

## APPENDIX I

### Drop Tank



Footnote 2 - Aircraft Action Report 80  
Squadron: VC-81 - 3 March 1945

OPNAV-16-V-0127  
Form NCA-2  
Sheet 1 of 3

## AIRCRAFT ACTION REPORT

USS Natoma Bay 

1. *Agrostis alba* L.

## I. GENERAL

(a) Unit Reporting VO-01 (b) Based on or at USS KATONA Bay (c) Report No. 00  
(d) Take off: Date 3 March 1943 Time (LZT) 0700 King (Zone); Lat. 24-15 N Long. 140-00  
(e) Mission Strike on shipping, Patrol Harbor (f) Time of Return           

## II. OWN AIRCRAFT OFFICIALLY COVERED BY THIS REPORT.

H. OWN AIRCRAFT OFFICIALLY COVERED BY THIS REPORT:						
TYPE (a)	SQUADRON (b)	NUMBER			BOMBS AND TORPEDOES CARRIED (PER PLANE) (f)	FUZE, SETTING (g)
		TAKING OFF (c)	ENGAGING ENEMY A/C (d)	ATTACKING TARGET (e)		
FB-2	VC-31	6		6	6 - H.H. Rockets	.02 Delay, Tail
FB-2	VC-31	2		2	Full ammo	

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

TYPE	SQUADRON	NUMBER	BASE	TYPE	SQUADRON	NUMBER	BASE
TRK	VO-45	8	VCS HANCOCK BAY				

## IV. ENEMY AIRCRAFT OBSERVED OR ENGAGED (By Own Aircraft Listed in II Only).

(1) TYPE	(2) NO. OBSERVED	(3) NO. ENGAGING OWN A/C	(4) TIME ENCOUNTERED	(5) LOCATION OF ENCOUNTER	(6) BOMBS, TORPEDOES CARRIED, GUNS OBSERVED	(7) CAMOUFLAGE A MARKING
<b>BOMB</b>			(TIME)			
			(TIME)			
			(TIME)			

## NOTES

(h) Apparent Energy Mission(s) \_\_\_\_\_  
Did Any Part of \_\_\_\_\_ **NO** \_\_\_\_\_  
(i) Encounter(s) Occur in Clouds? (YES OR NO) If so, Describe Clouds \_\_\_\_\_ **2000, Alto-cumulus, .4**  
(GRADE IN FEET, TYPE AND TEXTURE OF CLOUDS)  
Time of Day and Brilliance \_\_\_\_\_ **Day, Day** \_\_\_\_\_ **6 miles**  
(j) of Sun or Moon \_\_\_\_\_ (CLOUDY, BRIGHT MOON, DAY, OVERCAST, ETC.) (k) Visibility \_\_\_\_\_ (MILES)

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

[illegible][illegible]

RESTRICTED  
(Exclusively when  
filled out)

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

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

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

IX. ENEMY ANTI-AIRCRAFT ENCOUNTERED (Check one block on each line).X. COMPARATIVE PERFORMANCE, OWN AND ENEMY AIRCRAFT (use check list at left).

TURNS  
 DIVES  
 CEILINGS  
 RANGE  
 PROTECTION  
 ARMAMENT

No Data.

OPNAV-16-1-8537  
(Rev. A-1-63)  
Sheet 3 of 5

# AIRCRAFT ACTION REPORT

RESTRICTED  
(Classify when filled out)

(PRINT THIS SHEET IF NO ATTACK WAS MADE)

REPORT No. **80**

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

(a) Target(s) and Location(s) **FTC and TS class ships, Putani Harbor, Chichi Jima** (b) Time Over Target(s) **0845 E** (Zone) **0930 E**  
(c) Clouds Over Target **5000, Alto-Cumulus, +4**  
(d) Visibility of Target **Heavy** (e) Visibility **6 miles**  
(f) Bombing Tactics: Type **Level, Close in Bore** Bomb Sight Used **None**  
Bombs Dropped per Run **1000** Spacing **1000** Altitude of Bomb Release **1000**  
(g) Number of Enemy Aircraft Hit on Ground: Destroyed **None** Probably Destroyed **None** Damaged **None**

(1) AIMING POINT	(2) DIMENSIONS OR TONNAGE	(3) NO. A/C ATTACKING (a) SQUADRON	(4) BOMBS AND AMMUNITION EXPENDED, EACH AIMING POINT	(5) NO. HITS ON Aiming Point	(6) DAMAGE (None, slight, serious, destroyed or sunk)
1 FTC	1000 - 2000 tons	1 VC-81	4 - H.E. Rockets 600 - .50 Cal.	0 Undeter.	Slight
2 FTC	1000 - 2000 tons	1 VC-81	4 - H.E. Rockets 600 - .50 Cal.	2 near Undeter.	Undetermined
3 FTC	1000 - 2000 tons	1 VC-81	500 - .50 Cal.	Undeter.	Slight
4 FTC	1000 - 2000 tons	2 VC-81	10 - H.E. Rockets 600 - .50 Cal.	Unobserved Undeter.	Undetermined
5 FTC	1000 - 2000 tons	2 VC-81	2 - H.E. Rockets 600 - .50 Cal.	Unobserved Undeter.	Slight
6 TS	6000 - 8000 tons	3 VC-81	4 - H.E. Rockets 1000 - .50 Cal.	1 near Undeter.	Undetermined
7 Warehouse or Barracks Bldg.	80 ft. x 180 ft.	1 VC-81	2 - H.E. Rockets	1 hit	Serious
8 Anti-aircraft positions		7 VC-81	2 - H.E. Rockets 4500 - .50 Cal.	Unobserved Undeter.	Undetermined

(a) 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 hit and location of hits. For all targets give location and effect of hits, and identify by numbers above. Use additional sheets if necessary.)

The aircraft covered in this report were to coordinate with and cover the torpedo bombers on a strike on shipping in Putani Harbor, Chichi Jima. The first run was made against the shipping in the harbor. No direct rocket hits were scored on any of the ships. There were short and may have caused damage but there was no evidence of damage reported. 5800 rounds of .50 caliber ammunition was fired at the ships with undetermined damage. Two rockets were fired at some barracks or warehouses. One warehouse, about 80 ft. by 180 ft., was hit and a small explosion observed. The second and third runs were strafing attacks on the anti-aircraft positions to assist the torpedo bombers. Damage was undetermined.

(p) Were Photographs Taken? **NO** Photographs of Damage, When Taken, Should Be Attached By Staple.

ILLUSTRATION - 10% BY THE AIRCRAFT REPORTING OFFICER



REPORT No. 090

### ENGAGEMENT WITH ENEMY

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

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

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

- Method of Locating Target
- Approach to Target
- Altitude, Speed
- Approach
- Dive
- Pull-Out
- Dive Angle
- Strafing
- Banking
- Defensive Tactics
- Use of Jamming

Examine Tactics, Shop  
Concealment  
Searchlights  
Night Fighter Tactics  
Use of Jamming

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

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

They made the first run from 4000 feet approaching in a 30 degree glide from the northeast. Runs were as indicated in the supplement opposite this page. Twenty-four rockets and 8500 rounds of .50 caliber ammunition were fired at the six largest vessels. Five of the vessels were identified as being PTU or PTU class freighters of approximately 1000 to 2000 tons. One new appearing, larger transport type vessel was anchored south of the above vessels as indicated in the diagram. This vessel had high freeboard and a large centrally located island. It was estimated as being approximately 4000 to 6000 tons and was thought to be of the TB class. There were no direct hits by rockets; three were in the water and 30-40 feet short. These three may have caused damage but none was evident, nor was there evidence of damage from the strafing. In addition to the above ships, there were six SC class freighters tied up east of the seaplane base and there were several small craft moving about the harbor. Rockets were fired at about 1500 feet and most of the strafing was done between altitudes of 2000 and 1000 feet. The F4-2 aircraft passed over the target at a speed of 250 knots. One of the fighters fired two rockets at some barracks or warehouses on the east side of the harbor (see IV on diagram). A small secondary explosion resulted from a hit on a building 50 feet by 100 feet but there was no further observation of this target.

All aircraft recovered to the west toward the entrance of the harbor. Heavy anti-aircraft took them under fire from each side of the harbor. It was thought to be 3 inch batteries. Lt(jg) J. H. MURPHY was apparently hit by this fire as he approached the harbor entrance. Some of the other pilots saw a hit and his airplane was not on fire, but it suddenly nosed over into a 45 degree glide crashing into the water, exploding and burning. At the time the plane nosed over, it was at about 1500 feet altitude and was estimated to have crashed while making about 175 knots. There was no wreckage left afloat and only a greenish yellow spot on the water marked the crash. There was no evidence of a survivor and it is believed that it would have been impossible to survive the crash and resulting explosion. (Position of crash is indicated on diagram). The position of the crash is in enemy territory but possibilities of compromise of classified material is considered improbable. He may have been hit and killed by anti-air fire as no one reported observing any damage to the plane; most of the bursts in the vicinity where he crashed were from 3 inch (or equivalent) guns.

In the second and third runs the pilots went to 5000 feet and used the cloud cover over the eastern part of the island. They made their approaches out of the clouds and attacked in steeper runs. These attacks were on the anti-aircraft positions which surrounded the harbor. Two rockets and 4500 rounds of .50 caliber ammunition were expended on these positions. The pilots fired at the gun flashes. They made high speed runs, 300 knots indicated air speed, and stayed above 1000 feet altitude. Tracks of all runs have been indicated on the chart. The strafing attacks are considered to have lessened the effectiveness of the anti-aircraft fire, aiding and protecting the E-11 aircraft. One bomb hit, on ships, was observed, the fighters were not in position to see most of the bombing attacks.

OPNAV 16-1-8537  
Form ACA-1  
Sheet 5 of 5

## AIRCRAFT ACTION REPORT

RESTRICTED  
(Declassify when  
filled out)REPORT No. 89XIII. 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  
Rattle 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  
Door 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 Power  
Lights

## FUEL SYSTEM

## FLIGHT CLOTHING

## MAINTENANCE

## BASE FACILITIES

Plane Servicing Equipment  
Personnel Facilities

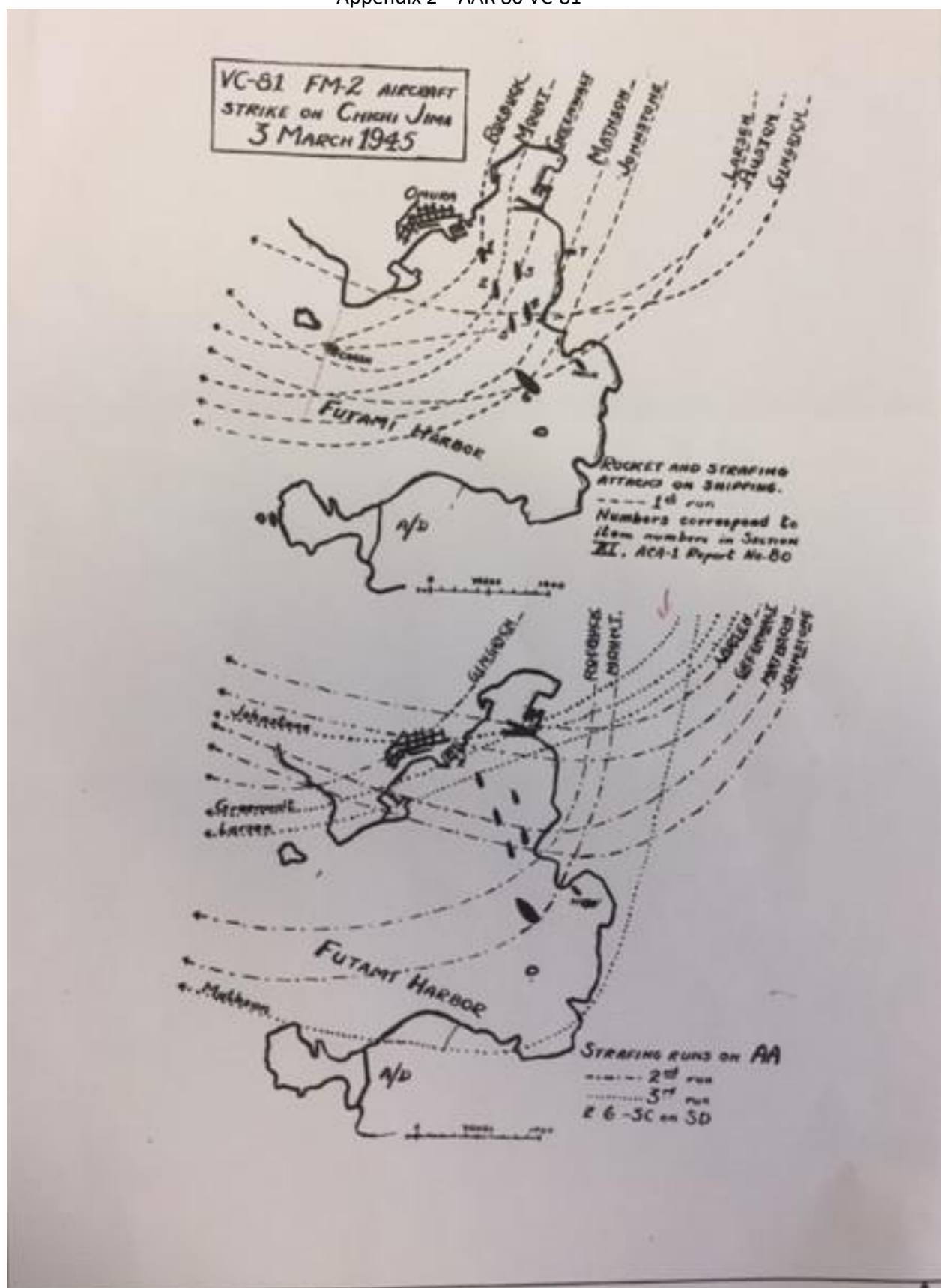
All equipment operated normally. The zero length rocket launchers on the F4-2 aircraft are the same as those on the T28 aircraft. We have experienced no difficulty with these on the T28 aircraft. However, those on the F4-2 aircraft have been pulling off. Most of the rocket equipped fighter planes are now short one or two launchers. (Six of thirty-six on aircraft on this attack, were broken.) The flaps of the launchers are also failing, due to crystallization of the metal from the rocket blast. These are being repaired and strengthened.

REPORT PREPARED BY:

APPROVED BY:

SIGNATURE E. W. MARLEY, LTJG, USN  
VC-81, AC10SIGNATURE S. S. HIGGINS, CAPT., USN  
COMMANDING, USS HATAMA BAY

DATE





### APPENDIX 3

#### Simulated cockpit

Helmet was given to James by Jack Larsen – he wore it on 3 March 1945 when he attacked Chichi Jima the day James M. Huston was killed





## Appendix 4 - VC-81 officers 1/1945

## APPENDICE 4

Footnote 4 VC-81 - Roster of Officers

1 January 1945

UNITED STATES PACIFIC FLEET

AIR FORCE

COMPOSITE SQUADRON EIGHTY ONE

DATE JAN 1 1945

<u>RANK</u>	<u>NAME</u>	<u>FILE NO.</u>	<u>DUTIES</u>
Lieut., (A1)	AUGER, John Berchmans Jr.	112840	Ass't. Engineering Officer
LtOdr., USN	BARNES, Robert Crosier	82498	Commanding Officer
Ensign, (A1)	BOLDT, Charles Henry	378914	S.B.A.E. Officer
Lt(jg), (A1)	CADY, Joseph (n)	278233	Radar Officer
Ensign, (A1)	CARNES, Billy Scott	364213	Ass't. Material Officer
Ensign, (A1)	CLIFFORD, John Edward	378218	Ass't. Gunnery Officer
Lt(jg), A(T)	CRAM, Sheldon Lewis	280948	Aircraft Equip. Officer
Lt(jg), (A1)	GAIERHIE, George William	290867	Ass't. Engineering Officer
Lt(jg), (A1)	GINGRICH, Stewart Lee	298934	Radar Training Officer
Ensign, (A1)	GODWIN, Thomas Paul	402813	Ass't. Engineering Officer
Lt(jg), (A1)	GOODWIN, John Truman	301325	Ass't. Flight Officer
Ensign, (A1)	GRAY, John Edgar	402815	Ass't. Engineering Officer
* Lt(jg), (A1)	GREENWALT, Robert Eugene	306949	Ass't. Navigation Officer
Lt(jg), (A1)	HIGGINS, Edward Joseph	306349	Instruments Officer
Lieut., (A1)	HISER, Wilbur Floyd	106154	Material Officer
Lt(jg), (A1)	HUSTON, James McCready	306452	Ass't. Educational Officer
Ensign, (A1)	JOHNSTONE, Daryl Vincent	384446	Ass't. Material Officer
Ensign, (A1)	KESTERKE, Gordon William	378371	Ass't. Educational Officer
* Lt(jg), (A1)	LARSEN, Jack Aubertin	306369	Ass't. Gunnery Officer
Lt(jg), (A1)	LINDSTROM, Ross Alfred	278268	Radio Training Officer
LtOdr., MC	MACK, Quantin Winfield	78478	Flight Surgeon
Ensign, (A1)	MAREK, John Powell	390300	Ass't. Gunnery Officer
Lieut., (A)	MARLEY, Truman Wade	244464	ACI & Communications Officer
Lieut., (A1)	MATHSON, William Lars Jr.	106207	Flight Officer
Ensign, (A1)	MC FARLAND, Robert Dale	351830	Safety Officer
Ensign, (A1)	MC MAHON, James Joseph	363745	Ass't. Material Officer
LtOdr., USN	MORTON, William Benjamin	85358	Executive Officer
Ensign, (A1)	MOUNT, Robert "H"	337037	Ass't. Material Officer
Lt(jg), (A1)	MURIE, Robert Arnold	306874	Athletic Officer
Lt(jg), (A1)	O'DONNELL, John (n)	308961	Life Raft Officer
Lt(jg), (A1)	PRALITSCH, Robert Carl	501351	Parachute Officer
Lieut., (A1)	REEVES, Roy Stanley	106184	Gunnery Officer
Lieut., (A1)	ROEHUCK, Mac Judson	117172	Oxygen Officer
Ensign, (A1)	SAMPSON, Russell (n)	378586	Ass't. Photographic Officer
Lt(jg), (A1)	SARGENT, John Francis Jr.	306875	Radio Officer
Ensign, (A1)	SIMS, Eugene Paul	363765	Ass't. Navigation Officer
Lieut., (A1)	SKILL, Wesley Edward	104423	Engineering Officer
Lieut., (A1)	SPRIERS, Carl Lee	104821	Navigation Officer
Lt(jg), (A1)	STURDY, Don Wills	156556	Personnel & Voting Officer
Lt(jg), (A1)	TATE, Claude Dean	306630	War Bond & Ass't. Flight Officer
Lt(jg), (A1)	TAYLOR, Robert Porter	299540	Educational Officer
* Lt(jg), (A1)	THERRELL, Bradford Leon	306631	Ass't. Navigation Officer
Ensign, (A1)	TOMKINS, Lewis Austin	514983	Welfare Officer
Lt(jg), (A1)	VOLTZ, Robert Francis	299008	Ass't. Navigation Officer
Lt(jg), (A1)	WALKER, Ralph LeRoy	305786	Ass't. Engineering Officer
Lieut., (A1)	WAVELL, Kenneth Edward	106197	Photographic Officer

TOTAL 48

## APPENDIX 5

### Japanese Flag — Big Red Sun



WWII Flag of Japanese Imperial Navy



Photo of Model I built for James

# Dictionary of American Naval Fighting Ships

Office of the Chief of Naval Operations  
Naval History Division • Washington

## USS *Natoma Bay* (CVE-62)

(CVE-62: dp. 7,800; l. 512'3"; b. 65'; ew. 108'1"; dr. 22'6"; s. 17 k.; cpl. 860; a. 1 5"; 16 40mm., 20 20mm., 28 ac.; cl. *Casablanca*; T. S4-S2-BB3)

*Natoma Bay* (CVE-62) was laid down as *Begum* (MC hull 1099), 17 January 1943, by the Kaiser Shipbuilding Co., Inc., Vancouver, Washington, under Maritime Commission contract; renamed *Natoma Bay* 22 January 1943; launched 20 July 1943; sponsored by Lady Halifax, wife of the United Kingdom's ambassador to the United States, and commissioned 14 October 1943, Captain Harold L. Meadow in command.

After shakedown off the California coast, *Natoma Bay* performed aircraft and personnel ferrying duties between San Diego and Hawaii for Commander, Fleet Air, West Coast, until 3 January 1944. Then, with VC-63 embarked, she departed San Diego for Pearl Harbor, reporting to ComCarDiv 24, 5th Amphibious Force, 10 January. On 23 January, she sortied with TG-51.2 for the invasion of the Marshalls. Between 31 January and 7 February, as positions on Majuro Atoll were consolidated, CVE-62 furnished anti-submarine and combat air patrols and area searches for the attack force. On 8 February, she extended her operations to Wotje and Maloelap, alternating for the remainder of the month between those islands and Majuro.

Departing Majuro, 7 March, *Natoma Bay* reached Espiritu Santo on the 12th. Three days later, she joined TF-37 for air strikes and surface bombardments against Kavieng, New Ireland, 19-20 March. She then cruised to the north of the Solomons and New Ireland, providing air cover for convoys to and from Emirau, where an air base and a limited naval base were being established. During the next three weeks, she continued to cruise in the Solomons-Bismarck Archipelago area in support of the protracted offensive to neutralize the latter and seal off the Japanese fortress at Rabaul.

On 19 April, she rendezvoused with TF-78 and then steamed toward New Guinea where her planes pounded enemy positions in support of a three-pronged attack by Allied land and naval forces against Aitape, Hollandia, and Tanahmerah Bay, 22 April. During and after the landings, *Natoma Bay* launched protective air patrols and sent fighters and bombers to destroy Japanese installations in the Aitape area. Returning to Manus for engine repairs, 28 April, she sailed 7 May for Pearl Harbor, arriving 18 May.

After loading 37 Thunderbolt (P-47D) fighters of the 7th Air Force, *Natoma Bay* departed Pearl Harbor 5 June enroute to the Marianas. Steaming via Eniwetok, she arrived off Saipan 19 June and was ordered to retire eastward until the Battle of the Philippine Sea was decided. On the 22nd, she steamed westward and commenced catapulting the Army planes toward their destination, Aslito Air Field, Saipan. She dispatched 25 on the 22nd and the remainder early on the 23rd, then retired to a refueling area 45 miles east of Saipan.

There, the formation came under enemy air attack. Intensive anti-aircraft fire prevented damage to

<http://metalab.unc.edu/hyperwar/USN/ships/dats/CVE/cve62.html>

08/27/2000



the main targets, *Natoma Bay* and *Manila Bay* (CVE-61). The latter ship, with Army fighters still on board, then catapulted those aircraft to provide protective CAP until the radar screens were clear of contacts.

*Natoma Bay* returned to Eniwetok, 27 June, embarked casualties, and sailed for San Diego, arriving 16 July for availability, logistics and ferry duty. Between 5 and 14 September, she conducted qualification and training exercises for composite squadron 81 off Pearl Harbor, and on the 15th, got underway for Manus as a unit of the 3rd Fleet. On 3 October, she reached Secadler Harbor and began final preparations for the invasion of the Philippines.

5 Assigned to the Escort Carrier Group (TG-77.4), *Natoma Bay* departed the Admiralties, 12 October, for waters east of the Philippines. After weathering stormy seas, 14th-17th, she commenced offensive flight operations on the 18th. Prior to the invasion, her planes bombed Japanese positions and conducted strafing runs against enemy vehicles and small craft on and around Leyte and Negros. During the amphibious assault on the 20th, she launched ground support, spotting and air cover strikes. Then, during the critical days following the landings, she sent bombers and fighters to support the ground forces.

On 25 October, as *Natoma Bay*, flagship of Rear Admiral Stump, CTU 77.4.2 ("Taffy 2"), cruised off the eastern entrance to Leyte Gulf, the Japanese launched a tri-force offensive to drive the Allies from Leyte, and from the Philippines. During the early morning hours, the enemy's Southern Force was soundly defeated in Surigao Strait. Surviving Japanese ships retreated into the Mindanao Sea pursued by destroyers, PT boats, and after sunrise, by carrier based aircraft.

At 0658, "Taffy 3," (6 CVEs, 3 DDs, and 4 DEs) cruising off Samar under Rear Admiral C. Sprague, was attacked by the vastly more powerful Japanese Center Force (4 BBs, 6 CAs, 2 CLs, 12 DDs) under Admiral Kurita. At 0701, having ordered all operational planes launched, Adm. Sprague requested any available assistance. Admiral Ozawa's Northern Force, however, had already accomplished its mission—Admiral Halsey's TF-38 had been drawn off to the north. The cruisers and battleships under Admiral Oldendorf were replenishing after their battle in Surigao Strait. Help could only come from the south. At 0702, "Taffy 2," 20 miles to the south-southeast, responded and by 0708 all available planes were enroute. Those already dispatched on routine missions were recalled.

In the running battle which ensued, the determination of self-sacrificing destroyers and destroyer escorts of "Taffy 3" and fighters and bombers of the three Taffies resulted in an almost unbelievable, but necessary, victory in the Battle off Samar.

Ordered not to concentrate on any particular ship, but to cripple as many as possible, planes from *Natoma Bay* conducted two strikes against the enemy within an hour and a half. At 0926, a third strike with 500 pound SAP bombs in lieu of torpedoes, was launched. At 1118, a fourth strike was sent off to push the maneuvering enemy away from Leyte Gulf but with neither torpedoes nor armor piercing bombs aboard, the planes took off carrying only general purpose bombs and depth charges. At noon, *Natoma Bay's* fighters, launched previously for CAP, were landed, rearmed and sent up again. At 1256 and at 1508, the 5th and 6th strikes were launched to further pursue the enemy as it retreated toward San Bernardino Strait. Fighter planes, armed with 250 pound general purpose bombs, were among those dispatched with the last strike.

At the end of that fateful day's operations, TG 77.4, with "Taffy 3" bearing the brunt of the damage, had turned back the Japanese Force. Praise for the escort carrier group was unbounded. They had "... accomplished a task that only a large carrier task force should be expected to undertake ..."



*Natoma Bay's* contribution to the earning of this praise included 1 heavy cruiser sunk, 1 torpedo plane shot down, and hits on 1 battleship, 3 heavy cruisers, 2 light cruisers and 1 destroyer.

The following morning, 26 October, *Natoma Bay's* planes, continuing to pound the enemy, assisted in the sinking of a light cruiser and her accompanying destroyer in the Visayan Sea and then resumed support of ground forces on Leyte. On the 27th, her fighters strafed Japanese vessels in Ormoc Bay and then swung over Samar where they downed a "Tony." A "Neil" was bagged on the 28th and on the 30th the CVE sailed for Seeadler Harbor, arriving 4 November.

*Natoma Bay* got underway for Kossol Roads 27 November and departed from there 10 December to provide air cover for the Mindoro invasion convoys as they transited the Mindanao and Sulu Seas. On the 13th, kamikazes from Negros attacked the formation. Eleven were shot down, but three pressed home the attack. Two were downed by anti-aircraft fire, but the third scored on the destroyer *Haraden* (DD-585). Japanese aerial attacks continued on the 14th and *Natoma Bay's* fighters added 7 "Zekes" to their total.

During and after the Mindoro landings, 15 December, *Natoma Bay* provided air cover and ground support, protecting screening vessels from kamikazes and strafing Japanese positions. After recovering her planes on the 16th, she retired to Kossol Roads, thence to Manus, returning to the Palaus at the end of the month.

On 1 January 1945, *Natoma Bay*, reassigned to CarDiv 25, sortied once again with ships of an attack force, the target this time, Luzon. There, after battling enemy nuisance and suicide raiders enroute, she, with 5 other CVEs, provided air cover for the Bombardment and Fire Support Group prior to the landings, and direct air support ahead of the amphibious troops after the assault in the San Fabian area. Between the 10th and the 17th, her continuous direct air support missions resulted in the damage and destruction of bridges, fuel and ammunition dumps, barracks, roads and vehicles.

After replenishment at Mindoro, *Natoma Bay* cruised west of Mindoro until the 29th. She then moved into position to support amphibious landings on the west coast of Zambales Province and at Subic Bay, remaining there until 1 February. Her task group, 77.4, then retired, reaching Ulithi on the 5th.

She sortied 10 February with TU-52.2.1, to provide air cover enroute to and during the Iwo Jima assault. Between the 16th and the 19th, her planes flew 123 sorties to prepare the way for the assault marines. On D-day, the 19th, 36 sorties provided direct support, while another 16 provided CAP cover. After the 19th, *Natoma Bay* expanded her duties to include antisubmarine and air coordinator missions, and in March, to anti-shipping assignments.

*Natoma Bay* departed the Volcano-Bonin area 8 March, entering Ulithi Lagoon on the 11th. There, squadron VC-9 replaced VC-81 and by the 21st, was ready for *Natoma Bay's* next operation, Okinawa. With TU-52.1.1, the CVE provided air cover for the preinvasion bombardment and occupation of Kerama Retto, 24 March-1 April. She then shifted her attention to Okinawa itself. For the next three months, except for brief repair periods, her planes bombed and strafed strategic and tactical targets; flew observation and spotting, photographic and propaganda missions; dropped provisions and munitions in advance areas; and conducted combat air and anti-submarine patrols.

At 0635, 7 June, after having maneuvered through typhoon weather, *Natoma Bay* was closed by a "Zeke," broad on the port quarter and low on the water. Changing course, it came in over the stern,

fired incendiary ammunition at the bridge and, on reaching the island structure, nosed over and crashed the flight deck. The engine, propeller and a bomb tore a hole in the flight deck, 12 by 20 feet, while the explosion of the bomb damaged the deck of the foc'sle and the anchor windlass beyond repair and ignited a nearby fighter. Three of the CVE's crew and one officer of VC-9 were wounded. One ship's officer was killed. A second "Zeke" was splashed by the ship's port batteries. The damage control party immediately extinguished the blaze and set about emergency repairs. The next strike was canceled, but the following one, against Miyako Shima, took place as scheduled at 1030.

On 20 June, the escort carrier headed for Guam for partial repairs, then continued on to the United States. By 19 August when she arrived San Diego, the war was over. During September and October she underwent repairs, alterations and general overhaul, after which she reported for duty as a "Magic Carpet" transport. During November and early December, she carried servicemen from the Philippines to California, then after detachment, 29 December, she was transferred to the Atlantic Reserve Fleet. Reporting 20 February 1946, she decommissioned 20 May, berthing at Norfolk. In October 1949, she was reassigned to the Boston Reserve Group. Reclassified CVU-62 on 12 June 1955, she was declared unfit for further service in 1958 and her name was struck from the Naval Register on 1 September. She was sold 30 July 1959 for scrap.

*Natoma Bay* earned 7 battle stars for her World War II service.

Transcribed and formatted for HTML by Patrick Clancey ([patrick@akamail.com](mailto:patrick@akamail.com))

APPENDICE 7

APPENDICE 7  
Footnote 8 - American Battle  
Monuments Commission

THE WORLD WAR II HONOR ROLL  
AMERICAN BATTLE MONUMENTS COMMISSION

## Search Results

9 records found, LARSON JACK L to LARSON JULIUS L

	Name	Rank	Serial No.	Date of Death	Cemetery
✓ Go	LARSON JACK L	SSGT	16015796	May 17, 1942	ML
✓ Go	LARSON JAMES L	PVT	37776644	July 27, 1945	ML
○ ✓ Go	LARSON JOHN H	2LT	0-736011	January 8, 1946	ML
✓ Go	LARSON JOHN L	TSGT	06926187	July 27, 1943	ML
✓ Go	LARSON JOHN MAINE	PVT	00516464	November 9, 1943	ML
Go	LARSON JOHN V	PFC	37546098	December 15, 1944	LO
? Go	LARSON JOSEPH ERNEST	F1C	03721800	August 9, 1942	ML
? Go	LARSON JOSEPH J	S1C	08592947	December 18, 1944	ML
Go	LARSON JULIUS L	CIV	February 17, 1943	HN	

**Cemetery and Memorial Abbreviations:**

AR-Ardennes	EP-Epinal	LO-Lorraine	NO-Normandy
BR-Brittany	FL-Florence	LX-Luxembourg	NA-North Africa
CA-Cambridge	HC-Henri-Chapelle	ML-Manila	RH-Rhone
EC-East Coast Memorial	HN-Honolulu Memorial	NE-Netherlands	SR-Sicily-Rome
WC-West Coast Memorial			

130  
LARSONS  
(5)

Office of Risk Management  
<http://dca.houstan.gov/form>

<http://www.abmc.gov/listww.asp> 10/16/2000



THE WORLD WAR II HONOR ROLL

AMERICAN BATTLE MONUMENTS COMMISSION

## Search Results

4 records found, LARSEN JACK J to LARSEN JOHN M

	Name	Rank	Serial No.	Date of Death	Cemetery
Go	LARSEN JACK J	SGT	16077477	June 20, 1944	AR
? Go	LARSEN JAMES C	CIV	November 25, 1945	HN	
? Go	LARSEN JAMES JAY	S2C	06601296	July 22, 1942	ML
Go	LARSEN JOHN M	SGT	19179996	January 4, 1944	AR

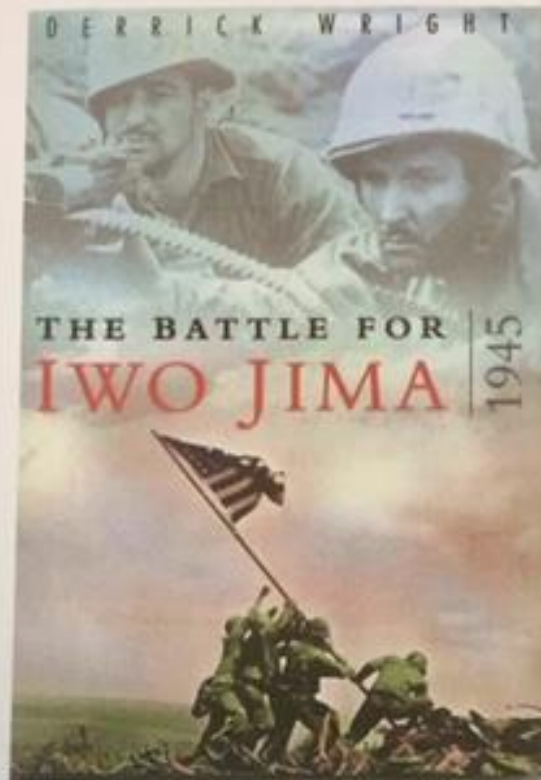
### Cemetery and Memorial Abbreviations:

AR-Ardennes	EP-Epinal	LO-Lorraine	NO-Normandy
BR-Brittany	FL-Florence	LX-Luxembourg	NA-North Africa
CA-Cambridge	HC-Henri-Chapelle	ML-Manila	RH-Rhone
EC-East Coast Memorial	HN-Honolulu Memorial	NE-Netherlands	SR-Sicily-Rome
WC-West Coast Memorial			

*Why are dates after end of War.*



## Appendix 8 – Battle for Iwo Jima Derrick Wright



### APPENDICE 8

Footnote 9 - "Battle for Iwo Jima  
Derrick Wright  
Photos to which James pointed



Japan to the Mariana Islands - almost halfway, a location that was to give the island immense importance later in the war. From the air, Iwo Jima has been described as resembling a pork chop, which was an accurate comment. For the Marines who fought there in 1945, it simply looked like IWO. "I don't have to worry about going to IWO," said one Marine, "I've been there already."

The island is some 41 miles long, with its longest axis running from south-west to north-east. It spans from 21 miles wide at the north-west point to a mere 1 mile in the south, giving a total land area of around 7 1/2 square miles. At the base of the island lies Mt Suribachi, a 550 ft high jagged volcano - a strategically important feature with commanding views over most of the island. The beaches that stretch north and north-east from Mt Suribachi are bordered at various heights and widths by craters and ridges where action. There is no harbor or anchorage on the island, and the wet conditions, even in good weather, are not particularly conducive to landing operations.

In the center of this broad part of Iwo Jima lies Airfield No. 1, the Japanese and the prime objective for the three Airfields on the island, but



## APPENDICE 9

Footnote 11 - Composite Squadron VC-81 - roster of enlisted air crew  
Leo Pyatt - 8 March 1945

AIR FORCE  
COMPOSITE SQUADRON EIGHTY ONE

Date MAR 8 1945

## ROSTER OF CREW

NAME	SERVICE NUMBER	RATE	
BAKER, Kenneth Maurice	656 48 72	ART1c, V6	USNR
BARBER, "J" "D"	817 24 81	ACM3c(CA), V6, (SV)	USNR
BALLARD, Thomas Edward	637 46 49	AMM3c(T)(CA)V-6	USNR
BONNETTE, Davis Joseph	274 77 23	AMM1c(T)	U.S. Navy
BOSSE, Joseph (n)	710 89 67	ACM2c(T)(CA)V-6	USNR
BRUCKLAGHER, Edgar Robert	306 96 91	AMM2c(T)(CA)V-6	USNR
COMRIE, Gordon Kenneth	753 00 41	AMM(H)2c, V-6	USNR
COON, Morris Edward	372 36 97	ARM2c(CA)	U.S. Navy
COURIER, Charles Delbert	876 43 12	ARM3c(CA), V-6	USNR
DAVIS, Ralph Edmund, Jr.	755 03 06	ACM2c(T)(CA)	U.S. Navy
De LAURA, Edward Vincent	808 94 17	ARM2c(T)(CA)V-6(SV)	USNR
DIAMOND, George John	808 87 55	ARM3c(CA), V-6(SV)	USNR
DOMOVAN, John Joseph	300 71 68	ARM2c(CA)	U.S. Navy
FITTS, Glenn Louis	262 77 14	ACM1c	U.S. Navy
GARRISON, Earl Ray	356 49 59	PR1c	U.S. Navy
HANNAMAN, Robert Donald	627 57 32	AMM2c(CA), V-6	USNR
HANKOS, Alton Vernon	306 28 12	ARM2c(T)(CA)V-6	USNR
HENDRICKS, Oliver George	868 40 17	ACM2c(T)(CA)V-6(SV)	USNR
HICKS, James Edwin	830 13 57	ARM2c(T)(CA)V-6(SV)	USNR
HILLEN, Samuel Jacob	821 44 38	ARM3c(CA), V-6	USNR
HINCKLEY, Horace Vincent	761 70 74	ARM3c(CA), V-6	USNR
HUFFMAN, Harry "H"	821 68 42	ACM2c(T)(CA)V-6(SV)	USNR
HYATT, Merle Laverne	689 61 04	ACM1c(T), V-6	USNR
JAMES, Edmund Humphries	814 25 12	ARM3c(CA), V-6	USNR
KELLEY, Wayne Rodney	357 25 49	ARM3c(CA)	U.S. Navy
KLAASSEN, Theodore Kurt	629 53 31	AMMP2c, V-6	USNR
MACHIN, Robert Percy	864 69 08	ACM2c(T)(CA)V-6(SV)	USNR
MALLOY, Bernard Joseph	890 19 29	ACM2c(T)(CA)V-6(SV)	USNR
MARSHALL, Everett Lowell	405 83 51	ACMM(AA)(T)V-3	USNR
MARGADONNA, Italo George	382 28 96	ACMM(AA)(T)	U.S. Navy
MASON, Edward William	722 50 47	ARM1c, V-6	USNR
MATUSOFF, Marvin Howard	726 51 58	ARM2c(CA), V-6	USNR
Mc DONALD, Bertram Anthony, Jr.	372 50 98	ARM1c(CA)	U.S. Navy
Mc DONALD, Ismael Rivas	878 71 98	ACM3c(T), V-6	USNR
MAUSE, Merle Eugene	723 36 17	ARM3c(CA), V-6	USNR
NELSON, Robert Alan	248 47 68	ARM3c(CA)	U.S. Navy
ODA, Marvin Luther	613 19 09	AMM2c(CA), V-6	USNR
PAYNE, Charles Albert	626 08 84	Y1c(T), V-6	USNR
PETERSEN, Robert "Y"	589 55 67	ARM3c(CA), V-6	USNR
PRITCHARD, William Albert	671 36 81	AMM2c(CA), V-6	USNR
PYATT, Leo Anthony	570 38 31	ARM3c(T)(CA), V-6	USNR
REILLY, James Francis	852 71 73	AMM3c(CA), V-6	USNR
ROBSON, John George	811 74 20	ARM3c(CA), V-6	USNR
ROUX, Lorne Ellsworth	201 56 71	ACMM(PA)	USNR
SMITH, Frank Lloyd	337 26 77	ARM1c	U.S. Navy
STONE, Bill (n), Jr.	565 81 65	AMM2c(T)(CA)V-6	U.S. Navy
SULLIVAN, John Timothy	201 15 66	ACM(PA)	USNR
SWEENEY, Michael Dennis	606 25 13	ARM1c(CA), V-6	U.S. Navy
VAUGHAN, Carl Clifton	832 17 78	ARM2c(CA), V-6	USNR
WORLEY, William Jennings	406 78 21	ARM1c(T)(CA), V-6	USNR

TOTAL 50

APPENDICE 10  
Footnote 13 - KIA Index  
WWII Carrier KIA 1/6/2001  
[www.escortcarrier.org/kia3](http://www.escortcarrier.org/kia3)

# *Killed in Action Index*

## *World War 2*

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Larson, Harland L., CVE-58	Ledford, Charles A., CVE-70	Lewis, Curtis E., CV-17
Larson, Paul O., CV-13	Lee, Albert M., CV-8	Lewis, Evan M., CV-13
Larson, Raymond V., Jr., CV-17	Lee, Eugene R., CV-6	Lewis, Herman E., CV-18
Larson, William L., CVE-95	Lee, Harry S., CVE-95	Lewis, John S., CVL-23
Lasater, Delmer B., CV-11	Lee, Hubert J., CV-13	Lewis, Victor A., CV-8
Lesky, Peter, CV-13	Lee, James W., CV-13	Lewis, William A., CVE-56
Lassalle, Charles J., CVE-56	Lee, Jesse B., CVE-56	Libby, Robert L., CV-2
Lassauze, Maurice V., Jr., CV-18	Lee, Leon, CV-12	Libournel, John H., CV-16
Latham, Fred, CV-19	Lee, Mar T., CV-6	Liddle, Fred A., CV-13
Latimer, William S., CVE-71	Lee, Ray P., CV-10	Liddle, William G., Jr., CV-3
Lau, James Y., CVE-79	Lee, Robert E., CV-19	Liddle, Ralph P., CVE-27
Laughren, Billy B., CVL-25	Lee, Robert E., CV-13	Lieber, Frederick E., CVL-22
Lauder, Lloyd H., CV-4	Lee, Wallace G., CVL-22	Lieberitz, Dale A., CV-6
Laundrigan, Edward L., CV-4	Lee, William H., CVE-65	Liedel, Clyde V., CV-17
Laurent, Ernest, Jr., CV-17	Leedom, Martin L., CV-16	Lietzau, Robert E., CVE-95
Laum, Alvin E., CVE-73	Leffevre, Theodore E., CV-3	Liland, Bernard, CV-14
Lavender, John H., Jr., CV-10	Legatos, Sabe, CV-15	Lilset, Leonard C., CV-9
Laverton, Charles R., CV-17	Leger, George L., CVE-12	Light, Oscar L., CV-13
Laventhal, Sol, CVE-56	Legris, Albert J., CV-3	Lightfoot, Gilbert W., CV-19
Levin, Clement V., CVL-29	Lehnert, Russell H., CV-13	Lies, Charles E., CVE-95
Levin, John S., CV-14	Lehr, A. Joseph, CV-10	Liles, James J., CV-16
Levine, Charles H., CV-15	Lehr, Carl A., CVE-56	Lillard, Zack F., Jr., CV-6
Levors, Kenneth G., CVE-99	Letzke, Aidel D., CV-13	Limehouse, Benjamin T., CV-20
Lewis, William C., CV-8	Lemais, John R., CVE-73	Limpinsel, Anthony L., CVL-25
Lawhon, George F., CV-6	Lemay, Anthony A., CVE-27	Lincoln, Charles N., CVE-95
Lewler, Orvil E., CVE-63	Lemay, Leo O., CV-16	Lind, Farris R., CVE-63
Lawrence, Hugh A., CVE-56	Lemire, Wilfred H., CV-6	Lind, Herbert J., CVL-23
Lawredos, Ivo D., CVE-56	Lemley, Ernest E., CVE-56	Lindahl, Raymond E., CV-19
Lawrence, Kenneth E., CV-12	Lemmon, Rolla S., CVL-29	Lindbeck, John R., CV-16
Lawrey, Gordon C., CVE-27	Lendo, John, CVL-30	Linder, Ashby C., CVE-61
Laws, George C., CV-15	Lend, Dehob A., CVE-56	Lindsmith, George E., CV-12
Lawt, William H., CV-12	Lennon, Raymond E., CV-13	Lindtors, Victor E., Jr., CV-18
Lawty, Malcolm, CVE-71	Lertz, August W., CV-7	Lindgren, Arthur R., CV-6
Laxton, John P., CV-6	Leonard, James, CV-6	Lindley, James N., CV-13
Lay, Lawrence P., Jr., CV-7	Leonard, James C., CV-6	Lindner, Robert H., CVL-24
Lay, Winston J., CV-9	Leonard, Myrtle, CV-13	Lindsay, Johnnie, CV-13
Laymon, Charles J., CV-3	Leonello, Casser C., CVL-28	Lindsay, Robert C., CV-6
Lazzaro, Guy J., CV-13	Leonhardt, Eugene C., CVE-63	Lindsay, Sherman T., CVE-56
Le Strange, Roger W., CV-13	Leopard, John L., CVL-34	Lindsay, Arthur R., CVE-95
Lea, Frank, Jr., CVE-56	Lappla, John A., CV-6	Lindsay, Eugene E., CV-6
Leach, Harold F., CV-11	Leslie, Charles E., CV-13	Linsley, Thomas B., CVE-95
Leach, Robert G., Jr., CVE-56	Leslie, Harry E., CVL-28	Linsmeaver, Wilson C., CV-17
Leach, Vernon L., CV-13	Letton, James W., CVL-33	Linsbarger, Henry F., CV-13
Leahy, Blake W., CV-18	Letton, Charles A., CV-3	Lincham, George J., CV-13

01/06/2001

Kotchevar, Joseph, CVE-79  
Kotlas, Johnny, CVL-23  
Kortka, Lloyd W., CVE-85  
Kovach, Joseph, CVE-56  
Kowalschick, Edward M., CVE-86  
Kowalszewski, Victor, CV-5  
Kozak, John E., CVE-87  
Kozelski, Leonard J., CV-6  
Kozlowski, George J., CVE-73  
Kraft, Clayton D., CV-4  
Kraft, Edward D., Jr., CV-19

La Flamma, Herbert A., CVE-85  
La Forest, Marvin C., CV-13  
Lacoste, William J., CV-14  
Lacey, Patrick C., CV-13  
Lacey, Thomas P., CVE-56  
Lachner, George W., CV-14  
Lackey, John D., CV-8  
Lacrosse, Raymond P., CVE-56  
Ladewitz, John P., CV-3  
LaFosse, Harvey A., CVL-24  
Lagasse, Robert M., CV-17

Lantron, Conrad A., CV-18  
Lapierre, Earl E., CV-17  
LaPlante, Wilfred A., CV-18  
LaPrade, Arthur, CVL-24  
Largo, Philip D., CV-16  
Larson, Edward W., Jr., CV-13  
Larson, Joseph B., CVE-73  
Larson, Floyd O., CVE-56  
Larocca, Marino A., Jr., CV-17  
Larsen, Charles T., CV-17  
Larson, Fred M., CV-15



**Return to KIA Index**



**Back to Kangas-Knight - Page 21**



**Forward to Larson-Lisbon - Page 23**

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**RETURN TO ECSAA MAIN MENU**

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APPENDICE 11

Footnote 14 - James 3 Drawing  
circa March 2001



USS NATOMA BAY (CVE 62)



April 30, 2001.

Dear Bruce,

As I pleased to inform you that the VC-34 National  
CVE 62 reunion is lined up. It will be held in San  
Diego Calif on the 8<sup>th</sup>, 9<sup>th</sup>, 10<sup>th</sup> and 11<sup>th</sup> at the Grant Hotel, in  
September. Hope to see you then!

For our numbers are dwindling. But we can still  
enjoy these gatherings. Hoping your book is progressing

Sincerely

Best regards to you and yours.

Sincerely,

Leo Pyatt vas  
cra

## APPENDIX 14 — Larsen Address NBA 1/2002

## APPENDICE 14

Footnote 18 - Jack Larsen Address  
Natoma Bay Association roster  
1/2002

1/177 ?

NBMEMBER

ST_NAME	FIRST_NAME	PO	ZIP	UPDATED	A_ADDRESS	CITY	ST	PHONE	SPOUSE
Harpe	Edward W.		32608	12-Aug-00	5711 SW 35th Way	Gainesville	FL	(352)372-0697	
Hatch	Patricia		85710	09-Jun-97	6402E Calle de San Alberto	Tucson	AZ	(520)298-5555	
Hays	Maxine		39095	14-May-01	514 Pine Street	Lexington	MS	(662)834-0762	
Hebert	Sue		70817-7626	09-Jun-97	10148 Ginger Place Dr.	Baton Rouge	LA	(225)753-6749	Lenora
Henson, Jr.	William		64735-2880	14-May-01	1201 Remington Circle	Clinton	MO	(660)885-5932	Sonia
Hess	Howard S.		40241-6055	14-Jan-04	5100 US Hwy 42 Apt 134	Louisville	KY	(502)426-5525	
Higgins	Betty		16682	25-Oct-01	207 Bassler St	Marionburg	PA	(814)793-2491	Elsie 314-594-9120
Hodge	Cliff		63376	20-Aug-02	80 Madrid Ct	Saint Peters	MO	(636)278-1901	Lois 314-946-5910
Hohn	Albert D.		63131	28-Oct-98	1908 Firethorn Drive	Little Rock	AR	(501)964-7633	
Hooten	Dee J.		72211-2383	09-Jan-04	800 Napa Valley Dr. Apt 359	Wilmington	OH	(937)382-3795	Rosemary
Hoover	Robert		45177-1834	31-Jan-01	219 Columbus St	University Place	WA	(253)566-7194	Jean
Horn	Elmer R.		98466-1528	14-Mar-99	4210 Juniper Dr. W.	Riverside	RI	(401)433-1729	Barbara
Howkins	Lionel J.		02915-1811	04-Apr-00	38 Ferncrest Drive	Lewiston	ID	(208)743-6659	Melvina
Inturris	Arthur J.		83501-7908	29-Apr-02	1639 42nd St North	LeBlanc	LA	(337)738-2750	
Johnson	Ray D.		70651-0141	29-Apr-02	PO Box 141	San Diego	CA	(619)222-1444	Rosemary
Johnson	Barbara		92106-2818	22-Jul-02	642 Savoy St	San Jose	CA	(619)448-7872	
Jones	Claude D.		92071	14-May-01	8301 Mission Gorge Rd #135	Cloquet	MN	(218)879-5015	
Jordan	Ross		55720	30-Oct-99	1627 Gist Road	Coventry	CT	(860)742-3160	
Kaminsky	Lois		06238	24-Jun-99	Box 295, Richmond Rd.	San Francisco	CA	(415)587-8941	
Karavos	John P.		94112-3324	18-May-02	671 Geneva Ave.	El Cajon	CA	(619)401-2335	
Kaufold	Harold L.		92019	17-Aug-02	1425 E. Madison #23	Riverhead	NY	(631)727-7742	Catherine
Karser	Walter J.		11901-4717	31-Jan-01	660 Northville Turnpike	Nashua	NH	(603)883-8623	Pat
Keenan	John J.		03062-2169	14-Jan-04	31 Nightingale Rd	Boise City	OK	(580)544-3219	Martha
Keeney	Vernon D.		73933	18-May-02	P.O. Box 1296	Blue River	OR	(541)822-3439	Alma May
Kelley	Donald W.		97413	14-May-01	P.O. Box 134	Orange Park	FL	(904)264-6071	
Kelly	Helen		32073	16-Nov-91	1939 Grove Park Drive	Louisville	KY	(502)969-8623	Carolyn
Kelly	Reudell		40219-2935	17-Aug-02	5512 Pico Lane	Twentynine Palms	CA	(760)387-9974	
Kenny	Robert		92277	14-Jan-04	P.O. Box 205	Chula Vista	CA	(619)420-2157	
Kenton	Ann		91910	22-May-95	153 Old Ranch Rd.	Berrien Springs	MI	(269)473-2261	
Kesterke	Gordon		49103	18-May-02	P.O. Box 59	Thomton	CO	(303)288-1438	
King	Jean		80229	23-Jul-03	9061 Odden St	New Orleans	LA	(504)393-7421	Betty Lou
Kirk	Rufus		70131-3811	31-Jan-01	5811 Abbey Drive	Aurora	NY	(315)384-8540	Monika
Kirtland	Lynn		13026	31-Jan-01	Box 25	Gardiner	ME	(207)582-3494	
Knowlton	Edith		04345	22-May-99	356 West Street	Troy	MI	(248)528-1615	Dorothy
Kronenberg	John		48085-5523	09-Apr-98	194 E. Long Lake Rd.	Wilsonville	OR	( )	
Lambeth	Audrene E.		97070	29-Sep-03	30900 SW Parkway Ave #216	Pelican Rapids	MIN	(218)342-2841	Evelyn
Lamm	Robert N.		56572-7527	26-Sep-03	27251 450th St	Springdale	AR	(479)751-7413	Dorothy
Larsen	Jack A.		72764-9301	29-Apr-02	1421 Windsor Ave.				



APPENDIX III Awards and Citations.

APPENDICE 15

A. Purple Heart.

Footnote 19 - Roster of KIA, Wounded,  
and Missing VC-81

1. Lieutenant William Benjamin Morton, U.S.N. of Charleston, West Virginia, for wounds received in action against Japanese heavy surface forces in Battle for Leyte Gulf (Battle off Samar) on 25 October 1944.
2. Merton Clay Cole, ARM3c, 655 11 99, USNR, of Portland, Oregon for wounds received in action against Japanese heavy surface forces in Battle for Leyte Gulf (Battle off Samar) 25 October 1944.
3. Michael Dennis Sweeney, ARM1c, 606 25 13, USNR, of Fall River, Massachusetts for wounds received in action against Japanese aircraft over Lingayen Gulf 6 January 1945.
4. Bertram Anthony Mc Donald, Jr., ARM1c, 372 30 98, USN., of Cheyenne, Wyoming for wounds received in action from Japanese anti-aircraft fire over Iwo Jima, 17 February 1945.
5. Merle Eugene Hause, RM3c, 723 36 17, USNR, of Fremont, Ohio for wounds received in action as a result of Japanese anti-aircraft fire over Iwo Jima, 17 February 1945.
6. Lieutenant (junior grade) Leon Steven Conner, USNR, of Bufala, Alabama, killed in action against Japanese heavy surface forces in Battle for Leyte Gulf (Battle off Samar), 25 October 1944.
7. Lieutenant (junior grade) John Francis Sargent, USNR, of Dedham, Massachusetts, killed in action against Japanese aircraft over Lingayen Gulf, 6 January 1945.
- \* 8. Lieutenant (junior grade) James Mc Cready Huston, USNR, of Bryn Mawr, Pennsylvania, killed in action by Japanese anti-aircraft fire over Chichi Jima, 3 March 1945.
9. Donald "E" Bullis, ARM3c, 860 85 71, USNR, of Hudson, Michigan, killed in action against Japanese heavy surface forces in Battle for Leyte Gulf (Battle off Samar), 25 October 1944.

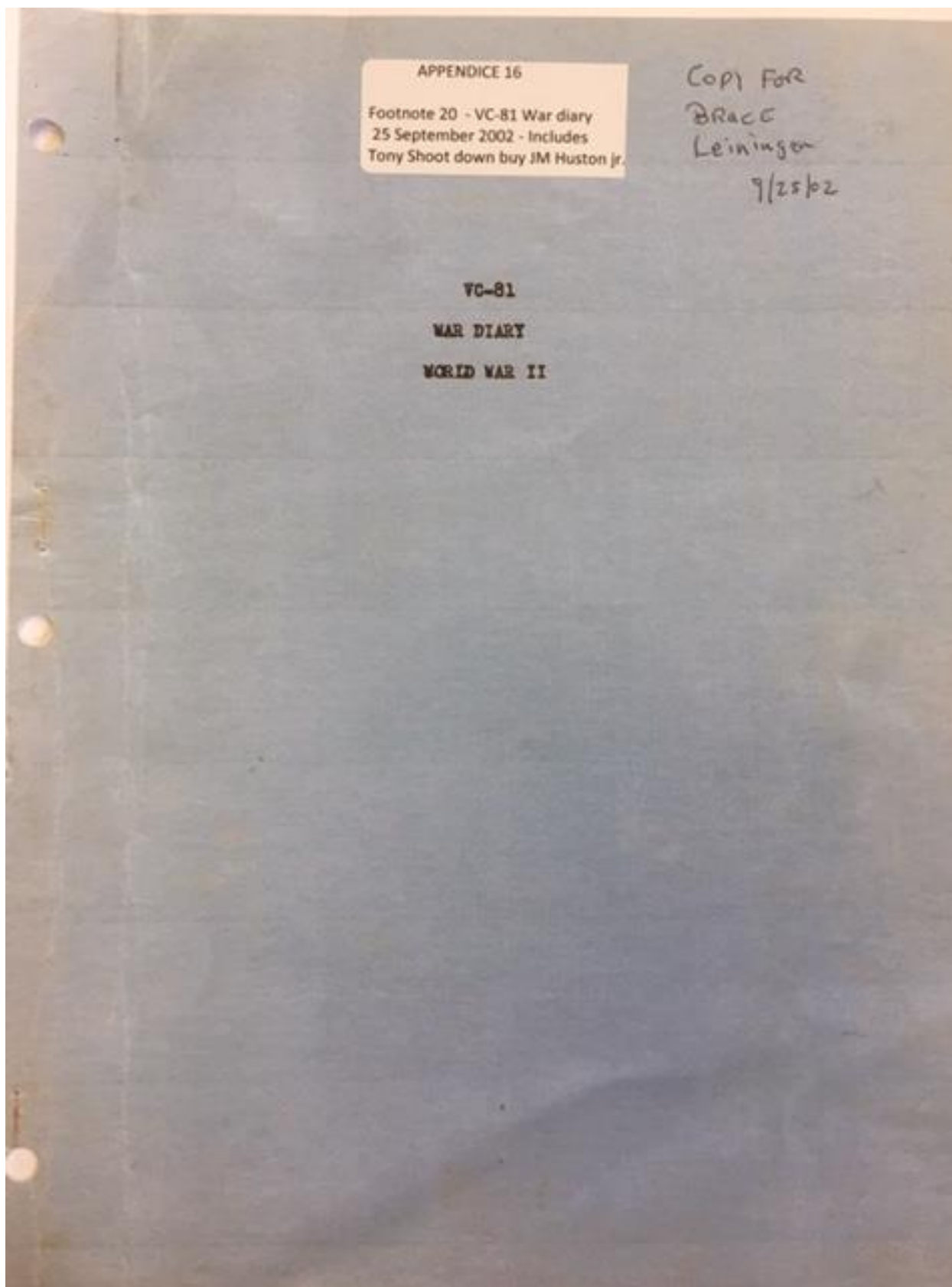


APPENDIX III Awards and Citations.

A. Purple Heart.

10. Louis King Hill, AMM2c, 393 57 88, USN, of Camby, Oregon, killed in action against Japanese heavy surface forces in Battle for Leyte Gulf (Battle off Samar), 25 October 1944.
11. George Hunter Neese, AMX3c, 312 41 53, USNR, of Cassville, West Virginia. Killed in action against Japanese aircraft over Lingayen Gulf, 6 January 1945.

Appendix 16 — VC-81 War Diary



-21-

APPENDIX V ENEMY AIRCRAFT DESTROYEDA. AIRCRAFT

1. Jill, 25 October 1944	Ensign R.L. Walker
2. Tony, 27 October 1944	Lieutenant C.L. Speirs Lieutenant M.J. Roebuck Ensign S.L. Gingrich Ensign R.P. Taylor Ensign J.M. Huston Ensign B.R. Peeler
3. Nell, 28 October 1944	Lieutenant W.L. Matheson
4. Oscar, 13 December 1944	Lieutenant M.J. Roebuck
5. Irving, 13 December 1944	Ensign R. "H" Mount
6. Zeke, 14 December 1944	Lieutenant (jg) S.L. Gingrich
7. " " " "	Ensign J.M. Huston
8. " " " "	Ensign B.L. Therrell
9. " " " "	Ensign O.J. Miller
10. Irving, 16 December 1944	Ensign L.A. Tomkins Ensign O.J. Miller
11. Val, 16 December 1944	Ensign J.E. Clifford
12. Frances, 6 January 1945	Lieutenant Commander R.C. Barnes
13. Val, 6 January 1945	Lieutenant Commander R.C. Barnes
14. Val, 6 January 1945	Lieutenant (jg) R.L. Walker
15. Val, 6 January 1945	Lieutenant (jg) J.F. Sargent
16. Zeke, 6 January 1945	Lieutenant (jg) R.A. Marie Lieutenant (jg) J.M. Huston
17. Zeke, 6 January 1945	"J" "D" Barber, AOM3c E.V. Hinckley, AMO3c B. (n) Stowe, AMO2c
18. Zeke, 9 January 1945	Lieutenant (jg) R.R. Greenwalt
19. Zeke, 9 January 1945	Lieutenant (jg) J.A. Larsen
20. Oscar, 9 January 1945	Lieutenant (jg) J.M. Huston
21. Oscar, 9 January 1945	Lieutenant (jg) L.A. Tomkins
22. Frances, 3 January 1945	Lieutenant (jg) J. (n) O'Donnell Ensign J.E. Gray



Appendix 17 — Jack Larsen Logbook 3 March 1945

Date	Type of Machine	Number of Machines	Duration of Flight	Character of Flight	Pilot	Remarks
2	FM-2	74037	2.5	Leap	Self	
3	"	74005	4.7	Attack	"	
3	"	56719	3.7	Leap	"	
5	"	56878	4.0	Leap	"	
6	"	74413	2.3	Leap	"	
7	"	56835	4.0	Leap	"	

March 1945.

CL#92

CL#93. Strike on Chi Chi Tima - Rocket

CL#94

CL#95

CL#96

CL#97

APPENDICE 17

Footnote 21 - Jack Larsen  
Pilot Logbook March 1945  
Corroborates flight on mission

DATE	3-10-45	UNIT	VC-81
PILOT		PASSE	TOTAL
CRT FUEL			846.4
THIS MONTH			21.2
TOTAL TO DATE			867.6

I certify that the foregoing flight record is correct.

APPROVED: *Jack Larsen*  
Commanding

Appendix 18 — Pink Hotel James identified in 2002



## APPENDIX 19

Nine rolls of Microfilm from Natoma Bay Association





APPENDICE 20

Footnote 24 James M Huston  
Posed with Corsair  
24 February 2003



APPENDIX 21

John Durham note 3 March 1945

Saturday 05/31/2003 6:58:04pm

**Name:** Durham, John S.

**E-Mail:** [durhamjsvc@cox.net](mailto:durhamjsvc@cox.net)

**Homepage** none

**Title:**

**Homepage** <http://none>

**URL:**

**Referred By:** Just Surfed In

**Location:**

**Comments:** I left a short letter at this cite a couple of years ago and was just wondering if there was ever any response to my comments. My connection and interest in Chi Chi Jima was my involvement in a bombing raid on 3/3/45. Our plane (TBM Avenger) was hit and we were unable to make it back to the ship. Just a matter of interest, I have wondered if anyone ever had read or had any comments on my letter.

## APPENDIX 22

Eyewitnesses to Death of James M. Huston Jr

Members of VC-83 – Flown from Sargent Bay CVE – 83 3 March 1945

l-r John Durham, Bob SBD Skelton, Ralph Clarbor

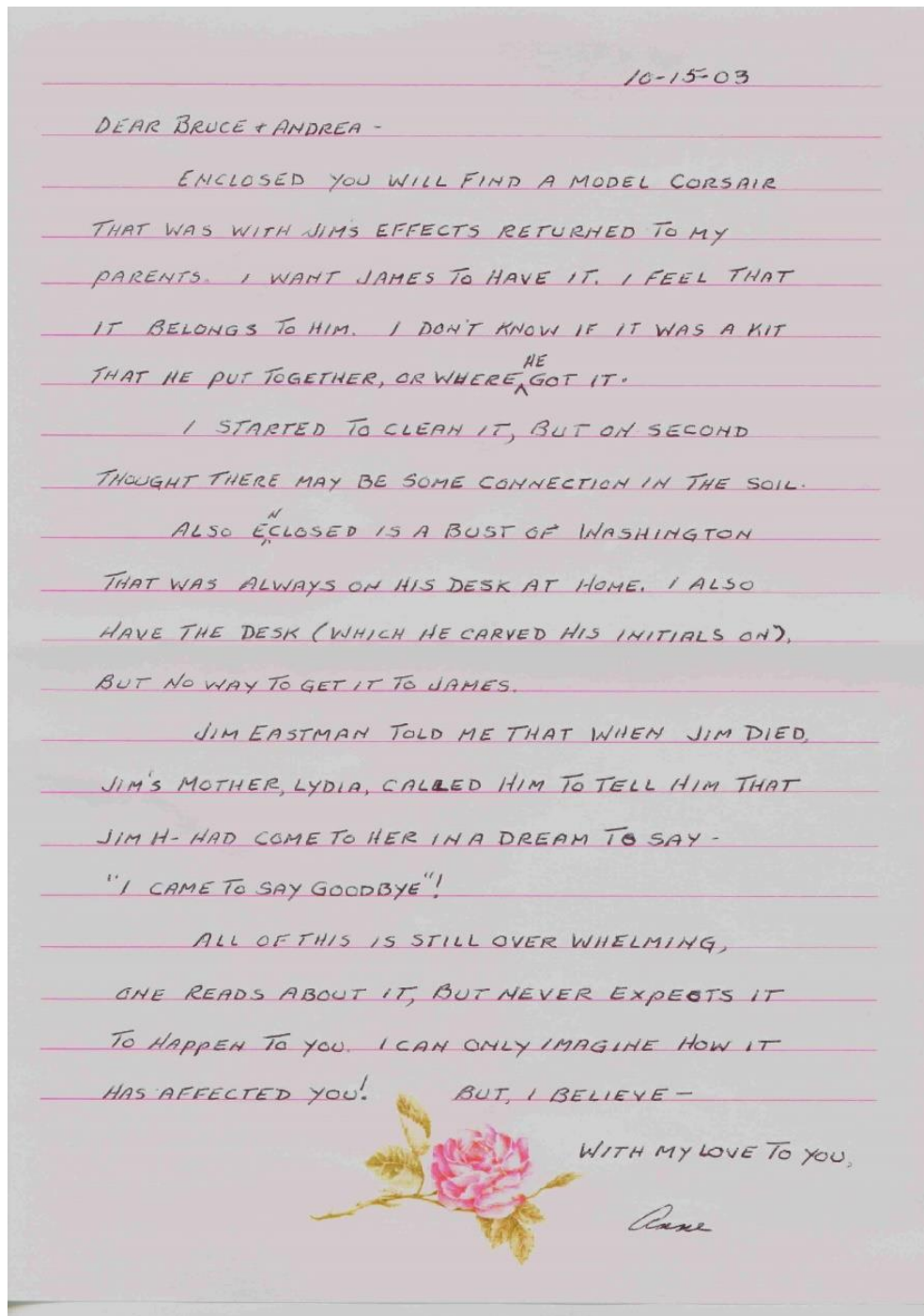
Photo taken at CVE-83 Reunion September 2003 – San Diego, CA





## APPENDIX 23

### Letter to James 15 October 2003 Explaining Corsair and Bust of George Washington



APPENDIX 24 — VC-81 pilots James said greeted him in Heaven

APPENDICE 24 - Footnote 28 — Pilots from VC-81 - who James said greeted him in Heaven



Billie Rufus Peeler ENS. — killed November 17, 1944



Leon Stevens Connor Lt.(jg) — MIA presumed dead October 25, 1944 (Received Navy Cross posthumously — Battle off Samar Island)



Walter John Devlin ENS. MIA presumed Dead Nove

Name	Entered Service From	Serial No.	Awards	Rank	Recorded date of loss
Bailey, Eldon R.	California	0-3771097		Aviation Ordnanceman 3rd class	2/8/1945
Berron, Edward B.	Michigan	0-3117378		Aviation Radioman 2nd class	2/8/1945
Bird, William P.	Pennsylvania	0-6514311	Purple Heart	Aviation Radioman 1st class	3/8/1946
Bullis, Donald E.	Michigan	0-8608574	Purple Heart Distinguished Flying Cross, Air Medal - 2 Gold Stars, Distinguished Purple Heart	Aviation Radioman 3rd class	10/26/1945
Conner, Leon S.	Alabama	0-251429		Lieutenant Junior Grade	10/26/1945
Davis, Clarence E.	Ohio	0-7232179	Purple Heart	Aviation Ordnanceman 1st class	3/28/1946
Devlin, Walter J.	New York	0-315057	Air Medal, Purple Heart	Ensign	10/27/1944
Hazard Peter H.	Rhode Island	0-102177	Distinguished Flying Cross, Purple Heart	Lieutenant Junior Grade	3/28/1946
Hill, Louis K.	Oregon	0-3935788	Purple Heart	Aviation Machinist's Mate 2nd class	10/26/1945
Hunter, Adrian C.	Oklahoma	0-124701		Lieutenant	10/19/1944
Huston, James M., Jr.	Pennsylvania	0-306452	Air Medal, Purple Heart	Lieutenant Junior Grade	3/3/1945
Lange, Edmund R.	Texas	0-240853	Purple Heart	Lieutenant Junior Grade	1/17/1946
Neese, George H.	Michigan	0-3124153	Purple Heart	Aviation Machinist's Mate 3rd class	1/8/1945
Quack, Richard E.	Michigan	0-358500	Air Medal	Ensign	4/9/1945
Sandberg, Loraine A.	Ohio	0-398939	Purple Heart Distinguished Flying Cross, Air Medal, Purple Heart	Lieutenant Junior Grade	6/7/1945
Sargent, John F., Jr. (P)	Virginia	0-305675		Lieutenant Junior Grade	1/8/1945
Schrambeck, Edward	Illinois	0-8514801		Aviation Radioman 3rd class	10/26/1944
		0-497740	Air Medal	Ensign	4/9/1945

Washburg, Robert W.	Pennsylvania 0-407710	Air Medal	Ensign
<p>Source: <a href="http://www.escortcarriers.com/klat.html">www.escortcarriers.com/klat.html</a>, List compiled by CDR James T. Bryan Jr. USNR (Ret.)</p> <p>Source: <a href="http://www.escortcarriers.com/klat.html">www.escortcarriers.com/klat.html</a>, List compiled by CDR James T. Bryan Jr. USNR (Ret.)</p>			



April 1944					APPENDICE 25	
Date	Type of Machine	Number of Machine	Duration of Flight	Char. of Flight	Pilot	REMARKS
13	F4U-1	49857	1.5	F	Greenwalt	
14	"	49885	1.5	F	"	
14	"	"	.8	F	"	
14	"	49929	.8	FCL	"	
14	"	49998	.8	"	"	
15	"	49837	1.0	"	"	
15	"	49864	.5	"	"	
15	"	"	.5	"	"	
18	F3A-1	04660	.5	CL	"	
19	"	04605	.5	CL	"	
20	F4U-1	49814	1.1	K	"	
20	"	"	.5	K	"	
21	"	49883	1.5	F	"	
21	F3A-1	04620	1.8	F	"	
22	F4U-1	49805	1.5	F	"	
22	"	49812	1.5	F	"	
22	"	49998	1.5	F	"	
24	-	04630	2.5	L	"	
25	"	04637	.7	E	"	
25	"	49998	1.5	F	"	
Total time to date					24.5	
						18-18412

Footnote 29 - Robert Greenwalt  
Logbook - VF-301 - Corsair test flights  
April 1944

BET. FUEL - 436.8  
THIS PAGE - 60.1  
TO DATE - 470.3

18-18412

Date	Type Machine	Number of Machines	Duration of Flight	Char- acter of Flight	PMA	PASSENGERS	REMARKS
25	FW406630	1.5	F	Greenwalt			
26	"	49819	1.5	"	"		
26	F3A-1	04630	2.7	"	"		
27	"	21200	1.5	"	"		
27	FW4049205	1.5	F	21			
28	"	49929	1.0	K	"		
28	"	49837	1.0	"	"		
Total time in Date					10.7		

USOAS LOS ALAMITOS CALIF.	
DATE	April 1944
TOTAL FOR MONTH	59.5
BROUGHT FORWARD	142.5
TOTAL TO DATE	202.0
I certify that the foregoing Flight Record is correct.	
Pilot's Signature	
APPROVED	

Appendix 26 — Cannon like one on Natoma Bay

Footnote 30 Stern 5" cannon James said one like it had been on Natoma Bay



James at 2004 Natoma Bay Reunion – Fredericksburg TX – Nimitz Museum



↑Stern gun



...parents, with details regarding Bill's plane crash, dated 12/04/1945. Page 1 of 4.

December 4, 1945

APPENDICE 27

Footnote 32 Letter from Lt. Cm  
Morton VC-81 confirms James  
description of Billie Peelers Dea

My dear Mrs. Peeler:

I cannot tell you how shocked I was to get your letter. No apology from me could atone for your year of doubt. I simply did not know that you had not received all the facts about Billie.

There is no chance that he could have gotten out of the crash. A pilot from another base saw the accident and circled the scene.

At that time we were temporarily living on Pitylen Island on the north side of Seadler Harbor at Manus in the Admiralty Islands. Several squadrons were brought there after the invasion of Leyte and the battle for Leyte Gulf for a rest. We had had a rough two weeks of operations and all needed some relaxation.

We were doing very little flying. Our days were spent in swimming, playing a little



baseball, and just general loafing.

One afternoon Bill and a good friend of his, Lloyd Holton, decided they would like to go flying. They went to another outfit at the same base and borrowed an SBD. They took off for a flight in that local area. Just before dark we got a message by radio saying that a report of a crash had come in. This report turned out to be Bill's plane.

We sent a crash boat to the scene, about five miles north of Pityler. The boat reached the spot after dark. There was nothing there but some floating wreckage.

The next day I talked to the pilot who saw the accident. He said that he was flying along fairly high and had looked down to see the SBD spinning at an altitude of about 2500 feet. He saw the plane recover from this spin and then go into another spin. The recovery from this second spin was just started when the plane struck the water and sank almost immediately. No one came to the

This is a letter from William B. Morton, Lt. Cmdr, Staff/ Com1st Carrier Task Forces. It is addressed to Bill Peeler's parents, with details regarding Bill's plane crash, dated 12/04/1945. Page 3 of 4.

surface. This pilot made the radio report and then remained to circle the spot and direct the crash boat.

Another search went out the next morning. Nothing was found but an oil slick.

There is no sure explanation of the cause of the accident since the plane was not seen before it was spinning. Apparently the plane went into a progressive spin after recovering from the first spin. And there was not enough air space to recover the second time.

All of us felt Bill's loss very heavily. He was a stout-hearted gentleman whom we all respected as a fine man and admired as a good fellow. His record in the invasion of Leyte and in the Battle for Leyte Gulf was a credit to himself and to the squadron. You have every reason to be proud of your son.

The squadron returned to the States last March. We were scattered to the

parents, with details regarding Bill's plane crash, dated 12/04/1945. Page 4 of 4.

four words then. I think most of the pilots returned to civilian life though about twenty elected to stay in the services.

Lloyd Holton was not a pilot. He was attached to the squadron as engineering maintenance officer. Lloyd and Bill were close friends though they had known each other only a few months. Lloyd's parents live in Toledo, Ohio. I am sorry that I do not have the exact address to give you.

Please do not hesitate to call on me if there is anything I can do. You can always reach me through my home address.

Very sincerely yours,  
Bill Morton

H. Condr. H. B. Morton  
Staff, Com 1st Carrier Task Force  
FPO  
New York, N. Y.



## APPENDIX 28

James described antenna that stuck out of the side of the plane where the pilot climbed on.



The parachute "D" ring is visible near the left edge of the Mae West life jacket. Quite often, pilots left the parachute in the aircraft and put it on after entering the cockpit. The pilot's helmet also included radio earphones and the goggles were secured through loops on the back of the helmet. (SGT Wayne Fillet)

The push-in door is located just below the numeral six on the fuselage side. The small White post in the national insignia is a lead-in for the UHF antenna wire. The Black circle just behind the fuselage star is the tail lift point. (Author)



\*"CREDIT - Walk Around- F4F-3"by Richard Dann



CONFIDENTIAL

PART IVORDNANCE

MAR 20 1945

20034

Section APERFORMANCE OF OWN ORDNANCE MATERIAL AND EQUIPMENT

With only one exception, ordnance equipment and material used in this operation worked entirely satisfactorily. That exception was the Napalm 58 gallon bomb. Its performance was sporadic. On one occasion only three of eight bombs dropped ignited. On another occasion, ninety five per cent ignited. No fins were used on the bombs, and the standard detonator and white phosphorus igniter were used. The failure may basically be due to the granulated Napalm powder absorbing moisture before it was packed in the air-tight shipping containers. It is believed that an additional packing of black powder around the detonator may solve the problem. The bombs which did ignite gave results which were highly satisfactory, especially on flat and open terrain. The low ceilings under which much of the DSG work had to be done may have contributed in part to the good results obtained from the bombs, as there was almost never more than a "dip" glide preceding the drop. Accordingly, a good dispersion resulted. It is felt that a detailed study on the ground of the results obtained from rocket attacks, and attacks with bombs of different weights, if such is at all possible, might be advantageous for subsequent operations. Results of the attacks were unknown to the pilots in the great majority of instances.

Rocket attacks in the deep, soft volcanic sand of the beach areas were not particularly effective, inasmuch as the rockets struck too deeply before detonating, thereby losing most of their lateral burst. An instantaneous nose fuse and a standard delay base fuse were used together.

Ship's guns, fired only in practice, performed well and without appreciable malfunctions.

Section BPERFORMANCE OF ENEMY ORDNANCE MATERIAL AND EQUIPMENT

The only phase of enemy ordnance with which this ship or its squadron came in contact was anti-aircraft fire. Over Iwo Jima, the anti-aircraft fire was reduced to a small volume after the first two days of operations. During those two days, however, fire was accurate and intense from all calibers whenever the enemy was given an opportunity to man his guns against bombing attacks. In this respect, it is strongly urged that unreasonable delays between coordinated strafing and bombing runs be eliminated. This ship had four out of eight TEMs sent out one morning's operations badly shot up, resulting in one water landing and the subsequent jettisoning of another plane under circumstances in which the pilots unanimously reported that the Air Coordinator held their bombing runs until all effect of the strafing runs had been lost. It might be well to inquire into the advisability of using an Air Co-

PART IV

Page 1

759  
(44)

APPENDICE 30  
Footnote 36 Tony shoot down  
AAR 35 VC-81 27 Oct. 1944  
Huston spots and attacks it first

## CONFIDENTIAL 35

II. OWN AIRCRAFT OFFICIALLY COVERED BY THIS REPORT.

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

IV. ENEMY AIRCRAFT OBSERVED OR ENGAGED (By Own Aircraft Listed in II Only).

delighted too far away to engage and lost in clouds.

(h) Apparent Enemy Mission(s).

(i) Did Any Part of Encounter(s) Occur in Clouds? Yes If so, Describe Clouds 2000, Cumulo-nimbus, .4  
(NAME IN FULL, TYPE AND VENTURE OF COVER)

(j) Time of Day and Brilliance of Sun or Moon Overcast (j) Visibility 10 miles.  
(INDICATE BRILLIANCE: DIM, DIMLY, BRIGHT, MOON, DAY, OVERCAST, ETC.) (MILES)

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

V. ENEMY AIRCRAFT DESTROYED OR DAMAGED IN ACTION						
141 TYPE ENEMY A/C	142 DESTROYED OR DAMAGED BY:		143 PILOT OR GUNNER	144 GUNS USED	145 WHERE HIT, ANGLE FROM OVERHEAD IN WINGS, FUSELAGE AND ENGINE.	146 DAMAGE CLAIMED
1049	70-2	70-21	Lt. E. F. Sweeney Lt. G. A. Speirs Sqn. J. E. Barton Sqn. G. A. Stinchfield Sqn. R. F. Taylor Sqn. E. R. Fowler	.50 Cal. wing gun	From overhead in wings, fuselage and engine.	Destroyed.



RESTRICTED  
(Declassify when  
titled null)

REPORT No. 200

(a) TYPE OWN A/C	(b) SQUADRON	(c) CAUSE: TYPE ENEMY A/C TYPE GUN, OR OPERATIONAL CAUSE	(d) WHERE HIT, ANGLE (List armor and seating tanks, equipment hit)	(e) EXTENT OF LOSS OR DAMAGE (Give Bureau serial number of planes destroyed)
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				

[illegible][illegible]

CALIBER	NONE	MEAGER	MODERATE	INTENSE
HEAVY — Time-fused shells, 75mm and over	1			
MEDIUM — Impact-fused shells, 20mm-50mm	2			
LIGHT — Machine gun bullets, 6.5mm-12.3mm	3			

**SPEED, CLIMB,**  
at various altitudes

TURNS  
 DIVES  
 CEILING  
 RANGE  
 PROTECTION  
 ARMAMENT

The Tony was flying at an altitude of 5000 feet at about 350 mph and banking from cloud to cloud when he was tail-gated by Messins J.M. Burke while the formation was at 20,000 feet. He immediately peeled off and ran on the Tony from overhead with the other five close behind. All made over head runs and all had what could have been killing fire into the plane and were firing at the same time. The Tony didn't have a chance to do anything. The pilot parachuted with his chute only partially opening, he went down fast and was probably killed. The Tony crashed but did not burn, rolled over and then straight in, crashing.

35

OPNAV-16-1-8517  
Form AC-1  
Sheet 2 of 5

## AIRCRAFT ACTION REPORT

(OMIT THIS SHEET IF NO ATTACK WAS MADE)

RESTRICTED  
(Exclusively when  
filled out)

REPORT No. 22

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

(a) Target(s) and Location(s) Tony while on CAP (b) Time Over Target(s) 1700 Zone (Zone)

(c) Clouds Over Target 2000, Cumulo nimbus, 4.  
(BASE ON PERC. TYPE AND VERTIC. OF COVER)

(d) Visibility of Target Overcast (e) Visibility 10 miles  
(LOCAL DIST. VERTICALLY REDUCED BY CLOUDS, ETC.) (MILES)

(f) Bombing Tactics: Type \_\_\_\_\_ Bomb Sight Used \_\_\_\_\_  
(LEVEL, SLIDE OR SIVE) (TYPE)

Bombs Dropped per Run \_\_\_\_\_ Spacing \_\_\_\_\_ Altitude of Bomb Release \_\_\_\_\_  
(NUMBER) (FEET) (FEET)

(g) Number of Enemy Aircraft Hit on Ground: Destroyed None Probably Destroyed None Damaged None

(1a) AIMING POINT	(1b) DIMENSIONS OR TONNAGE	(1c) NO. A/C ATTACKERS (1d) SQUADRON	(1e) BOMBS AND AMMUNITION EXPENDED, EACH AIMING POINT	(1f) NO. HITS ON Aiming Point	(1g) DAMAGE (Name, slight, serious, destroyed or sunk)
1 Engine on a Tony.		6 - F4U-2 VC-61	2000 .50 Cal.		Destroyed.
2					
3					
4					
5					
6					
7					
8					

(e) 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.)

Six F4U-2s from VC-61 were on target CAP orbiting over the SW part of Bamer. They were flying at 10,000 feet when Ensign Huston belly-bombed a Tony directly below at 8000 feet. He immediately pushed over and was followed by the other five pilots; Lt. C.L. Speirs, Lt. M.J. Debusch, Enn. S.L. Gingrich, J.A. J.A. Taylor and Enn. S.R. Peeler. The Tony apparently did not see them; he was travelling at 280 knots and ducking and headed for a cloud, but it was too late for 24 .50 Cal. guns were bearing on him. All pilots were in good position and all would have made the kill; the gun camera film did not eliminate any of the six. The Tony nosed over, rolled and the pilot came out, but his chute only partially opened, he went down fast and was killed. The plane went straight down, not on fire but smoking and crashed into the earth.

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

ALBERT - 874, BY THE CHIEF ENGINEER CO., NAVY/AFM



FORM 10-10-57  
Form ACA-1  
Sheet 4 of 5

**AIRCRAFT ACTION REPORT**

RESTRICTED  
Classify when  
filled out  
35

REPORT No. 28

**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, Decoy  
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, Decoy  
Angles of Attack  
Distance of Opening Fire  
Defense Tactics

**COMMENTS AND RECOMMENDATIONS**  
Own Weaknesses  
Enemy Weaknesses  
Comments To: ☐ Own  
☐ Enemy  
Difficulties To: ☐ Own  
☐ Enemy  
Flak/Gunners, Own  
Escape Tactics  
Fighter Support  
Use of Radar  
Night Fighting  
Weather/Sea/Air

**ATTACK**

**OWN TACTICS**  
Methods of Locating Target  
Approach to Target  
Altitudes, Speeds  
Approach  
Dive  
Pull-Out  
Dive Angle  
Strafing  
Bombing  
Defense Tactics  
Use of Jamming

**DEFENSE, ENEMY**  
Escape Tactics, Shot  
Concealment  
Searchlights  
Night Fighter Tactics  
Use of Jamming

**COMMENTS AND RECOMMENDATIONS**  
Bombing Tactics  
Escape Tactics  
Effectiveness of  
Search, Targeting  
Fighter Support  
Use of Radar  
Weather/Sea/Air  
Jamming  
Flak/Gunners

**OPERATIONAL**  
Position  
Homing  
Bombing  
Reconnaissance, Ship  
Communications  
Fighter Operations  
Search and Tracking  
Base Operations  
Maintenance

Eight F4-Bs were launched by the USS MATOMA BAY for the dusk target CAP. Two of these planes had to return to base because of mechanical difficulties. The other six orbited the usual points with little activity. They three enemy planes were sighted within a fifteen minute period, 2 Tonies and 1 Val, but all were so far away when sighted and there were so many clouds and squalls that contact was impossible. A short time later while orbiting over the Samar, seeing Huston spotted a lone Tony emerging from a cloud. He was flying at 8000 feet at about 180 knots. All six members of the CAP immediately peeled off and made one overhead run on the Tony. The pilot of the Tony did not see them in time to take any action; he was hit all over and was beginning to smoke. The pilot rolled the plane over and bailed out. His parachute opened only slightly and he went down fast. The plane went straight in and was observed to crash by all of the pilots as they followed it down. The Tony did not take any evasive actions; the F4-Bs were probably on him before he had time. The F4-Bs were pulling 28 inches of manifold pressure at 2000 RPM in the dive and were making 300 knots. The planes were carrying two auxiliary tanks and this accelerated them to a greater degree than normal.

8393

FORM 10-10-57

APPENDIX 31 – Painting James asked Anne Huston Barron for in December 2005



Received this photo of James Huston February 2003

James asked about this painting – see note that follows ↓



JANUARY 16, 2006  
DEAR JAMES:  
I DO HOPE THAT  
THIS IS THE PICTURE  
YOU ASKED ME FOR. IT  
IS THE ONLY ONE OF ME  
DONE BY MY MOTHER.  
I AM SORRY TO BE  
SO LONG SENDING IT TO  
YOU. THESE PAST FEW  
WEEKS HAVE BEEN  
VERY BUSY + HECTIC.  
HOPE YOU LIKE IT -  
WITH MY LOVE,  
ANNE

APPENDIX 32  
Photos of James and Jimmy



**James Leininger James Huston**



**James  
Huston, Jr.**

**James  
Leininger**