

FROM DON KIRKPATRICK, VS-8 SBD PILOT.

DECLASSIFIED

U.S.S. HORNET

OV8/AL6-3

OF10/LA

Serial 0013

SECRET

San Francisco, Calif.,
June 13, 1942.

HORNET (CV-8)

From: Commanding Officer.
To : Commander-in-Chief, U.S. Pacific Fleet.
Via : Commander Task Force SIXTEEN.

Subject: Report of Action - 4-6 June 1942.

Reference: (a) U.S. Navy Regulations, Art. 712.
(b) CincPAC despatch of 6 June 1942.

Enclosure: (A) Photograph of burning Japanese Cruiser.
(B) List of casualties.
(C) Recommendations for awards.
(D) Report of Commanding Officer, VF-3.
(E) Copy of reference (b) (paraphrased).
(F) Squadron track charts.
(H) Statement of Quillen, L. ARM30, U.S. Navy.
(I) Constructive Time analysis of events of June 4, 1942.

1. In accordance with CincPAC Operation Plan 29-42, the HORNET got underway from Pearl Harbor at 1130, May 28, 1942, recovering the Air Group at sea, at 1630 the same afternoon. One SBD would not start at EWA Field, and the pilot was flown to the ship in the rear seat of a TBD. This particular pilot, Lieutenant W.J. Sidhelm, U.S.N., was later credited with two direct 1000-lb. bomb hits on a battleship, or heavy cruiser, on June 6. An additional SBD, Ensign R.D. Milliman, U.S.N.R., pilot, was lost the following morning when it crashed about 15 miles from the ship while on intermediate air patrol, probably due to engine failure. No personnel were recovered. The Air Group then consisted of 27 VF, 35 VSB, and 15 VTB, which aircraft strength was maintained until contact was made with the enemy, except for temporary decommissionings for minor repairs.

2. After passing through LAUAI Channel, course 296°T. was maintained until the afternoon of May 31, when course was changed to 290°T., and maintained until arrival at Point "Luck" on 1 June. On the night of May 30 a CincPAC intelligence report, giving an accurate estimate of the Japanese Midway force organization, was received. During May 31 two reports

29 MAY 42