

VMB-612

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Report # 349A

IC(14)

6

AIRCRAFT ACTION REPORT

P16-3/af

13112

55134

SECRET
(Reclassify when filled out)

RECEIVED
APR 1945
614211
ADV 349A

I. GENERAL

(a) Unit Reporting VMB 612 (b) Based on or at South Field, Iwo Jima (c) Report No. GGT
 (d) Take off: Date 16 April 1945 Time (~~XXXX~~) 162327Z (~~ZONE~~); Lat. 21-46N Long. 141-16E
Daylight attack on airfields at Kyushu, ditching GGT
 (e) Mission Kushira and East Kanoya (f) Time of Report ~~XXXX~~ 170527 Z (~~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)		
PBJ-1D	VMB 612	1	0	1	8 Rockets Model 6 AR	Mk146 Base, non delay

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

TYPE	SQUADRON	NUMBER	BASE	TYPE	SQUADRON	NUMBER	BASE
PBJ-1D	VMB612	1	South Field, Iwo				
P-51	531st Figh-4 ter Sqdn. AAF	1	" " "				

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 _____ (BASE IN FEET, TYPE AND TENTHS OF COVER)
 (YES OR NO)
 Time of Day and Brilliance _____ (k) Visibility _____ (MILES)
 (j) of Sun or Moon _____ (NIGHT, BRIGHT MOON, DAY, OVERCAST, ETC.)

V. ENEMY AIRCRAFT DESTROYED OR DAMAGED IN AIR (By Own Aircraft Listed in II Only). **NONE**

(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-1D	VMB 612	Shot down by 5 F4U's	Radio compartment Port Engine	PBJ-1D, Bu. No. 35161
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
1	VMB612	Peters, E.D. 2ndLt.	Parachuted from a/e	Missing
1	" "	Crain, C.E. StfSgt.	" " "	"

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	
PBJ-1D	900		6	1404	1254		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	<input checked="" type="checkbox"/>			
MEDIUM — Impact-fused shells, 20mm-50mm		<input checked="" type="checkbox"/>		
LIGHT — Machine gun bullets, 6.5mm-13.2mm	<input checked="" type="checkbox"/>			

X. COMPARATIVE PERFORMANCE, OWN AND ENEMY AIRCRAFT (use check list at left).

- SPEED, CLIMB,
at various altitudes

URNS

DIVES

CEILINGS

RANGE

PROTECTION

ARMAMENT

NONE

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(OMIT THIS SHEET IF NO ATTACK WAS MADE)

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"Secret")
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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) **Kushira Airfield, Kyushu** (b) Time Over Target(s) **160351** **GCT**
(FOR SHIPS INCLUDE ALL IN AREA UNDER ATTACK) (Zone)
- (c) Clouds Over Target **None**
(BASE IN FEET, TYPE AND TENTHS OF COVER)
- (d) Visibility of Target **Slight haze** (e) Visibility **12**
(CLEAR, HAZY, PARTIALLY OBSCURED BY CLOUDS, ETC.) (MILES)
- (f) ~~Bombing~~ Tactics: Type **Power glide** Bomb Sight Used **rocket**
Rockets fired (LEVEL, GLIDE OR DIVE) (TYPE)
- ~~Bombs Dropped~~ per Run **8** Spacing **0** Altitude of ~~Bomb~~ Release **4000**
(NUMBER) (FEET) (FEET)
- (g) Number of Enemy Aircraft Hit on Ground: Destroyed **0** Probably Destroyed **0** Damaged **0**

(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 Kushira Airfield		(j) 15 (k) VMB 612	8 rockets, each plane	8	Slight
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).

Hits observed on runway intersection. Appeared to blow holes in surface.

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

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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
- " " " 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

PBJ was assigned a rocket strike Kushira Airfield, Kyushu. The mission was carried out and the following is the report written and submitted by the pilot:

Statement of First Lieutenant Daniel R. Kingsley, USMCR

On 16 April 1945, I, Daniel R. Kingsley, 1stLt. USMCR, was pilot of PBJ-1D, 35161, on a daylight rocket firing mission. My regular assigned crew accompanied me.

I had 1404 gallons of gasoline aboard.

I took off at 0900 Item time*, and was shot down by five F4U's at 1527 Item time* after flying six hours and 27 minutes. Five minutes before I was attacked the gauges showed 150 gallons of fuel left.

Enroute to the target we flew at 10,000 feet in high blower for the first two hours. Power setting was 2300 RPM, and 35 inches manifold pressure. The remainder of the time we flew in low blower at full throttle increasing and decreasing my RPM. The manifold pressure was between 30 and 32 inches. At five miles from the target we dived on the target in formation and released our rockets at 4000 feet indicated, approximately a mile from our target. During the run I kept the plane at full rich, 2400 RPM, keeping 30 inches as we descended, and 330 knots. During the run two bursts of heavy AA were observed close off the port wing. After passing the target I kept diving and turned to the right and noticed tracers leading us by a good margin. I used evasive action and headed out to sea on a heading of about 120 degrees.

After leaving the mainland we climbed to our rendezvous at 5000 feet during which time the co-pilot checked the gauges which read 420 gallons. I then called my section leader on VHF and reported my fuel situation. He advised me to fly to Okinawa which had been assigned as an alternate airport during briefing.

I left the rendezvous point at 1410 Item time and started to Okinawa using the auto-pilot on a course of 225 degrees at 1500 RPM and 23 inches, at 500 feet, giving us a speed of 138 knots. At 1522 five F4U's came out of the sun in formation and attacked us on our starboard rear quarter. They made 3 more runs alternating port and starboard rear quarters. The radio compartment was hit on the first run and the radio and radar gear started to smoke and burn. The radio gear above the bomb bay compartment was hit on the second run and third and also began smoking and burning. On the fourth run I saw the bullets hit the port wing and walk up to the port engine which burst into flame immediately. At this time the co-pilot left his seat, went to the navigator's compartment which was a mass of flame and smoke, and jumped out of the lower hatch. When he opened the hatch flame and smoke was sucked up into the pilot's compartment, but died down again as soon as the navigator closed the hatch. About the same time the 1st radioman left the plane from a rear waist window. The plane was at 1000 feet when they jumped and the second radioman noticed one chute open, but did not know that anyone else had jumped.

After the first run, when I identified the attacking planes as F4U's, I called them on channel "c" VHF giving my victor number and my sugar number. I received no answer. My IFF gear had been turned on after take-off and remained on until we were shot down. After the second run I wiggled my wings and zoomed the airplane in hopes that the insignia on the wings or fuselage would be seen. I had gained altitude from 500 feet to 1000 feet by this time. We had only one gun in the plane, a 50 cal. gun in the tail and it was not fired at any time.

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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
" " " 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

The pilot's compartment was so filled with smoke that I couldn't see the instrument panel so I opened the window, stuck my head out, and noticed we were in a nose down attitude, in a dive, with a slight bank to the right. I had no idea of our speed. My headset was ripped from my head by the slipstream. I attempted to level the aircraft with the yoke but noticed there was no control. The yoke moved freely as well as the rudder pedals. I threw the auto-pilot switch on, then turned the turn control knob to level the wings, turned the elevator control knob to bring the plane in a full nose up attitude, put down full flaps, tightened my safety belt, lowered my seat to the floor, and released the escape hatch. The navigator was crouched down between the co-pilot and pilot's seat and made a motion with his hand as if to ditch and I nodded. I then put my head out of the window again and noticed our nose was well above the horizon and our altitude was about 100 feet. I put on more power, and noting that the port engine was losing power from the way the port throttle control vibrated. I gave it a little more power. The plane was now in a stalled attitude hanging on the props. It kept shuddering, and as it lost altitude I added more power to keep it from falling too fast. Immediately on feeling the tail hit I chopped the throttles back and pulled my head in from the window. The nose dropped down with a slight impact and as water rushed over the cockpit, the nose bobbed up, and I found myself sitting in water up to my neck. We had ditched down wind in a smooth sea with no other choice. The fire went out when we hit the water. During ditching the navigator was beside me and the second radioman was trapped by flames in the tail. None of us were injured.

The navigator went out of escape hatch first and I followed. The second radioman climbed out of the rear over the tail fin, walked forward on the fuselage, and released the 5 man life raft. The navigator popped his chute accidentally as he left the hatch, and before I climbed out I handed him a canteen, bouyant seat cushion, and helped push up his jungle kit to him. The five man life raft had the bottom completely burned out with upper half being the only section to hold air. We had two jungle kits with a one man life raft in each. We tied the three together, released dye marker, put out sea anchors, to keep us from drifting into the south shore of a Jap held island which was about twenty miles north.

Two hours later we sighted two F4U's and signalled them with a mirror. They saw us, and one circled while the other went to contact Dumbo. We were picked up at 1800 by a PBM and transferred to a seaplane tender.

The co-pilot and 1st radioman have not yet been found.

*Discrepancies in time due to pilot counting clock to clock, ACA-1 time time in air.

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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

No comments

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:

APPROVED BY:

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SIGNATURE DUTY
ASSISTANT INTELLIGENCE OFFICER

LAWRENCE F. FOX **MAJOR, USMC**
SIGNATURE DUTY
COMMANDING OFFICER.

MAJOR, USMC
RANK AND DUTY

16 April 1945
DATE