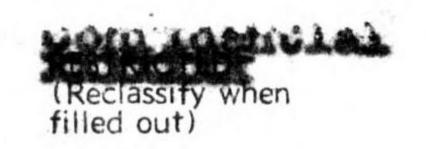
I. GENERAL

Take off	Date 51	larch 194	15	Time (LZT)	0930	(K)		t. 24° 45° H	2	and the second s
			s 14, Iwo	Jimae			()	F) Time of Re	turn 1235	(X)(Zone)
				ERED BY TH	IS REPO	RT.		T		
	SQUADRON	TAKING	NUMBER	ATTACKING		BOMBS A	ID TORPEDOES		FUZE, SETT	
(a)	(b)	OFF (c)	ENEMY A/C	TARGET (e)		/501	(f)	DAN MA	Hose - in	stantaneo: me
M-5	VC-84	4	0	3		IR Roc	cets lik	1 body,	Bose - M	2 sec. del
	. 27.				2 with	(4) 5	00 1b GP	AN-M 64	Nose - in Tail - i	stantaneo
	VC-84	4	0	4	(6) Ro	okets	- type s	nd fuzing		
	7.7				as abo	-				
111. 07			DAIRCRAF	T EMPLOYED BASE	IN THI	S OPEK	SQUADRON	NUMBER	BASE	
TYPE	SQUADRON	NUMBER	USS LUN	GA POINT						
M-3 I-2	VC-85	4	USS LUN	GA POINT				,	1	
h) Appare	observed ent Enemy /	No. ENGAGINOWN A/C	(2	ONE) ONE)	TION OF OUNTER			DOES CARRIED; OBSERVED		
	ny Part of nter(s) Occ	ur in Cloud Brilliance	(NIGHT, B	RIGHT MOON; DA	Y, OVERCAS	T; ETC.)			ity	
Time of Sun	or Moon _				INI AID	I B. Ow		isted in the	1	
i) Encour Time of j) of Sun V. EN	NEMY AIR	CRAFT DES	MAGED BY:	R DAMAGED	IN AIR	1		,	• /	DAMAGE CLAIMED
i) Encour Time of of Sun	(b) DEST	CRAFT DES	MAGED BY:	R DAMAGED		1	USED	,	IT, ANGLE	DAMAGE CLAIMED
i) Encour Time of of Sun V. EN	(b) DEST	CRAFT DES	MAGED BY:	R DAMAGED		1		,	• /	DAMAGE CLAIMED
i) Encour Time of of Sun V. EN	(b) DEST	CRAFT DES	MAGED BY:	R DAMAGED		1		,	• /	DAMAGE CLAIMED
i) Encour Time of of Sun V. EN	(b) DEST	CRAFT DES	MAGED BY:	R DAMAGED		1		,	• /	DAMAGE CLAIMED
i) Encour Time of of Sun V. EN	(b) DEST	CRAFT DES	MAGED BY:	R DAMAGED		1		,	• /	DAMAGE CLAIMED
i) Encour Time of of Sun V. EN	(b) DEST	CRAFT DES	MAGED BY:	R DAMAGED		1		,	• /	DAMAGE CLAIMED
Time of Sun (i) of Sun (i) V. EN	(b) DEST	CRAFT DES	MAGED BY:	R DAMAGED		1		,	• /	DAMAGE CLAIMED
(i) Encour Time of (j) of Sun V. EN	(b) DEST	CRAFT DES	MAGED BY:	R DAMAGED		1		,	• /	DAMAGE CLAIMED
(i) Encour Time of (j) of Sun V. EN	(b) DEST	CRAFT DES	MAGED BY:	R DAMAGED		1		,	• /	DAMAGE CLAIMED







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

TYPE OWN A/C	(b) . SQUADRON	CAUSE: TYPE ENEMY A/C, TYPE GUN, OR OPERATIONAL CAUSE	WHERE HIT, ANGLE (List armor, self-sealing tanks, equipment hit)	(e) EXTENT OF LOSS OR DAMAGE, (Give Bureau serial number of planes destroyed)
1 THE-3	VC-84	AA medium	Sterboard wing, hit and	Plane left at Maple Field.
2				Iwo Jima.
3			hydraulic line, gas lin	o. Bu.No. 23442.
4	•			understood it was to be
5			gunsight container near	
6			pilot, angle not observ	- m
7			ed probably 8 - 11 o'	
8 \			olook.	
9				
10 THI-5	VC-84	AA light	Hydraulic line and	Plane left at Maple Field,
11			sheekle wire ankle not	Iwo Jima, understood it
12			lmown.	would be repaired and used
13				there
14				

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

(a) NO.	(b) SQUADRON	NAME, RANK OR RATING	(d) CAUSE	(e) CONDITION OR STATUS
1	VC-84	Edward J. Galotta, ARM20	AA - modium wound in right thigh	Considerable loss of blood and flesh. Last report he was well and would be
				evacuated by ship from Iwo

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

(a) TYPE	(b) MILES	(c) MILES	AV. HOURS	(e) (f) (g) TOTAL A	AV. FUEL (g) TOTAL AMMUNITION EXPENDED		NDED	NO. OF PLANES		
A/C	OUT	RETURN	IN AIR	LOADED	CONSUMED	.30	.50	20MM	MM	RETURNING
TIM-3	38	50	5.1	330	200		0		1	2
FM-2	38	50	3.1	232	100	,	490			4

IX. ENEMY ANTI-AIRCRAFT ENCOUNTERED (Check one block on each line).

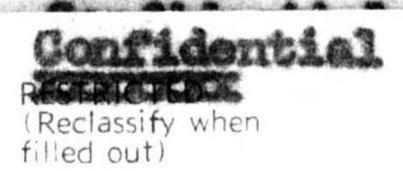
CALIBER	NONE	MEAGER	MODERATE	INTENSE
HEAVY — Time-fused shells, 75mm and over	X			
MEDIUM — Impact-fused shells, 20mm-50mm			X	
LIGHT — Machine gun bullets, 6.5mm-13.2mm		X		

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

SPEED, CLIMB, at various altitudes

TURNS DIVES CEILINGS RANGE

PROTECTION





(OMIT THIS SHEET IF NO ATTACK WAS MADE)

ſ	
	4000
	THE P
	11

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	XI. ATTACK ON	ENEMY SHIPS OF	O Varda enst	TIVES (By Own Aircraft Listed of Aircraft Distance 2. 100	in II Only)	
a)	Target(s) and Locat	ion(s) (FOR SHI	PS INCLUDE ALL IN ARE	of Airfield No. 2. 170 (b) Time Ove	r Target(s)	Zone)
c)	Clouds Over Target	2000, strate	O CUMULUS . 3 (BASE IN FE	ET. TYPE AND TENTHS OF COVER)	get, cle	ar elsewhere.
d)	Visibility of Target_	Partially of	zy. PARTIALLY OBSCURE	D BY CLOUDS, ETC.)	isibility	(MILES)
			LEVEL. GLIDE OR DIV		ed	(TYPE)
	Bombs Dropped per F	Run 1 plane 1	Spacing_	Altitude o		
g)	Number of Enemy A	Aircraft Hit on Gro	bund: Destroyed	Probably Destroyed_	O Te	_ Damaged
	(h) AIMING POINT	DIMENSIONS OR TONNAGE	(i) NO A C ATTACKING	BOMBS AND AMMUNITION EXPENDED, EACH AIMING POINT	NO HITS On A ming Point	(n) DAMAGE (None, slight, serious destroyed or sunk)
1	Area above	400 x 200 yards	4 FM-2 VC-84	(24) HE Rookets Mk 1 body, Mk 7 motor.	All in area	Unknown
2			& TIM-5 VC-84	(4) 500 lb. GP AN-M 54 (20) 100 lb GP AN-M 54	All de la constant de	69
3				(16) rockets Mk 1 bod; Mk 7 motor.	3.73	80
4			4 FM-2 VC-35	number of reckets	69	
5			4 TRM-3 VC-84	number of bombs and reckets unknown	鬱	
6						
7						
8						

Damage could not be evaluated. The Air Coordinator said it had been an effective attack.

(p) Were Photographs Taken?_

Photographs of Damage, WhenTaken, Should Be Attached By Staple.

⁽o) 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)

Confidential SERTO VETAL (Reclassify when

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XII. TACTICAL AND

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 Pull-Out Dive Angle Strafing Retirement Defensive Tactics Use of Jamming

DEFENSE, ENEMY

Evasive Tactics, Ships Concealment Searchlights Night Fighter Tactics Use of Jamming

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

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

On 5 March 1945. D plus 14. a support flight of 4 TMI-3 and 4 FM-2 took off from USS MAKIN ISLAND at 0950 (K) for support operations over Iwo Jima. The support group was led by Lt. Brice Holladey in a THI-S and other VT pilots were Lts. (jg) Domald E. Glasgow and Harry D. Anderson and Ensign Horace D. Harper. FM-2 pilots were Lts. (jg) Milton R. King, division leader and Kenmeth B. Finks and Ensigns Henry Wardengs and Raymond A. Kerr. The planes were joined by a similar flight from VC-85 to form the attack group. At 1110 an attack was started on an area (202 Love Queen on local grid) about 1500 yards east of Airfield No. 2 containing mortars and artillery. Wr strafed down to 100 feet on runs from 1500 feet and fired rockets into these positions from slant range of 500 feet. VI followed dropping bombs from 1500 feet on runs that started at 2000 feet because of low ceiling - VI rockets were fired at slant range of 1000 feet. Prior to the attack the Air Coordinator made 4 dumny passes. Attempts to spot targets with tracer fire were not effective. At the end of the attack the Air Coordinator reported it had been a very effective strike. Lt. (jg) Glasgow did not participate in the attack. While circling prior to going in he found great difficulty in opening bomb-bay door and it was impossible to put his flaps down. He jettisomed his (4) 500 lb G.P. bombs over the water, get his wheels down manually with great difficulty and made a no flaps landing with bomb-bay open on Airfield No. 1. It was found that light AA had hit his hydraulic system and shackle wire. Basign Harper while pulling out of his second run on the target at 900 - 1000 feet felt a jolt and looked out to see his starboard wing on fire internally. He called back to his crew and Richard E. Payton, AMMSc, his gumner, advised that Edward J. Galotta, ARM2c had been bedly wounded. Ensign Herper decided against the water landing he had contemplated and, while Payton stopped the flow of blood from Galotta's thigh as best he could by pressure, he landed on Airfield No. 1. His hydraulic system had been hit and he brought the plane in with no flaps and gas leaking from the bomb-bey and no aileron centrol. With the starboard wing still burning and ammunition going off in that wing he climbed out, while Payton got Galotta out of the tumnel. Basign Harper put the wounded man in a jeep and withing 10 minutes after he washit, Galotte was in the hespital. There he responded to plasma and shock treatment. He was left in the hespital and on last report was to be evacuated from Iwo Jima by hospital ship. The hit on Galotta came through the armor plate in the tunnel and a K 20 camera. Lt.(jg) Glasgow and Basign Harper with the remaining eremen were returned to base by DD EVANS. The planes were left at Iwo, Lt. (jg) Glasgow's to be repaired and used there and Ensign Harpers to be stripped. The rest of the flight returned at 1285 (E).

Equipment performed normally. Despite hits noted in the narrative

(Reclassify when filled out)

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

Use additional sheets if necessary):

both planes landed safely on the field.

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

REPORT PREPARED BY:

APPROVED BY

Robert C. FULTON, Jr., Lt., USAR SAUT Officer, VC-84 RANK AND DUTY Douglas K. MOLISH, Lt., (A1), USIR
SIGNATURE
ACTING Commanding Officer, VC-84

MFD. BY THE EGRY REGISTER CO., PATENTED

3-10-45 DATE