, hit the water and exploded. There were no survivors observed and very little debris with the exception of an object about six feet long and from two and one half to three feet in width. The pilots of both planes stated that this object appeared to be a liferaft either wrapped up in or having a Jap flag painted on it.

COMMENTS:

This Betty was apparently of the same model as the one shot down by pilots from this ship on the previous day. (See Air Group 60 Aircraft action report #1-44 of 15 June, 1944.) It had one probable 20 mm. gun in the tail and what appeared to be two 7.7 mm guns in the dorsal turret. There were no waist guns observed.

The characteristic red discs were very much in evidence on the fuselage,

but there were none on the wings.

The maximum speed of this model Betty at sea level appears to be between 170-180 kts. The TBM in this case, with four passengers and 1400# of bombs, was overhauling the Betty at 200 kts. indicated.

Lt. Cdr. Vincent stated that "the Jap seemed to be either stupid, confused or very green as he attempted no evasive action whatsoever other than turning away from the TBM." He should have realized that the machine gun fire from

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 Facilitie

VT-60

.OFF

Feilbach,

Lt. Cdr. USNR. CAG 60

16 June, 1944.

the TBM would be ineffective as it was done at extremely long range, yet it was this fire that kept him from turning into the TBM thereby leaving himself wide open to the fighter. These tactics apparently were very effective as they resulted in shooting the Jap down although the practice of flying a TBM and an F6F together on patrol had only started a few days previous to this engagement.

Both the TBM and the F6F functioned normally in all respects.