

VMB-613

174
④

Report # 6

HIC(15)

6

AIRCRAFT ACTION REPORT

4088

(Reclassify when filled out)

SECRET

I. GENERAL

(a) Unit Reporting VMB 613 (b) Based on or at Kwajalein, advanced echelon Eniwetok. (c) Report No. 6
 (d) Take off: Date 6 February Time (LZT) 0900 M (Zone); Lat 11°-21' N Long 160°-20'E
 (e) Mission BOMB AIRSTRIP #2 PONAPE ISLAND (f) Time of Return 1415 M (Zone)

II. OWN AIRCRAFT OFFICIALLY COVERED BY THIS REPORT.

(a) TYPE	(b) SQUADRON	NUMBER			(f) BOMBS AND TORPEDOES CARRIED (PER PLANE)	(g) FUZE, SETTING
		(c) TAKING OFF	(d) ENGAGING ENEMY A/C	(e) ATTACKING TARGET		
PEJ-1H	VMB 613	6	None	5	4 500 G.P., 21 75mm shells	Nose .10 delay Tail .10 delay

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

TYPE	SQUADRON	NUMBER	BASE	TYPE	SQUADRON	NUMBER	BASE
PHM	VPB 19	1	Parry Island Dumbo				

IV. ENEMY AIRCRAFT OBSERVED OR ENGAGED (By Own Aircraft Listed in II Only). None

(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
			(ZONE)			
			(ZONE)			
			(ZONE)			

(h) Apparent Enemy Mission(s)
 Did Any Part of
 (i) Encounter(s) Occur in Clouds? If so, Describe Clouds
(YES OR NO) (BASE IN FEET, TYPE AND TENTHS OF COVER)
 Time of Day and Brilliance
 (j) of Sun or Moon (NIGHT, BRIGHT MOON, DAY, OVERCAST, ETC.) (k) Visibility (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:				(c) WHERE HIT, ANGLE	(d) DAMAGE CLAIMED
	TYPE A/C	SQUADRON	PILOT OR GUNNER	GUNS USED		

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

(a) TYPE OWN A/C	(b) SQUADRON	(c) CAUSE: TYPE ENEMY A/C TYPE GUN, OR OPERATIONAL CAUSE	(d) WHERE HIT, ANGLE (List armor, self-sealing tanks, equipment hit)	(e) EXTENT OF LOSS OR DAMAGE (Give Bureau serial number of planes destroyed)
1 PBJ-1H	VMB 613	Cause not established	Wing at engine nacelle	Crashed enemy island. Seen to explode and burn. #35275
2				
3 PBJ-1H	VMB 613	500 lb. bomb fragment	Thru bottom fuselage at navigators station.	Hole 1' diam. Repaired locally
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				

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

(a) NO.	(b) SQUADRON	(c) NAME, RANK OR RATING	(d) CAUSE	(e) CONDITION OR STATUS
1	VMB 613	Love, William J. 1st. Lt. USMCR	Plane Crash	Killed in action
1	VMB 613	Stone, Thomas W. 1st. Lt. USMCR	Plane Crash	Killed in action
1	VMB 613	Baumbach, Edward L. Sgt. USMCR	Plane Crash	Killed in action
1	VMB 613	Becker, John A. Sgt. USMCR	Plane Crash	Killed in action
1	VMB 613	Schwaller, John R. S/Sgt. USMC	Plane Crash	Killed in action
1	VMB 613	Snider, David, Sgt. USMC	Plane Crash	Killed in action
2	VMB 613	Farley, William M. Pvt. USMCR	Bomb Fragment	Killed in action

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

(a) TYPE A/C	(b) MILES OUT	(c) MILES RETURN	(d) AV. HOURS IN AIR	(e) AV. FUEL LOADED	(f) AV. FUEL CONSUMED	(g) TOTAL AMMUNITION EXPENDED				(h) NO. OF PLANES RETURNING
						.30	.50	20MM	75 MM	
PBJ-1H	354	354	5.25	1160	725			1350	5	5

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

CALIBER	NONE	MEAGER	MODERATE	INTENSE
HEAVY — Time-fused shells, 75mm and over				
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
 ARMAMENT

NONE OBSERVED

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(OMIT THIS SHEET IF NO ATTACK WAS MADE)

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

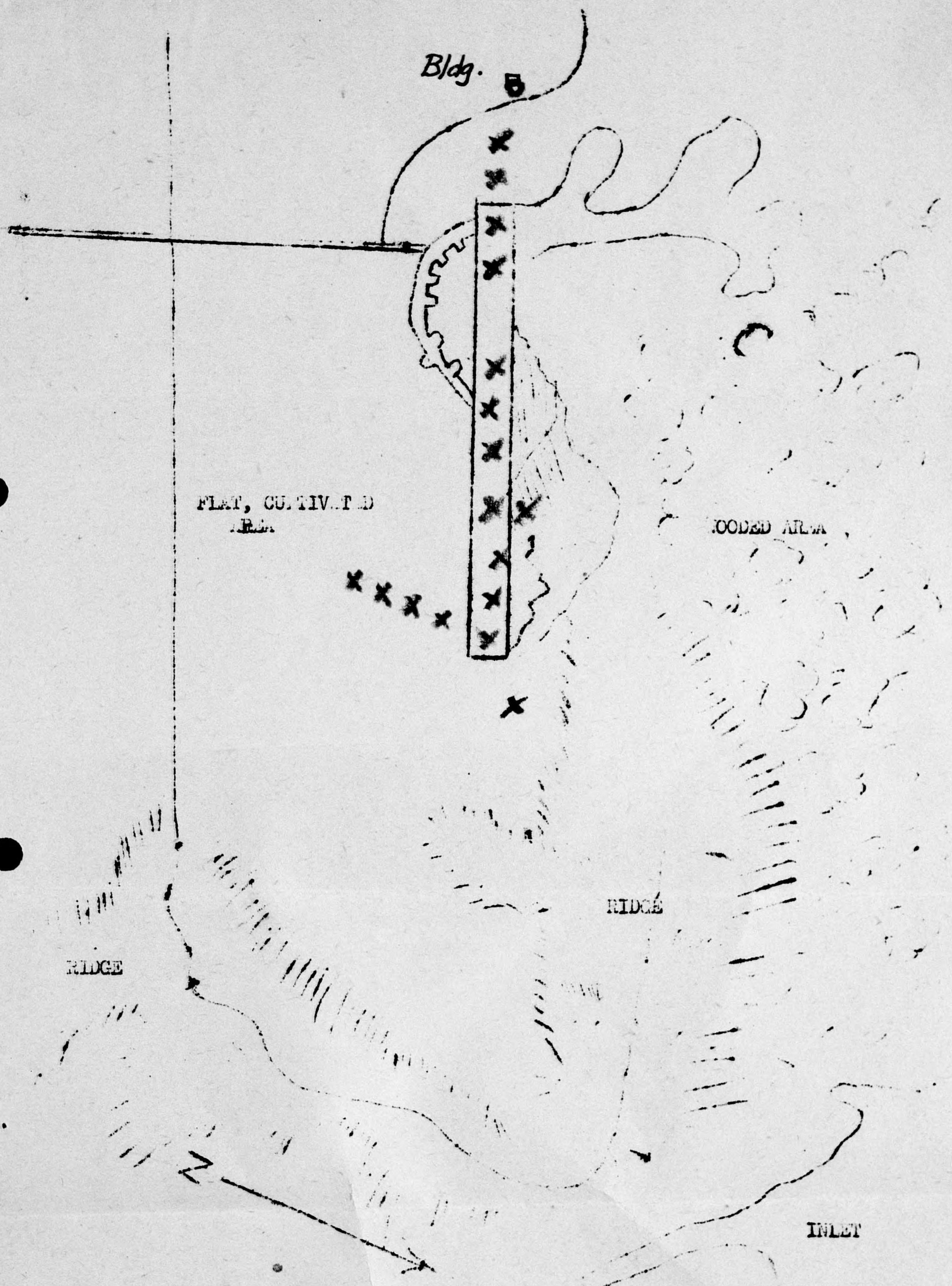
- (a) Target(s) and Location(s) No. 2 Airstrip Ponape Island (b) Time Over Target(s) 1110 (Zone)
- (c) Clouds Over Target 1500 Cumulus with large base layer extending out 10/10
(BASE IN FEET, TYPE AND TENTHS OF COVER)
- (d) Visibility of Target Partially obscured by clouds (e) Visibility Good
(CLEAR, HAZY, PARTIALLY OBSCURED BY CLOUDS, ETC.) (MILES)
- (f) Bombing Tactics: Type Glide Bomb Sight Used None
(LEVEL, GLIDE OR DIVE) (TYPE)
- Bombs Dropped per Run 4 Spacing 100 Altitude of Bomb Release 2000
(NUMBER) (FEET) (FEET)
- (g) Number of Enemy Aircraft Hit on Ground: Destroyed None Probably Destroyed None Damaged None

(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 Landing strip no. 2 Airfield	200' X 4000'	5 PEJ-1H VMB 613	16 500 G.P.	9	Serious
2 Large building SW of strip	40' X 80'	1 PEJ-1H VMB 613	1 75 mm. shell	1	Destroyed
3					
4					
5					
6					
7					
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.)

- Nine bombs of sixteen dropped landed on runway leaving craters, probably rendering it inoperative.
- A large building southwest of, and in line with, the runway, probably used for some type of storage, was hit with a 75 mm. shell and demolished. (See accompanying map)

(p) Were Photographs Taken? (Below) Photographs of Damage, When Taken, Should Be Attached By Staple
Photos were taken but clouds obscured the target rendering them valueless.



NE. ALFIELD (# 2)
 PONAPE ISLAND

- * BOMB HITS
- * LOCATION OF CRASH
- 75MM SHELL HITS

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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
- Defensive Tactics, Own
- 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 Fighting 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

Six planes of this squadron took off at 0900 to bomb the new airfield on Penape Island which photographs taken the previous day had showed to be operational. The planes joined up east of the field in a V of two plane sections and proceeded to the target flying at 8000 feet and 145 knots I.A.S. The island was enveloped in a thunderhead obscuring the target from some quarters and necessitating a change in the planned attack. The first section found a hole and went in, but the leader had to make such a violent turn to get over the target that the wingman was thrown off and did not drop his bombs. Visibility on the approach of the second section was better and the first plane flew the length of the target; however, only one hit was obtained, three bombs hanging up in the bomb rack. The second plane had three hits out of four bombs.

The third section swung wide to the left and then circled right to come over the target from a different quarter. The first plane received a hit in the bottom of the fuselage entering the navigators compartment and instantly killing the navigator. The navigator was struck at about the instant the bombs exploded and examination of the projectile which caused his death indicates that it was probably a fragment of a 500 pound G.P. bomb. To the pilot's best knowledge he was flying at 2500 feet and 260 knots when he released his bombs over terrain which was about 350 feet above sea level. The tail gunner of the first plane of the last section saw the right wing of the last plane collapse immediately outboard of the engine nacelle, just as the pilot completed a wide turn and leveled out for his approach. The plane crashed just short of the runway exploding on impact with the ground and burning violently. In the opinion of the tail gunner no bombs had been dropped by this plane and no heavy A/A was observed although light and medium flak was intense. No cause for the collapse of the wing has yet been established. It is believed that all personnel aboard were killed in the crash and also that classified material carried in the plane would have been destroyed by the fire preventing its compromise. While the third section was making its run the first plane of the second section circled and came over the target again obtaining three hits with the previously abortive bombs. On this run a 75 mm. shell was fired demolishing a large building off the SW end of the runway. Wing gunners and tail gunner in most of the planes strafed buildings and installations along the edge of the strip during the runs.

Upon completion of the attack the planes joined up over Ant Atoll at 1500 feet and proceeded back to base landing at 1415. Ammo was provided by a P.B.M. from squadron VPB-19 which stayed on station the remainder of the day for snoop duty.

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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

All material functioned satisfactorily. No cause could be determined for the partially abortive run of the first plane, second section. It is thought that the "select" switch was accidentally pushed into the off position.

REPORT PREPARED BY:

CR Moene Capt S-2

SIGNATURE

RANK AND DUTY

APPROVED BY:

SIGNATURE

RANK AND DUTY

DATE