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27 May 1945

Subject: Action Report - Period 14 March to 27 May 1945,
Operations in Support of the Campaign for the
Capture of Okinawa Gunto.PART VI(E)(5) - Special Comments (Cont'd)

The weather was excellent until we neared Kyushu. The visibility then dropped to about five miles due to haze. My navigation was correct and we entered the Inland Sea between Kyushu and Shikoku. About half an hour before we arrived I contacted the fighters who were circling the downed personnel and got their exact position. Our escort sighted one or two enemy planes on the way up. We saw several tugs and barges in the Inland Sea. The downed personnel were about 2000 yards NE of Hime Island. Lt.(jg) Donald O. Comb, who was flying the second Kingfisher and I landed at 1145. The pilot and crewman were in a two man raft. I immediately picked up the pilot. Lt.(jg) Comb's plane was idling too fast and after three passes he was forced to cut his engine. He then quickly effected rescue of the air crewman. We took off at 1215.

On retiring we were fired on by heavy AA as we passed thru Kaysui Strait. The fire was coming from Cape Sadami. The AA was light but accurate. No damage was done to either plane. The trip back was uneventful and we were recovered at 1430. The personnel recovered were: Ensign John Morris, USNR; Phegley, Cletus, ARM3c."

Statement of Ensign John Morris, USNR, and Cletis L. Phegley, ARM3c, USNR.

"At 0700 my engine was hit by AA fire while I was diving on target (USA Airfield) on the northern coast of Kyushu. I landed in the SUO Sea about one mile north west of Hime Island. I made a water landing, and my crewman and I got in our two-man life raft. At 1145 Lt. C.S. Tanner, USN, and Lt.(jg) D.O. Comb, from U.S.S. ASTORIA made excellent landings in OS2U's and promptly rescued myself and my crewman. We were in good condition. Planes circling me were fired upon by heavy and light AA. One enemy plane was shot down near me about ten minutes before being