

VMB-44B

150

(11)

Report # 98

#c (11)

4





# AIRCRAFT ACTION REPORT

RESTRICTED  
(Reclassify when  
filled out)

(OMIT THIS SHEET IF NO ATTACK WAS MADE)

REPORT No **98**

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

(a) Target(s) and Location(s) **LAMUSSONG BRIDGE, NEW IRELAND** (b) Time Over Target(s) **1530-1608** (Zone)  
(FOR SHIPS INCLUDE ALL IN AREA UNDER ATTACK)

(c) Clouds Over Target **SCATTERED CUMULUS AT 2000'.**  
(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 **MEDIUM LEVEL.** Bomb Sight Used **MK.15. MOD.7**  
(LEVEL, GLIDE OR DIVE) (TYPE)

Bombs Dropped per Run **ALL** 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)
<b>LAMUSSONG BRIDGE</b>		<b>4 FBJS. VMB 443</b>	<b>3 X 2000# GPs.</b>		<b>SEE NARRATIVE</b>
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**

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

<u>CALL</u>	<u>PILOT</u>	<u>TD</u>	<u>TOT</u>	<u>PAN</u>
279B21	McCONNELL	1435	1530-1608	1700
280B21	CHRISTMAS	1435	1530-1608	1700
281B21	McGUIRE	1436	1530-1608	1701
282B21	LORD	1436	1530-1608	1701

**CAPT. McCONNELL TOOK OFF AT 1435 TO LEAD A FOUR PLANE FORMATION ASSIGNED TO DESTROY LANUSSONG BRIDGE. THIS BRIDGE FORMS AN IMPORTANT LINK IN THE COASTAL ROAD ALONG THE EAST COAST OF NEW IRELAND AS THE JAP ACTIVITY IN REPAIRING IT TESTIFIES.**

**FLYING IN TWO TWO-PLANE SECTIONS THE STRIKE TURNED ON A COURSE OF 121 DEG MAG AT 1441 CLIMBING STEADILY TO REACH 10,000. THE 130 MILE LEG WAS COVERED AT 150 KNOTS IAS AND PUT THE PLANES FIVE MILES OFF SHORE FROM THE TARGET AT 1530. REPEATED DRY RUNS WERE IN ORDER SINCE A SMALL BRIDGE IS VERY MUCH OF A PIN POINT TARGET FROM THIS ALTITUDE. A RUN ON 280 DEG MAG WITH A SPEED OF 165 KNOTS IAS BROUGHT THE FORMATION OVER FOR THE DROP.**

**ONE 2,000 POUNDER STRUCK 100' TO THE LEFT OF THE BRIDGE, TWO TO THE RIGHT AND ALL THREE CRATERED THE ROAD. THE FOURTH HUNG AND RESISTED ALL EFFORTS TO DISLodge IT, HENCE THE PILOT HAD THE HIGHLY UNHAPPY TASK OF BRINGING IT BACK TO BASE.**

**LEAVING THE TARGET AT 1608, CAPT. McCONNELL BROUGHT HIS FLIGHT BACK TO THE STRIP AT 1700 AND THE HUNG BOMB WAS BASED ON TO THE FIELD WITHOUT TROUBLE.**

**NO A/A WAS RECEIVED AND NO SIGHTINGS WERE MADE.**

**REPORT SUBMITTED BY:**

**APPROVED BY:**

**G. W. McCONNICK, Jr.  
CAPTAIN, USMC.  
ACIO.**

**D. M. GUILLOTTE  
LT. COLONEL, USMC.  
COMMANDING VMS-443.**

REPORT PREPARED BY:

APPROVED BY:

SIGNATURE

RANK AND DUTY

SIGNATURE

RANK AND DUTY

DATE