

VME-113

4

9  
⑩

Report #81

#c(16)



# AIRCRAFT ACTION REPORT

RESTRICTED  
(Reclassify when filled out)

55149

## I. GENERAL

(a) Unit Reporting VMP-113 (b) Based on or at Ie Shima, Okinawa Ganto. (c) Report No. 81  
 (d) Take off: Date 7 June, 1945 Time (LZT) 1734 (I) (Zone); Lat. 26° 43' N Long. 127° 47' E  
 (e) Mission Combat Air Patrol (f) Time of Return 2017 (I) (Zone)

## II. 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)		
<u>TC-12</u>	<u>VMP-113</u>	<u>2</u>	<u>2</u>	<u>0</u>	<u>None</u>	<u>None</u>
<u>VMP-12</u>	<u>VMP-113</u>	<u>2</u>	<u>2</u>	<u>0</u>	<u>None</u>	<u>None</u>

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

TYPE	SQUADRON	NUMBER	BASE	TYPE	SQUADRON	NUMBER	BASE
<u>None</u>	<u>None</u>	<u>None</u>	<u>None</u>	<u>None</u>	<u>None</u>	<u>None</u>	<u>None</u>

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

(a) TYPE	(b) NO OBSERVED	(c) NO. ENGAGING OWN A/C	(d) TIME ENCOUNTERED	(e) LOCATION OF ENCOUNTER	(f) BOMBS, TORPEDOES CARRIED; GUNS OBSERVED	(g) CAMOUFLAGE AND MARKING
<u>NICK</u>	<u>1</u>	<u>1</u>	<u>1930 (I)</u> (ZONE)	<u>10 miles South of Point Able.</u>	<u>Jettisoned 3 bombs. Amassed 1000 bombs.</u>	<u>Army Brown with NIP RISING SUN.</u>

(h) Apparent Enemy Mission(s) Unknown  
 Did Any Part of  
 (i) Encounter(s) Occur in Clouds? No If so, Describe Clouds \_\_\_\_\_ (BASE IN FEET, TYPE AND TENTHS OF COVER)  
 Time of Day and Brilliance  
 (j) of Sun or Moon 1930 (I) Dusk (NIGHT, BRIGHT MOON, DAY, OVERCAST, ETC.) (k) Visibility 4-5 Miles. (MILES)

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

(a) TYPE ENEMY A/C	(b) DESTROYED OR DAMAGED BY:			GUNS USED	(c) WHERE HIT, ANGLE	(d) DAMAGE CLAIMED
	TYPE A/C	SQUADRON	PILOT OR GUNNER			
<u>NICK</u>	<u>TC-12</u>	<u>VMP-113</u>	<u>1st Lt. H.T. BLAND</u>	<u>6 .50 cal.</u>	<u>both engines &amp; cockpit</u>	<u>Destroyed</u>







# AIRCRAFT ACTION REPORT

RESTRICTED  
(Reclassify when  
filled out)

-SECRET-

REPORT No. 81

## 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, 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

( 7 June, 1945 ) VME-113 pilots reported the Japanese twin engine fighter "NICK" a tough bird to down after Lieutenant Bland's division had expended 6600 rounds of .50 caliber, at least 5000 of which were believed effective, before the message "splashed, one NICK" could be transmitted. The division was vectored out from twenty (20) miles South of point Able by the destroyer based controller "Dizzy Spell". Upon being informed that the bogey was low, they were flying due West course at 1500 feet, when 1st Lt. R.F. SCOTT, leader of the second section, tallyhoed the enemy plane at 12 o'clock, about one thousand (1,000) feet above the division. All four planes swung around to the left in a high wing over and closed, with Lt. Scott's section on the left and Lt. Bland on the right. (It was noteworthy that they closed without difficulty, even with a thousand feet altitude disadvantage, using 40 inches manifold pressure and 2700 RPM's. It was not necessary to use water injection or to jettison the belly tanks.)

Lt. Scott opened fire first, starting at 700 feet and gradually closing to less than 100 feet. Lieutenants BLAND and TUTTLE were slightly below and directly on the Nick's tail, opening fire at approximately 500 feet and also closing to less than one hundred feet. The first bursts were directed at the fuselage and port engine which was knocked out and windmilling in short order. At this point, the Jap pilot, who had been "Jinking" mildly, jettisoned three bombs (small, believed to be 100 pounders) and started a gentle 90° turn to the right, losing altitude steadily. Lt. SCOTT, who had run out of ammunition, pulled up slightly above his firing teammates and called "Dizzy Spell" (the Nick's obvious target) advising "Heads up he is still coming". It is reported that a pardonable note of anxiety could be detected in the return request to "Stay with him." The Controller, after this information, vectored four planes from VME-422 to the scene. Meanwhile Lieutenants BLAND, TUTTLE and NIXON were concentrating on the starboard engine on which a flame flickered, built up, and enveloped the engine and wing. The Nick was by this time within fifty feet of the water with the three pilots so close that Lt. NIXON's wings, propeller and windshield were covered with oil from the windmilling port engine.

The VME-422 pilots, a little late, but still anxious to be of assistance, made a high side and then fell in behind the fight, firing steadily. At this point, Lt. BLAND, certain that the flaming ship was finished, and deeming it expedient to remove his division from the line of fire, pulled out. The Nick caught its port wing-tip in the water, crashed in and exploded. The splash was caught on "Dizzy Spell's" radar screen, and the kill confirmed. The point at which the crash occurred was between two and three miles from the Destroyer. It was agreed that Lt. BLAND inflicted the most damage and that he be given credit for the kill.

The following VME-113 pilots participated:

1st Lt. V.F. BLAND -- Division Leader.  
1st Lt. R.N. TUTTLE -- Wingman.  
1st Lt. R.F. SCOTT -- Section Leader.  
2nd Lt. H.L. NIXON -- Wingman.

-SECRET-



# AIRCRAFT ACTION REPORT

RESTRICTED  
(Reclassify when  
filled out)

REPORT No. 81

**XIII. 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  
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:

*W.H. Jordan*  
SIGNATURE  
W.H. JORDAN

All Material performed in a satisfactory manner.

APPROVED BY:

*Capt. A.O. 4010.*  
RANK AND DUTY

*Hensley Williams*  
SIGNATURE  
HENSLY WILLIAMS

*Major. 00*  
RANK AND DUTY

*7 June, 1945.*  
DATE