I. GENERAL

		Pebruary			0658 (K)) Time of F			
Mission_	Suppor	t. D plu	1. Imo	Jimse		() Time of h	keturn_₩	William & San	(Zone)
				ERED BY TH	IS REPORT.					
TYPE	SQUADRON TAKING		NUMBER ENGAGING ATTACKING		BOMBS AND TORPEDOES			FUZE, SETTING		
(a)	(b)	OFF (c)	ENEMY A/C	TARGET (e)	with (2) 50	(f)	AN-M 64	Hogo:	inat	ntaneou
M-3	VC-84	4	0	0	- HEN(10) 10	The second secon	AN-11 80	Tose -	THE RESERVE THE PARTY OF THE PA	Control of the second s
				1	property name and a h	IE Rocks	ts lik 1	Bese .	- 02 - 02	sec. del
			*		6) Rockets	type ar	d fuging	A STATE OF THE STA		
11-2	VC-84	4	0	3	as above.					
111 07	THED II C	OR ALLIED	AIRCRAF	T EMPLOYED	IN THIS OPERA	ATION.		Α		
TYPE	SQUADRON	NUMBER	7111011711	BASE	TYPE	SQUADRON	NUMBER		BASĘ	
'IMI-S	70-85	4	USS LUMC	IA POINT		•				
M-2	VC-85	4	UDD LIVE	ALL A SPANSON				*		•
			-DVD OD	ENCACED (F	By Own Aircraft	isted in II	Only).	16		
IV. EN	IEMY AIRC		(4)		By Own Aircraft	BOMBS TORPE	OOES CARRIED; BSERVED		CAMOUFL	AGE AND
TYPE	OBSERVED	NO ENGAGIN OWN A/C	G TIME ENCOUNTED	RED ENCO	TION OF DUNTER	GUNS O	BSERVED		MARI	CING
			(Z	ONE)						
		-	-					1		
			71 +							
				ONE)						
			(Z	ONE)						
			(Z						,	
		Mission(s)	(Z	ONE)						
Did And i) Encoun	y Part of iter(s) Occ	ur in Clouds	(Z	ONE)	ribe Clouds	(BASE II	FEET, TYPE A	ND TENTHS	OF COVER	
Did And i) Encoun	y Part of iter(s) Occ	ur in Clouds	(Z	If so, Desc	ribe Clouds	(BASE II				ES)
Did And Encount Time of of Sun	y Part of iter(s) Occ f Day and B or Moon _	ur in Clouds rilliance	(Z)	one) If so, Desc	, OVERCAST; ETC.)		(k) Visit	oility	(MIL	
Did And Encount Time of of Sun	y Part of iter(s) Occ f Day and B or Moon _	ur in Clouds rilliance	(Z)	one) If so, Desc			(k) Visit	nly).	(MIL	
Did And Encount Time of of Sun	y Part of Iter(s) Occurrence (s) Occ	rilliance CRAFT DEST	(Z)	one) If so, Desc	N AIR (By Own	Aircraft Li	(k) Visit	oility	(MIL	ES)
Did And Encount Time of of Sun (a)	y Part of Iter(s) Occurrence (s) Occ	rilliance CRAFT DEST	(Z)	anne) If so, Desc RIGHT MOON: DAY R DAMAGED	N AIR (By Own	Aircraft Li	(k) Visit	nly).	(MIL	ES)
i) Did And Encount Time of of Sun V. EN	y Part of Iter(s) Occurrence (s) Occ	rilliance CRAFT DEST	(Z)	anne) If so, Desc RIGHT MOON: DAY R DAMAGED	N AIR (By Own	Aircraft Li	(k) Visit	nly).	(MIL	ES)
Did And Encount Time of Sun V. EN	y Part of Iter(s) Occurrence (s) Occ	rilliance CRAFT DEST	(Z)	anne) If so, Desc RIGHT MOON: DAY R DAMAGED	N AIR (By Own	Aircraft Li	(k) Visit	nly).	(MIL	ES)
Did And Encount Time of of Sun (a)	y Part of Iter(s) Occurrence (s) Occ	rilliance CRAFT DEST	(Z)	anne) If so, Desc RIGHT MOON: DAY R DAMAGED	N AIR (By Own	Aircraft Li	(k) Visit	nly).	(MIL	ES)
Did And Encount Time of Sun (i) of Sun (a)	y Part of Iter(s) Occurrence (s) Occ	rilliance CRAFT DEST	(Z)	anne) If so, Desc RIGHT MOON: DAY R DAMAGED	N AIR (By Own	Aircraft Li	(k) Visit	nly).	(MIL	ES)
Did And Encount Time of Sun (i) of Sun (a)	y Part of Iter(s) Occurrence (s) Occ	rilliance CRAFT DEST	(Z)	anne) If so, Desc RIGHT MOON: DAY R DAMAGED	N AIR (By Own	Aircraft Li	(k) Visit	nly).	(MIL	ES)
Did And Encount Time of Sun (i) of Sun (a)	y Part of Iter(s) Occurrence (s) Occ	rilliance CRAFT DEST	(Z)	anne) If so, Desc RIGHT MOON: DAY R DAMAGED	N AIR (By Own	Aircraft Li	(k) Visit	nly).	(MIL	ES)
Did And Encount Time of Of Sun (a)	y Part of Iter(s) Occurrence (s) Occ	rilliance CRAFT DEST	(Z)	anne) If so, Desc RIGHT MOON: DAY R DAMAGED	N AIR (By Own	Aircraft Li	(k) Visit	nly).	(MIL	ES)

(Reclassify when filled out)

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(a) YPE OWN A/C	(b) SQUADRON	CAUSE: TYPE ENEMY A		L, 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
De la					
	7,00				
		,	•		
`					
,					
		•			
			1		
VII. PE	RSONNEL	CASUALTIES (in aircraf	t listed in	Il only; identify with planes lis	ted in VI by Nos. at left).
		CASUALTIES (in aircraf	t listed in	Il only; identify with planes lis	ted in VI by Nos. at left). (e) CONDITION OR STATUS
		(c)		(d) CAUSE	(e) CONDITION OR STATUS
		(c) IAME, RANK OR RATING		(d)	(e) CONDITION OR STATUS
VII. PE (b) SQUADRON		(c) IAME, RANK OR RATING		(d) CAUSE	(e) CONDITION OR STATUS
		(c) IAME, RANK OR RATING		(d) CAUSE	(e) CONDITION OR STATUS

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

(a)	(b)	(c)	(d)	(e)	(f)	(g) TOTAL AMMI	JNITION EXPEN	NDED	NO. OF PLANES		
TYPE A/C	MILES	MILES RETURN	AV. HOURS IN AIR	LOADED	AV. FUEL CONSUMED	.30	.50	20MM	MM	RETURNING		
TIM-3	35	35	2.7	330	160		0			4		
FM-2	35	35	2.7	233	130		1275			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

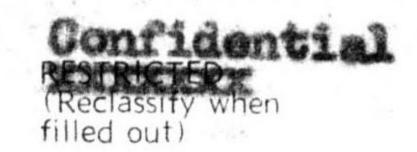
DIVES CEILINGS

CEILING

RANGE

PROTECTION

ARMAMENT





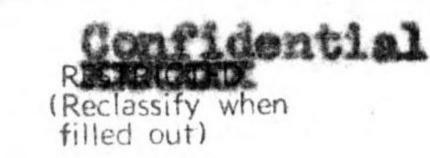
(OMIT THIS SHEET IF NO ATTACK WAS MADE)



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(c)	Clouds Over Target		2000, Cumulus,	T. TYPE AND TENTHS OF COVER)		
(b)	Visibility of Target	(CLEAR, HA	Partially obscured	BY CLOUDS, ETC.)	Visibility	(MILES)
f)	Bombing Tactics: Type	2	(LEVEL. GLIDE OR DIVE	Bomb Sight L	Jsed	(TYPE)
	Bombs Dropped per Ru	n (NUMBE	Spacing_	(FEET)	of Bomb Re	ease (FEET)
				Probably Destroyed	0	_ Damaged
	(h) AIMING POINT	DIMENSIONS OR TONNAGE	(i) NO A/C ATTACKING (k) SQUADRON	BOMBS AND AMMUNITION EXPENDED, EACH AIMING POINT	(m) NO. HITS On Aiming Point	
	Defense installations 200 years north of right	The state of the s	3 FM-2 VC-84	(12) HE Rockets Mr 1 body, Mk 7 motor		Unionom
۷	flant landing					
3	beach					
ł						
5	¥					
,						

Results of the attack consisting of both rockets and strafing could not observede



REPORT No. VC-84.57

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

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

Defensive Tactics, Own
" 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

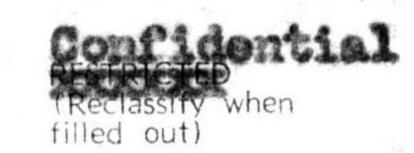
Bombing Tactics
Torpedo Tactics
Effectiveness of
Bombs, Torpedoes
Selection of Targets
Fuzing
Strafing Tactics
Defensive Tactics
Use of Radar
Reconnaissance
Photography
Briefing

OPERATIONAL

Navigation
Homing
Rendezvous
Recognition, Ships
Communications
Flight Operations
Search and Tracking
Base Operations
Maintenance

On 20 February 1945, at 0700 (K) the first support flight of D plus 1 took off from USS MAKIN ISLAND for Iwo Jima. The support group, including 4 TRM-3 and 4 FM-2 both of VC-85 was led by Lt. Douglas K. Raglish of VC-84 in a THE-5. Other VC-84 pilots were Lts. (jg) William H. Bartles and Marvin L. Dolians and Ensign Doane A. Jolle in TIM-Ss and Lt. Earl R. Attebury, division leader, with Lts. (jg) Donald E. Skewis and James G. Babb and Ensign Eric W. Kattwinkel flying FM-2s. The support group after rendezvous proceeded to station reporting in to CSA. The group orbited on station from 0735 to 0915 except for the VC-84 VF who made and attack at 0905. CV camed and call strike missions were in progress during this period causing orowding of radio channels and traffic limitations in the target area. Radio communication was extremely poor and attempts by all VI and VF to reach the Air Coordinator or CSA or standby CSA failed. The VC-35 flight was split off from that of VC-84 although the latter heard no transmission regarding this. Finally 3 of the FM-2s understood that a target had been assigned and they joined other VF from a squadron not known to them in rocket and strafing runs on an area about 800 yards long and 150 yards wide, located around 200 yards north of the right flank of the landing beach (183 Yoke Sugar Hike George on local grid). Runs were made from 5000 feet breaking through the overcast with slant range for rockets being about 1500 feet. The flight returned to base at 0940 (K). One FM-2 was uncertain as to the target and therefore witheld fire.

This fortunately was the only such communication failure suffered by the squadron during the operations but the result of the flight was most disappointing.



REPORT No VC-84 487

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:

It is not believed that any mechanical defects on the part of squadron radios caused the communications difficulty. When checked on return to base they were found to be in good working order.

APPROVED BY