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# AIRCRAFT ACTION REPORT

(OMIT THIS SHEET IF NO ATTACK WAS MADE)

RESTRICTED  
(Reclassify when filled out)

VMTB-131#22  
VMF-314#22  
REPORT No. VMF-422#95

## XI. ATTACK ON ENEMY SHIPS OR GROUND OBJECTIVES (By Own Aircraft Listed in II Only).

(a) Target(s) and Location(s) A/C facilities and AA on Nobara Airfield, Miyako Shima (b) Time Over Target(s) 0715 Item (Zone)  
(FOR SHIPS INCLUDE ALL IN AREA UNDER ATTACK)

(c) Clouds Over Target 2/10ths cumulus from 2000' - 2700'  
(BASE IN FEET, TYPE AND TENTHS OF COVER)

(d) Visibility of Target Clear (e) Visibility Unlimited  
(CLEAR, HAZY, PARTIALLY OBSCURED BY CLOUDS, ETC.) (MILES)

(f) Bombing Tactics: Type VFB - Dive TB - Glide Bomb Sight Used TB - None  
(LEVEL, GLIDE OR DIVE) (TYPE)

Bombs Dropped per Run VFB - 2 TB - 12 Spacing TB - 60' Altitude of Bomb Release 4000'  
(NUMBER) (FEET) (FEET)

(g) Number of Enemy Aircraft Hit on Ground: Destroyed None Probably Destroyed 1 Damaged 4

(h) AIMING POINT	(i) DIMENSIONS OR TONNAGE	(j) NO. A/C ATTACKING (k) SQUADRON	(l) BOMBS AND AMMUNITION EXPENDED, EACH AIMING POINT	(m) NO. HITS On Aiming Point	(n) DAMAGE (None, slight, serious, destroyed or sunk)
1 AA East side of West strip.	Undeter.	6 A/C VMF-422	2 Bombs 23 Rockets	See	Below
2 Truck on Taxi-way N. of W. Strip	Undeter.	1 A/C VMF-422	100 rds. 50 Cal.	See	Below
3 AA around Field	Undeter.	9 A/C VMF-314	18 Bombs 36 Rockets	See	Below
4 SCS in Harbor on N. tip of Miyako.	500 Gr. Ton.	2 A/C VMF-314	4 Bombs 500 rds. 8 Rockets ammo.	None	Serious
5 Lighthouse on Ikema Jima	Undeter.	2 A/C VMF-314	4 Rockets & strafing in undeter. quantity.	Numerous	Slight
6 Runway and facilities on Field.	Undeter.	9 A/C VMTB-131	95 Bombs 10 Rockets	See	Below
7 Planes & Buldings around field.	Undeter.	9 A/C VMF-314	20mm strafing in undeter. Am't.	Numerous	Serious. See Below
8					

(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).

(1, 2, 3, ) Smoke and dust about the airfield prevented accurate assessment of damage inflicted on targets in that area.

(4) The Sugar Charlie Sugar received near misses by two bombs and four rockets. It is believed these near misses must have caused serious damage to the ship.

(5) One plane was destroyed and 4 damaged by strafing from the 20mm of VMF-314's F4U-1Cs. Whether the planes were operational is not known.

(6) Numerous 20mm hits were made on the lighthouse but damage believed slight.

(p) Were Photographs Taken? No Photographs of Damage, When Taken, Should Be Attached By Staple.

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HQSQ-22 #10

### 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.)

The following narratives are given on a squadron basis:

**VMTB-131:** Take off - Charlie Strip, Ie Shima 0520 Item. Rendezvous-Point Victor at 0600 altitude 4000 feet. On course -0605. On target-0710. Order of attack-VFB, TBM-3, VF. Altitude of approach-12,000'. Pushover-10,000'. Axis of attack- 030°NE. Degree of glide-40°. Bomb release point-4500'. Rocket firing point-5000'. Speed of glide-300knots. Pull out-3000'. Rally point-5 miles NE at 1500'. Strafing-One plane strafed with 150 rounds of .50 Cal. Enemy A/A-None. Course-235° T from Point Victor. All dropped window 15 miles from target.

**HQSQ-22:** LtCol. Post and 1stLt. Ruffner of Headquarters Squadron flew with 10 planes from VMF-422. After the disaster that overtook VMF-422, both HqSq-22 planes jettisoned their bombs. They stayed with Lt. Hale of VMF-422 who was in distress and later plunged into the sea. After reporting to the mission leader and initiating air sea rescue proceedings they headed home.

**VMF-422:** The squadron flight of ten fighter bombers, joined by two of HqSq-22 took off on a strike against Nohara Airfield, Miyako Shima at 0515 and was composed of the following personnel: Capt. J.J. DeBlanc, Flight & Div. Lead.; 2ndLt. D.A. Beha; \*1stLt. J.K. Stevenson, Sec. Lead.; \*2ndLt. J.J. Landsberg. LtCol. N.T. Post (HqSq-22), Div. Lead.; 1stLt. P.M. Ruffner, (HqSq-22), \*1stLt. R.F. Hale, Sec. Lead.; \*2ndLt. E. McCoy, Jr.; 1stLt. R.A. Wisley, Div. Lead.; 1stLt. E.H. Spinias; 1stLt. E.C. Harper, Sec. Lead.; 1stLt. D.A. Weston. (\*-Missing).

After rendezvousing with other elements of the strike, (12 fighter-bombers and 18 TBM's), our flight proceeded on course and climbed to 12,000' at 150 knots, weaving to stay with the slower TBM's. At 0655, when approximately 20 miles NE of target, Lt. McCoy's plane exploded and was demolished in mid-air. The explosion was presumed to have been caused by the premature detonation of the VT fused 500#GP bombs. Lt. Hale's plane was smoking and was obviously damaged in the blast but it made a left hand turn and flew under partial control about 15 miles in the direction of base before the plane slipped off to the right and dived straight into the water from 4000'. LtCol. Post and 1stLt. Ruffner, after notifying the flight leader and jettisoning their bombs, followed Lt. Hale. Lt. Col. Post pulled up beside Lt. Hale's plane just before its final dive and he noted many holes perforating the oil covered hood and fuselage. After initiating air sea rescue proceedings and after having orbited the position without seeing any trace of Lt. Hale, they headed home. Immediately after the accident, Capt. DeBlanc ordered members of his flight to jettison their bombs. All acknowledged doing so with the exception of the three members of his division who apparently did not understand his order even though he supplemented his radio messages by repeated hand signals to each of them. They were then over enemy territory and the attack was started at 0715. Pushover was from 12,000'; Lt. Beha's bomb release was at 4500'; rockets were fired at about 3000'; angle of dive was 60-70 degrees and IAS was 380 knots, axis of attack was SW to NE. At about 7000' altitude in the dive, Lt. Stevenson's plane exploded and seconds later, at about 5000' altitude, Lt. Landsberg's plane, exploded. The presumed cause was again the premature detonation of the bombs while still in their racks. (Cont. on attached sheet).

#### 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

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XII. TACTICAL AND OPERATIONAL DATA. (Cont).

The succeeding division flew through the debris without damage except for a 1/2 inch hole in the leading edge of the right wing of Lt. Spinaz' plane. One of Capt. DeBlanc's rockets hung and was brought home. No enemy AA was noticed by squadron pilots. After rendezvousing five miles east of Miyako the flight proceeded for base.

VMF-314: The strike flight consisted of: Major R.F. Cameron; Lt. Geralts; Lt. Duffey; Lt. Yurs; Lt. Ruff; Lt. Goodsell; Lt. Schaefer; Lt. Lurdley; Lt. Zuspan; Lt. McLennon; Lt. Pander; Lt. Popken. Dumbo Escort consisted of Lt. Bailey; Lt. Nance; Lt. Petrino; Lt. Monbleau.

Lt. Popken took off late but couldn't use enough power to catch the main strike because his engine was overheating. He arrived over target late, saw a few flak bursts and decided not to attack alone. In order to lessen the strain on his engine, he jettisoned both bombs and returned to base. His radio reception was not clear.

The 11 planes arrived over the target at 12,000', pushed over in a 50 degree dive, SW to NE, at 330K, released their bombs at 2500 to 3500 feet and retired over the sea. They gained altitude and pushed over from 8 to 9 thousand feet for their rocket attack. The dive angle was from 50 to 55 degrees, speed 300K, release 2000 to 3000 feet and retirement was south to sea. All pilots noted several operational A/C in revetments along the southern end of the air field. Several were strafed during the bomb and rocket runs but the pilots believe there might still be additional planes which they did not damage.

Lt. Pander jettisoned his bombs when he heard the order to jettison bombs which was given after the unfortunate incident described in a separate memo.

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**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

### VMTB-131:

Thirteen bombs hung up for mechanical reasons and were jettisoned.

### VMF-314:

Lt. Popken released his rack along with the center line bomb. Apparently the bomb had been secured too tightly. His plane was grounded for an engine check to determine the cause of the excessive cylinder head temperature. No other materiel failures were reported.

### HQSQ-22:

All material functioned satisfactorily save for a hydraulic failure and LtCol. Post's plane necessitating manual lowering of wheels.

### VMF-422:

One rocket on Capt. DeBlanc's plane failed to fire. Mid-air explosions resulting in the loss of four planes (BuNos. 82494, 76552, 82498, 57282), was presumably caused by premature detonation of VT fuzed 500# bombs. Exact cause not yet determined. Lt. Spinis' plane had a half inch hole in the leading edge of its right wing.

REPORT PREPARED BY:

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RANK AND DUTY

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2 July 1945  
DATE

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