

VMB-443

150
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Report # 94

IC (11)

4

AIRCRAFT ACTION REPORT

RESTRICTED
(Reclassify when
filled out)

I. GENERAL

(a) Unit Reporting VMB 443 (b) Based on or at SMIRAU ISLAND (c) Report No. 44 94
 (d) Take off: Date 3 MARCH 1945 Time (LZT) 1405 (Zone); Lat. 0125036'S Long. 15022600'E
 (e) Mission LOSSUK BAY BRIDGE, NEW IRELAND, MED ALTITUDE (f) Time of Return 1621 (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)		
PRJ-1D	VMB 443	4	NONE	4	1 X 2000# GP. MK.66	NOSE:AN-N 103 INST TAIL:AN-N 102-A2 INST

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

TYPE	SQUADRON	NUMBER	BASE	TYPE	SQUADRON	NUMBER	BASE
NONE							

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
NONE			(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 _____ (k) Visibility _____
(NIGHT, BRIGHT MOON: DAY, OVERCAST, ETC.) (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		
NONE						

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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	NONE			
2				
3				
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
	NONE			

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	MM	
P-51	97	100	2.3	970	360	0	0	0	0	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
- URNS
- DIVES
- CEILINGS
- RANGE
- PROTECTION
- ARMAMENT

NONE ENCOUNTERED.

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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) LOSSIK BAY BRIDGE, NEW IRELAND. (b) Time Over Target(s) 1515-1540 (Zone)
(FOR SHIPS INCLUDE ALL IN AREA UNDER ATTACK)
- (c) Clouds Over Target CAVU
(BASE IN FEET, TYPE AND TENTHS OF COVER)
- (d) Visibility of Target CLEAR
(CLEAR, HAZY, PARTIALLY OBSCURED BY CLOUDS, ETC.) (e) Visibility UNLIMITED.
(MILES)
- (f) Bombing Tactics: Type MEDIUM LEVEL. Bomb Sight Used MIL. 15, MOD. 7
(LEVEL, GLIDE OR DIVE) (TYPE)
- Bombs Dropped per Run ONE Spacing NONE Altitude of Bomb Release 10,000'
(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 <u>LOSSIK BAY BRIDGE.</u>		<u>hp 315. vics 143</u>	<u>3 x 2000# GPs.</u>		<u>SEE NARRATIVE.</u>
2					
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.)

SEE NARRATIVE.

(p) Were Photographs Taken? YES. Photographs of Damage, When Taken, Should Be Attached By Staple.

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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

REPORT PREPARED BY:

<u>CALL</u>	<u>PILOT</u>	<u>TO</u>	<u>T.O.T.</u>	<u>PANCAKE</u>
279B21	Gorman	1405	1515-1550	1621
280B21	McGuire	1405	1515-1550	1621
281B21	Kitterman	1406	1515-1550	1622
282B21	Larson	1406	1515-1550	1622

The squadron had the bridge at Lossuk Bay, New Ireland as its target for the afternoon bridge hunt; these hunts being part of the program of blocking the north coast road which is the principal Jap travel artery.

Captain Gorman took off at 1405 to lead the four-plane strike, using the flexible, javelin-down diamond formation. Turning on a course of 124° Mag. at 1428, the planes flew down an 88 mile leg at 150 knots I.A.S. to arrive at a spot five miles off Lossuk Bay with 10,000' of altitude. The runs were begun at 1515 but suffered greatly since most of the radio equipment went out and the action could not be synchronized. This was essential since only one plane was equipped with a bomb sight.

A run was finally improvised with results as follows:

- 1 x 2000 GP. dropped in the sea.
- 1 x 2000 GP. 150 yards north of the bridge.
- 1 x 2000 GP. 200 yards west of the bridge.
- 1 x 2000 GP. hung and returned to base.

Reversing ten miles off Lossuk Bay at 1545, Captain Gorman took a course of 304° Mag. and slid down the 88 mile homeward leg at 160 knots to land at 1621. The hung bomb could not be shaken loose, hence the pilot had no choice but to ease his unwelcome load on to the base strip.

No sightings were made and no A/A was received.

REPORT SUBMITTED BY:

APPROVED BY:

G. W. McCORMICK, Jr.
Captain, USMC.
ACIO.

D. M. GUILLOTTE
Lt. Colonel, USMC.
Commanding VMB-43.

APPROVED BY:

SIGNATURE

RANK AND DUTY

SIGNATURE

RANK AND DUTY

DATE