I. GENERAL

CONFIDENTIAL

Mission 1	irect St	upport G	reup	Time (LZT	JIMA	/ mm /		f) Time of	V	ong. 1	9 3 0(K)
II. OWN	AIRCRAF	T OFFIC	IALLY COVE	RED BY TI	HIS KEP	UKI.				FUZE, SE	TTING	
TYPE (a)	SQUADRON (b)	TAKING OFF (c)	ENGAGING ENEMY A/C (d)	ATTACKING TARGET (e)		CARRIED	PER PLANE)			(g)		
14-2	VC-77	8		8	8 - 1	1 - 5'	ne he	d with	13k 146	base	fuse	(non-
BM-le	70-77	4		4	delag	100 # G	Mk 7 m	otors	AN-M I		A2 t	ail fu
		-2.		- ELADI OVE			TION.					
TYPE	HER U. S.	OR ALLIE NUMBER	ED AIRCRAFT	BASE		TYPE	SQUADRON	NUMBER		BAS	SE .	
M-2 PBM-3	VC-88	4	USS SAGI	MAW BAY								
IV. EN	EMY AIRC	CRAFT OB	SERVED OR	ENGAGED	(By Owr	Aircraft L	isted in I	Only).		CAMO	(g)	AND
(a) TYPE	(b) NO. OBSERVED	NO. ENGAGI	ING TIME C ENCOUNTER	LOC EN	(e) CATION OF NCOUNTER	•	BOMBS, TORP GUNS	(f) EDOES CARRI OBSERVED	ED;	CAMO	MARKING	
II O			(20	(NE)								
N.			(Z	ONE)								
			(Z	ONE)	•							
		1 /-/							•		OVER)	
i) Did An	iter(s) Occ	cur in Clou	Ids? (YES OR N				(BASE	IN FEET, TY	isibility			
Did And Encour	y Part of ter(s) Occording ter(s) Occording ter(s) Occording terms of Day and Boon -	cur in Clou Brilliance	Ids? (YES OR N	IGHT MOON;	DAY, OVER	CAST; ETC.)		(k) \	isibility			(d)
Did And Encours Time of Sun V. EN	y Part of iter(s) Occ f Day and B or Moon -	Brilliance CRAFT DE	(NIGHT, BEAMAGED BY:	DAMAGE	DIN A	IR (By Own	Aircraft	(k) \Listed in	isibility			DAMAGE
Did And Encour	y Part of iter(s) Occ f Day and B or Moon -	CRAFT DE	(NIGHT, BEAMAGED BY:	IGHT MOON;	DIN A	CAST; ETC.)	Aircraft	(k) \Listed in	only).			DAMAGE
Did And Encours Time of Sun V. EN	y Part of iter(s) Occ f Day and B or Moon -	CRAFT DE	(NIGHT, BEAMAGED BY:	DAMAGE	DIN A	IR (By Own	Aircraft	(k) \Listed in	only).			DAMAGE
Did And Encours Time of Sun V. EN	y Part of iter(s) Occ f Day and B or Moon -	CRAFT DE	(NIGHT, BEAMAGED BY:	DAMAGE	DIN A	IR (By Own	Aircraft	(k) \Listed in	only).			DAMAGE
Did And Encours Time of Sun V. EN	y Part of iter(s) Occ f Day and B or Moon -	CRAFT DE	(NIGHT, BEAMAGED BY:	DAMAGE	DIN A	IR (By Own	Aircraft	(k) \Listed in	only).			DAMAGE
Did And Encours Time of Sun V. EN	y Part of iter(s) Occ f Day and B or Moon -	CRAFT DE	(NIGHT, BEAMAGED BY:	DAMAGE	DIN A	IR (By Own	Aircraft	(k) \Listed in	only).			DAMAGE CLAIMED
Did And Encours Time of Sun V. EN	y Part of iter(s) Occ f Day and B or Moon -	CRAFT DE	(NIGHT, BEAMAGED BY:	DAMAGE	DIN A	IR (By Own	Aircraft	(k) \Listed in	only).			DAMAGE
Did And Encours Time of Sun V. EN	y Part of iter(s) Occ f Day and B or Moon -	CRAFT DE	(NIGHT, BEAMAGED BY:	DAMAGE	DIN A	IR (By Own	Aircraft	(k) \Listed in	only).			DAMAGE

RESTRICTED (Reclassify when filled out)



REPORT No. VC77 #17

(a) TYPE OWN A/C	(b) SQUADRON	CAUSE: TYPE ENEMY A/C, TYPE GUN, OR OPERATIONAL CAUSE	AL, OF OWN AIRCRAFT (of the WHERE HIT, ANGLE (List armor, self-sealing tanks, equipment hit)	EXTENT OF LOSS OR DAMAGE, (Give Bureau serial number of planes destroyed)
TBM-1c	VC-77	Medium AA - Prob. 20mm	Port wing - not a	local repairs effected
I DMI-IO		Shrapnel from	direct hit	
	2.3			
	Type of the second			
	F F Sales.			
VII. PE	RSONNEL	CASUALTIES (in aircraft listed i		listed in VI by Nos. at left).
a) (b)		CASUALTIES (in aircraft listed i	n II only; identify with planes (d) CAUSE	
a) (b)		(c)	(d)	(e)
a) (b)		(c)	(d)	(e)
a) (b)		(c)	(d)	(e)
a) (b)		(c)	(d)	(e)
a) (b)		(c)	(d)	(e)
a) (b)		(c)	(d)	(e)
a) (b)		(c)	(d)	(e)
a) (b)		(c)	(d)	(e)
a) (b)		(c)	(d)	(e)
(a) (b)		(c)	(d)	(e)
(a) (b)		(c)	(d)	(e)
a) (b) SQUADRON	N B	(c)	CAUSE	CONDITION OR STATUS

T.L. Company	(b)	(c)	(d)	(e)	(f)	(g) TOTAL AMML	INITION EXPE	NDED	NO. OF PLANES
TYPE A/C	MILES	MILES	AV. HOURS IN AIR	AV. FUEL LOADED	AV. FUEL CONSUMED	.30	.50	20MM	MM	RETURNING
FM-2	40	50	2.75	230 gal	120 gal		3860	,		8
T IVI-2	40	50	4.36	330 "	270 11		-			4
5 - 12 Page 1 - 12 - 12 - 12 - 12 - 12 - 12 - 12 -										

IX. ENEMY ANTI-AIRCRAFT ENCOUNTERED (Check one block on each line). INTENSE MODERATE MEAGER NONE CALIBER HEAVY — Time-fused shells, 75mm and over MEDIUM — Impact-fused shells, 20mm-50mm LIGHT — Machine gun bullets, 6.5mm-13.2mm

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

SPEED, CLIMB, at various altitudes

No enemy A/C encountered.

TURNS DIVES CEILINGS RANGE PROTECTION ARMAMENT

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REPORT No. TC77

XI. ATTACK ON ENEMY Target(s) and Location(s)	clouds	CRASE IN FEET.	TYPE AND TENTHS OF COVER)		
Clouds Over Target	h hasa - 6	specially at	1000° (e) V	isibility	(MILES)
Visibility of Target	(CLEAR, HAZY	PARTIALLY OBSCURED E	Bomb Sight Use		
Bombing lactics. Type		EVEL. GLIDE OR DIVE) Spacing		of Bomb Rele	ease See (FEET)
Bombs Dropped per Run	(NUMBER)				Damaged
Number of Enemy Aircraft	Hit on Grou	nd: Destroyed	(I)	NO HITS On Aiming Point	DAMAGE (None, slight serious, destroyed or sunk)
(h) AIMING POINT	MENSIONS OR TONNAGE	(k) SQUADRON	EXPENDED, EACH AIMING	12 12 A 10	area not observ
Area at crossroads	36	- AND 1972	3860 rds. 50 cal.		92
in 216 8 8 5	• • • • • • • • • • • • • • • • • • • •	A FRANCE TO	29 - 100 7 100	98	
in 216 R & 5		A FRANCE TO	29 - 100 # B.P. bomb	68	
in 216 R & 5		A FRANCE TO	29 - 100 # M. P. Dominion 1	\$\$	
in 216 R & 5		A FRANCE TO	29 - 100 # B.F. Dominion 21 - 5" MS rockets		
in 216 R & 5		A FRANCE TO	29 - 100 # B. F. Common Parks 100 21 - 5" 35 rockets		
in 216 R & S Gun emplacements and caves - 200 C. D. & E		A FRANCE TO	29 - 100 # 8.7 cockets 21 - 5" ## rockets		

The VF made normal strafing runs, firing all of their samunition in the assigned area.

Three of the 4 • VT pilots were firing rockets for the first time. Their tactics were therefore not uniform. All of them made their runs on the area, firing rockets and dropping bombs at the same time on some runs. Three or four bombs would be and dropped at a time (switch on select) and usually two or four rockets. Slant ranges dropped at a time (switch on select) and usually two or four rockets. Slant ranges dropped at a time (switch on select) depending upon the runs with the degree of varied from 3000 to as little as 1500 depending upon the runs with the degree of dive being about 30° in all cases.

⁽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).

(Reclassify when filled out)



REPORT No VC77 417

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.)

OWN AIRCRAFT Disposition Altitudes Speeds Approach Tactics

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

RECOMMENDATIONS

Own Weaknesses
Enemy Weaknesses
Offensive Tactics, Own
"Enemy
Defensive Tactics, Own
"Enemy
"Enemy

Flexible Gunnery, Own Escort Tactics Fighter Direction Use of Radar Night Fighting Recognition, Aircraft

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

At 0645(K)a 4 plane target combat air patrol led by Lieutenant D. H. THOMPSON, U.S.N.R., was catapulted from CVE-81 and rendervous was made with four planes from VC-88 with Lieutenant THOMPSON as group flight leader. A few minutes thereafter, a direct support group was launched all under Lieutenant E. W. BESSETT, U.S.N.R., and consisted of 4 - FM and 4 - TBM-1c from CVE-81, plus a similar number from VC-88. All planes were over the target at INO JIMA at approximately the same time.

At 0855(K) Lieutenant THOMPSON'S group was ordered to strafe areas 216 R & S. directing five primarily at a mound or rocky projection observed in the area. Only one run was made by this group from West to East, the run starting at 6000' with pull out at about 1100'. There was naval gunfire direct at the island and coming in at about 800', so all flight were warned to pull out above this altitude. About four minutes later Lieutenant BESSETT'S fighter group was ordered by GLACIER to strafe this same target area. They made two runs using the same approach as did the preceding division. Some light AA was observed, but none of the tracers seemed to come very close to the strafing planes. Several of our pilots complained of poor air discipline on the part of other divisions in the air which almost resulted in serious collision, and in several cases made it necessary for the attacking plane to break off firing.

During these strafing runs, the VT of the group had been ordered to remain on station. Finally at 9915(K) they were told to fire rockets at and bomb gum emplacements and caves in areas 200 C. D. & E. This group, led by Lieutenant(jg) WILLIAM TROWBRIDGE made two (same pilots three) runs on the target with evidentally satisfactory results, because a "good work" was received from the ground observer. The planes went in on the target from 8000' in a 30° glide for rocket firing with pull out at about 1200', the runs being made from SE to NW in column, with each plane regaining altitude immediately following his run and going down for another attack.

A brief summary of the bombing tactics and rocket firing can be found in section XI of this report.

Time was short, so a few bombs and rockets had to be jettisomed in the ocean upon return to the base. Landing was made at 1125(K).

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XIII. MATERIAL DATA. (Comment freely on performance or suitability, following check list at left. Use additional sheets if necessary).

None of Lieutenant(jg) TROMBRIDGE'S rockets would fire, but the circuit tested ok upon return to the carrier, indicating either Bombs, Torpedoes a defective safety plug or pilot error in handling the plug.

> Several of the guns in the FM-2's jammed or failed to charge. An investigation of one of the jammings showed a ruptured cartridge.

ARMAMENT

Guns, Gunsights Turrets Ammunition 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

DXYGEN 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: