

I. GENERAL

(a) Unit Reporting VF-60 (b) Based on or at U.S.S. Suwannee, at sea (c) Report No. 4-44
 (d) Date of Action 16 June, 1944 (e) Take off: Time 0130-0133 (GCT); Lat. 13-48 N Long. 152-15 E
 (f) Mission Combat Air Patrol over CVE's (g) Time of Return 0600-0605 (GCT)

II. OWN AIRCRAFT OFFICIALLY COVERED BY THIS REPORT.

(a) TYPE	(b) SQUADRON	(c) NO. OF SORTIES	(d) NO. ENGAGING ENEMY A/C	(e) NO. ATTACKING TARGET	(f) BOMBS AND TORPEDOES CARRIED (PER PLANE)	(g) FUZE, SETTING
F6F-3	VF-60	4	4	0	NONE	

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

TYPE	SQUADRON	NUMBER	BASE	TYPE	SQUADRON	NUMBER	BASE
N							
O							
N							
E							

IV. ENEMY AIRCRAFT ENCOUNTERED (By Own Aircraft Listed in II Only).

(a) TYPE	(b) NO. OBSERVED	(c) NO. ENGAGING OWN A/C	(d) TIME ENCOUNTERED	(e) LOCATION OF ENCOUNTER	(f) BOMBS, TORPEDOES CARRIED; GUNS OBSERVED	(g) CAMOUFLAGE AND MARKING
Betty	1	1	0440 (GCT)	13-40 N 152-19 E Bearing 135 Deg. true from base, 45 Miles distant.	No Bombs nor torpedoes observed. Usual 20 mm in tail and twin 7.7's in dorsal turret. Pilots looked for but did not see any nose or belly guns.	Plane was of a dirty brown color with red discs on both wings and fuselage. There was a brownish-green ring around all of the red discs.
			(GCT)			
			(GCT)			
			(GCT)			

(h) Apparent Enemy Mission(s) Snooper or Sector Search.
 (i) Weather and Clouds at Location of Encounter(s) 3/10 Covered. Cumulus, base at 1500'.
 (j) Sun or Moon Sun 85 Deg. Bright. (k) Visibility 20 Miles.

V. ENEMY AIRCRAFT DESTROYED OR DAMAGED IN AIR (By Own Aircraft Listed in II Only).

(a) TYPE ENEMY A/C	(b) DESTROYED OR DAMAGED BY:			(c) WHERE HIT, ANGLE	(d) DAMAGE CLAIMED
	TYPE A/C	SQUADRON	PILOT OR GUNNER		
Betty	F6F-3	VF-60	Lt. (jg) R.A. Singleton Ens. D.O. Timm (assist)	3x.50 Cal. 6x.50 Cal.	2 to 4 above. Starboard engine. Pot shots while Betty ducked in and out of clouds.

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

On 16 June, 1944, while flying a routine combat air patrol, a division of F6F-3's from this ship sighted a Betty after having been vectored out after a bogey at 1440 local time. (-10 time zone; east longitude date.) This C.A.P. consisted of four planes piloted by division leader Lt. (jg) Royce A. Singleton, Lt. (jg) Edgar P. Barber, Ens. D.O. Timm, and Ens. Ralph Kalal.

This C.A.P. was controlled by the Sangamon and was orbiting over base at 8000' when it received the first vector. The Fighter Director Officer said the bogey was probably low so Singleton called Barber and told him to take his section down just below the cloud base while he stayed above. The FDO then vectored them out on 000 deg., 5 miles, telling Singleton to bring his section down also. When Singleton's section reached the 5000' level he heard Timm TallyHo the bogey. Timm and Barber were at 1500' when Timm sighted the bogey, identified it as a Betty, 2 o'clock below, distance two miles and at an altitude of between 800 and 1000 feet, reported to base and gave chase. Timm and Barber immediately attacked when in position, both pilots making flat side runs and both hitting the Betty in the fuselage well forward. In the meantime Singleton and Kalal came down through the clouds a short distance away and came in to position for an attack. On his first run, Singleton made a flat side attack from about 60 deg. to 20 deg. and hit the starboard engine setting it on fire, pieces flying off the plane into the air. Kalal followed Singleton in on a flat beam run from 45 deg. to 30 deg., his shots going into the fuselage. The Jap then ducked into a cloud. Singleton called Barber and Timm to circle the cloud about half way up while he and his wingman stayed below. About a minute and a half later the Jap stuck his nose out of the cloud, but on seeing our planes near him he ducked back in. The Jap then began ducking in and out of the clouds, the fire apparently having gone out, trying to get away, but each time someone saw him he would fire a short burst. After about two minutes of these tactics, Singleton got in one good long burst. A few seconds later the Betty came out of the clouds burning and in a steep dive continuing on into the water where it exploded on impact. There were no survivors and no identifiable debris.

COMMENTS:

This time the Jap used good evasive manoeuvres including tight turns and steep climbs, skidding and good use of cloud cover.

It was impossible to estimate his speed as most of his flying was in the cloud.

The 20 mm. tail gun was of low velocity and had a low rate of fire. Although no one was hit the Jap tail gunner seemed to be firing most of the time, but not one of his shots went home.

Japanese aircraft still seem to burn fairly easily.

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

Radio communications were good in all planes of this flight and all planes functioned normally with the exception of the guns in two of the planes. In Lt. (jg) Singleton's plane the port three guns had all jammed and he only had the benefit of his three starboard guns during the entire engagement, one because of a link jam and the other because of too high timing. In one of the other planes the pilot was forced to continually recharge his guns because of too high timing. All of the guns had been timed at .116 and they were retimed at .090.

REPORT PREPARED BY:

APPROVED BY:

H. E. Richmond

H. O. Feilbach

H. E. Richmond, Lieut. USNR. ACI. Off. VT-60

H. O. Feilbach, CO. VF-60. LT. Cdr. USNR 16 June, 1944

SIGNATURE

RANK AND DUTY

SIGNATURE

RANK AND DUTY

DATE

REPORT OF ANTI-SUBMARINE ACTION BY AIRCRAFT

1. GENERAL

- (a) Report No. 1-44 (b) Date 19, June, 1944 (c) Unit Air Group 60
At Sea D-22-F6F-3
 (d) Base U.S.S. Suwannee, (e) Squadron No. D-81-TBM (f) Command T.G. 53.7
-1c
 (g) Pilot Ens. Guy E. Sabin A-V(N) U.S.N.R. (h) Type plane TBM-1c
 (i) Time zone -10 (j) Time take-off 1500 Local (k) Time attack 1550 Local
 (l) Date attack 19 June, 1944 (m) Lat. 13° 01' N (n) Long. 149° 53' E
 (o) Weather Flying Conditions Good. (p) Visibility 10 Miles
5/10 Covered at
 (q) Ceiling 1500' (r) Clouds Cumulus to 4000' (s) Wind From 080° 18 MPH.
Clear above
 (t) Relative position sun or moon Sun Bright, 35° (u) Sea White Caps
 (v) Mission Anti-Submarine Patrol (w) Convoy No. TF 53
 (x) Camouflage None (y) Cloud cover used None
 (z) Crew

STATION	Name	STATION	Name
TURRET GUNNER	Donald E. HUSTON, AOM1c		
Radioman & Tunnel Gunner	James E. GOGGIN, ARM2c		
Passenger in radio compartment of TBM	Capt. James J. MOSKALIK, USMCR.		
Pilot of Fighter	Lt. (jg) Roscoe R. ZIERLEIN, Jr.		

(aa) Bombs carried

NUMBER	TYPE	FUSE AND SETTINGS
4	<u>AN MK 47</u> 350# Torpex Depth Bombs	25' Hydrostatic. <u>MK 224</u>

11. SIGHTING

- (a) Time 1549.40 (b) Relative Bearing 080 From TBM (c) Own Course 230 (d) Own Spd 135 Kts. Ind.
 (e) Altitude 1500' (f) Range 1-1½ Mi. (g) Sub course 000 (h) Sub Spd 4-5 Kts.
 (i) Sub trim Surface (j) How contact first made Sighting
 (k) By whom Pilot (l) Type Radar ASB (m) Antennas YAG 1-1
 (n) Radar contact: Bearing None (o) Range _____ (p) Altitude _____
 (q) Why Radar not used Radar was being used, but was on Search and did not show Sub on Screen.
 (r) What first attracted attention to enemy Sighted on Surface as plane came out from behind a cloud.

III. APPROACH AND ATTACK (Continued)

- (aa) Own gunfire NONE
 - (bb) Photographs obtained NONE (cc) Why not No Camera aboard.
 - (dd) Bombs spaced by Estimate (ee) Enemy action No gunfire; NO
- Turning; Crash dived on same course as sighted. The pilots and passengers of both planes all remarked how exceptionally fast the Sub disappeared on its crash dive.
- (ff) Enemy aircraft encountered NONE
 - (gg) Other ships or aircraft present NONE (Sub over 100 miles from T.G. 53.7)
 - (hh) Position of sub relative to these units: Bearing --- (ii) Range ---

IV. RESULTS, ETC.

(a) Evidence of damage to U/B After the bombs exploded two slicks appeared on the surface, one grey and one black. The first slick, about 30 feet in diameter and grey in color, appeared at the point where the second bomb exploded almost immediately after the water settled down, but this was obviously a slick from THE bomb itself. The second slick came to the surface with the explosions of the last two bombs and was about 100 feet in diameter, 100' forward of the end of the swirl. The water and spray from this explosion was Black, whereas the spray from the first two explosions was white. There were no bubbles nor debris seen on the surface.

(b) Moving oil slick: Course None (c) Speed --- (d) Est. U/B depth ---

(e) Time in vicinity after attack 20 min (f) Why left Relieved by other aircraft,

(g) Reports made to C.T.G. 53.7 (h) Time 1615

(i) Relieving planes or surface craft ASP consisting of 1 TBM-1c & 1 F6F-3 (j) Time 1610

(k) Description of sub Estimated 225' to 250' long. Very large conning tower with the forward end raised like a bridge or protective armor. 1 probable 3" or 5" deck gun 15' forward of conning tower. No other guns seen. Probably painted black although sub was in sun lane and the color was difficult to determined. Remainder of deck was clear of any masses. One man saw what appeared to be a second periscope on the conning tower.

(l) Own casualties NONE

(m) Communication difficulties Called base for 25 minutes before answer was received after attack was completed due to local disturbance.

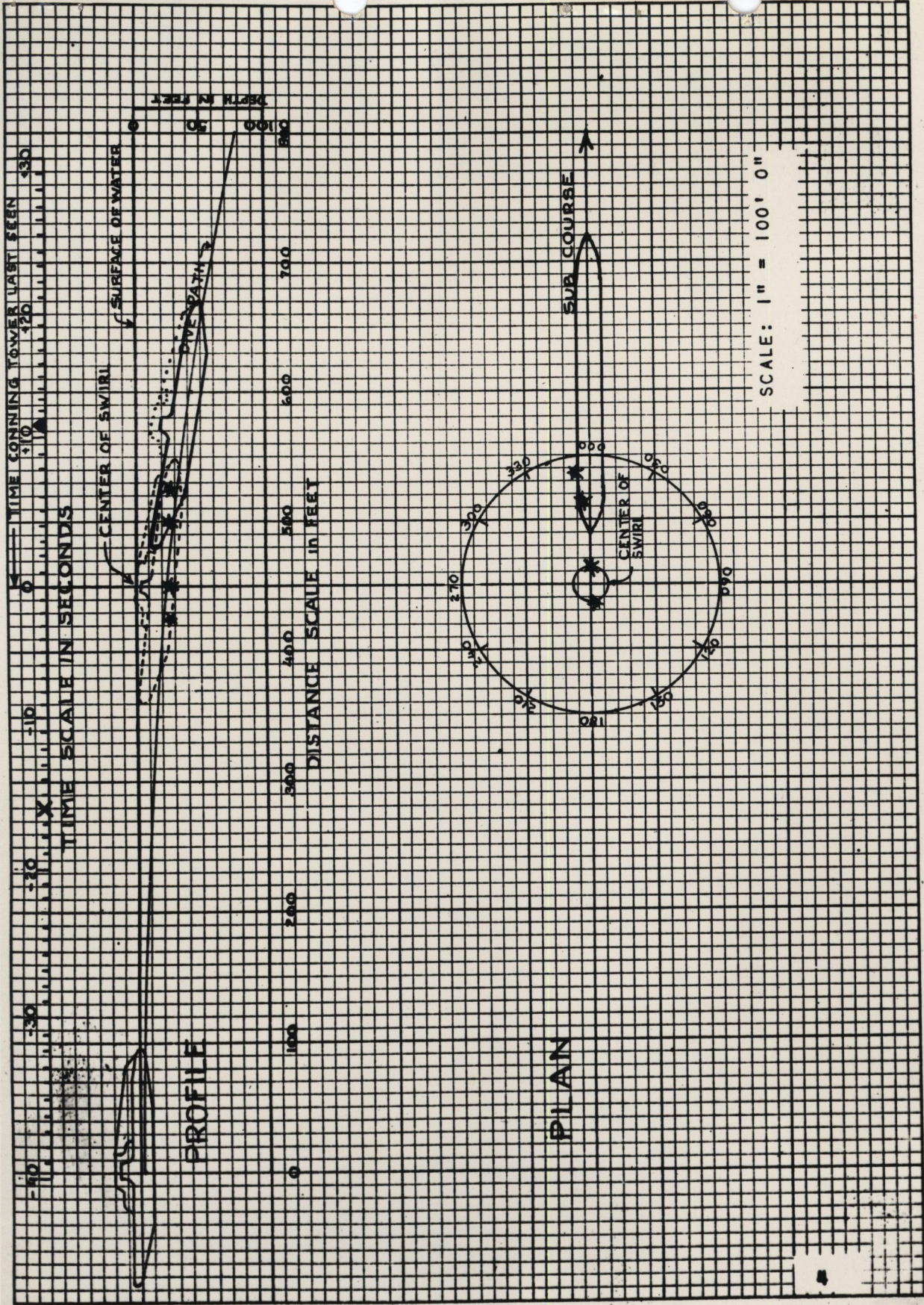
(n) Coordinated action of other units ASP planes in next sector heard attacking planes calling base and came to scene to help 20 minutes after attack.

(o) Gambit or trapping tactics Relief planes immediately began flying expanding square relieving attacking planes which were flying an expanding circle at cloud base.

(p) Surface indications left by sub NONE

V. CHART OF EXPLOSIONS

CONFIDENTIAL



VI. SIGNATURES AND COMMENT

I have examined the above report. It is correct to the best of my knowledge and belief.

Guy E. Sabin
Ens. Guy E. Sabin, AV(N) USNR.
(Signature of Pilot)

This report prepared by the undersigned interrogating officer on U.S.S. Suwannee, At Sea from interview of pilot and plane crew held at 1900 on 19 June, 1944.
(Time) (Date)

H.E. Richmond
H.E. Richmond, Lieut. USNR ACI. Off. VT-60

Comment of Squadron or Unit Commander: Do not delay forwarding this report to obtain these remarks if circumstances prohibit immediate review by squadron or unit commander. In this case, forward such remarks separately at earliest opportunity.

11 03228

H.O. Feilbach
H.O. Feilbach, Lt. Cdr. CAG 60
(Signature, Rank, Command Status)

UNITED STATES PACIFIC FLEET
CARRIER DIVISION TWENTY TWO (fj)

A16-3

Serial 0140

c/o Fleet Post Office,
San Francisco, California,
12 July 1944.

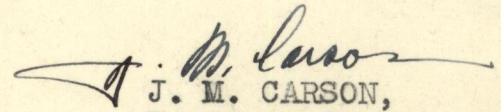
CONFIDENTIAL

FIRST ENDORSEMENT: to
C.O. SUWANNEE Conf. ltr.,
CVE27/A16-3(1)(10-grs),
Serial 043 of 8 July 1944.

From: Commander Carrier Division TWENTY TWO, (Commander
Task Group 53.7)
To : Commander-in-Chief, U.S. Fleet.
Via : (1) Commander Task Force FIFTY-THREE.
(2) Commander FIFTH Fleet.
(3) Commander-in-Chief, U.S. Pacific Fleet.

Subject: Action Reports.

- 1. Forwarded.


J. M. CARSON,
By direction.

Copy to:
C.O. SUWANNEE

11 03228

