

VNF 122

167
20

Report # 46

ITC(20)

6

AIRCRAFT ACTION REPORT

RESTRICTED
(Reclassify when filled out)

(OMIT THIS SHEET IF NO ATTACK WAS MADE)

REPORT No. 46

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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) RUMU INLET OFF TOMIL HARBOR (b) Time Over Target(s) 1100 -10 (Zone)
(FOR SHIPS INCLUDE ALL IN AREA UNDER ATTACK)

(c) Clouds Over Target 3/10 CUMULUS COVER BETWEEN 2,000'-10,000'
(BASE IN FEET, TYPE AND TENTHS OF COVER)

(d) Visibility of Target CLEAR (e) Visibility 25 MILES
(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 2 Spacing - Altitude of Bomb Release 1000' AV.
(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 <u>SOUTHWEST PORT-ION OF INLET.</u>	<u>---</u>	<u>3</u> <u>VMF 122</u>	<u>6-250 LB. G.P.'S.</u>	<u>4</u>	<u>UNDETERMINED.</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).

NOTE: LT. RUSSELL, FLYING THE PLANE WHICH DEVELOPED THE ENGINE TROUBLE, JET-TISONED HIS BOMBS BEFORE REACHING THE TARGET. THIS ACCOUNTS FOR THE FACT THAT ONLY SIX BOMBS ARE LISTED UNDER XI (l) ABOVE.

(p) Were Photographs Taken? NO 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

CONTINUING WITH THE ESTABLISHED POLICY OF BOMBING HARBOR INSTALLATIONS AND MAKING UNTENABLE ALL POSSIBLE SUBMARINE SANCTUARIES, THIS FOUR PLANE STRIKE WAS DIRECTED AGAINST DUMU INLET OFF TOMIL HARBOR. LOCATED APPROXIMATELY 2 1/2 MILES NORTH OF YAP TOWN, THE INLET CONTAINS SEVERAL PIERS AND BUILDINGS. AERIAL PHOTOGRAPHS OF THE TARGET INDICATED THAT THE SOUTHWEST SECTION WAS UNSCATHED BY PREVIOUS BOMB HITS. MEMBERS OF THE FLIGHT WERE BRIEFED TO STRIKE THIS AREA.

THE RUNS WERE MADE FROM EAST TO WEST AND THE BOMBS WERE RELEASED SIMULTANEOUSLY WITH THE BELOW LISTED RESULTS:

<u>NAME</u>	<u>RELEASE PT.</u>	<u>CONTACT LT.</u>
LT. TULIPANE	1000'	BOTH IN DESIGNATED TARGET AREA.
LT. BLANEY	1000'	BOMBS HUNG UP RELEASING IN LEVEL FLIGHT 1/4 MILE FROM TARGET.
LT. TABLER	1200'	BOTH BOMBS IN CORNER OF TARGET AREA NEAR ROAD.

DEVELOPING SERIOUS ENGINE TROUBLE SHORT OF THE TARGET, LT. RUSSELL JETTISONED HIS BOMBS. THE WATER LANDING DESCRIBED BELOW TOOK PLACE IMMEDIATELY FOLLOWING THE BOMBING RUNS. FOR THIS REASON NO ATTEMPT WAS MADE TO MAKE AN ACCURATE APPRAISAL OF THE DAMAGE. COMMENTS COVERING THE TROUBLE INVOLVED IN CONNECTION WITH THE "HUNG UP" BOMBS WILL BE FOUND IN ACA-1 REPORT NUMBER 42.

NO AA FIRE WAS NOTED NOR WAS ANY ACTIVITY OBSERVED.

THE STATEMENT OF 1ST LIEUTENANT RUSSELL RELATIVE TO HIS WATER LANDING AND SUBSEQUENT RESCUE IS AS FOLLOWS:

WHEN ONE HOUR OUT OF PELELIU ON A BOMBING MISSION TO YAP MY ENGINE STARTED TO CUT OUT. AT THE TIME I WAS CARRYING 29" OF MANIFOLD PRESSURE AND 2150 RPM'S. MY I.A.S. WAS 160 KNOTS-ALTITUDE 9000'. THE ENGINE WOULD CUT OUT FOR ABOUT TWO SECONDS AND THEN AFTER MAKING SOME ADJUSTMENTS IT WOULD START RUNNING AGAIN. THIS HAPPENED SEVERAL TIMES DURING THE ENSUING 1/2 HOUR. I NOTICED A DEFINITE LACK OF POWER WITH INDICATED HIGH POWER SETTINGS. I KEPT LOSING POWER UNTIL I REACHED A POINT WHERE I WAS BARELY ABLE TO MAINTAIN ALTITUDE EVEN WITH A SETTING OF 32" OF MANIFOLD PRESSURE AND 2350 RPM'S. THIS GAVE ME AN I.A.S. OF 130 KNOTS. I TRIED TO INCREASE MY MANIFOLD PRESSURE BUT SEVERE ENGINE VIBRATION FORCED ME TO CUT IT BACK. AT THIS POINT I WAS ABOUT 15 MINUTES OUT OF YAP. I HAD HOPED TO REACH THE TARGET AND RELEASE THE TWO 250 POUND G.P.'S. I WAS CARRYING IN A LEVEL RUN. BUT UNABLE TO MAINTAIN ANY SPEED IN LEVEL FLIGHT I NOTIFIED THE DIVISION LEADER THAT I WAS GOING TO JETTISON THE BOMBS WHICH I DID. THE TIME WAS 1030. THE E.T.A. OF THE DUMBO AT YAP WAS 1123. I

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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

HEARD THE DIVISION LEADER NOTIFY THE DUMBO OF MY DIFFICULTY AND STATE THAT THE FLIGHT WOULD PROCEED TO ULITHI AFTER STRIKING THE TARGET. MY SPEED, AFTER JETTISONING THE BOMBS, INCREASED TO 155 KNOTS AND I STILL HAD HOPES OF BEING ABLE TO MAKE ULITHI. I MADE ARRANGEMENTS TO MEET THE OTHER THREE PLANES IN THE FLIGHT AT THE NORTHERNMOST ISLAND OF THE YAP GROUP. STARTING TO GO AROUND THE WEST COAST, I WAS AT THE SOUTHERN TIP OF YAP WHEN MY ENGINE CUT OUT AGAIN. I JETTISONED MY BELLY TANK AND SWITCHED TO THE MAIN TANK. I INCREASED MY RPM'S TO 2700. THE PROPELLER THEN STARTED TO SURGE BETWEEN 2000-2700 RPM'S. ALL THE INSTRUMENTS WITH THE EXCEPTION OF THE CYLINDER HEAD TEMPERATURE READ NORMAL. THE LATTER INDICATED THAT THE ENGINE WAS COOLING RAPIDLY. I HAD NO POWER--MY ALTITUDE WAS 6500'. I KNEW THAT AN EMERGENCY LANDING WAS INEVITABLE AND DECIDED TO RIDE THE PLANE DOWN. NOTIFYING THE DUMBO TO THIS EFFECT, I JETTISONED THE HOOD. I KEPT WORKING WITH THE ENGINE DOWN TO 1000' IN AN ENDEAVOR TO GET IT STARTED. IT FAILED TO RESPOND SO I TIGHTENED MY SHOULDER STRAPS AND LINED THE PLANE UP PARALLEL WITH THE SWELLS. I SET THE FLAPS AT 50 DEGREES AND LEVELLED OFF JUST ABOVE THE WATER HOLDING IT IN A THREE POINT ATTITUDE. THE TAIL STRUCK FIRST AND DRAGGED ALONG IN THE WATER FOR ABOUT 50-100 FEET BEFORE THE NOSE DROPPED. THERE WAS A SLIGHT BOUNCE AND THEN THE NOSE DRO INTO THE WATER CAUSING THE PLANE TO STOP IN A NOSE DOWN ATTITUDE. THE PLANE WAS COVERED WITH SPRAY AND WATER. UNFASTENING MY SAFETY BELT I STEPPED UP ON THE SEAT AND FOUND MYSELF STILL ABOUT 2' ABOVE WATER. I JUMPED IN, UNFASTENED MY CHEST STRAPS AND INFLATED MY LIFE VEST. THERE WAS NO DIFFICULTY EXPERIENCED EITHER IN GETTING OUT OF THE PLANE OR IN OPERATING ANY OF THE EMERGENCY EQUIPMENT. I HAD AMPLE TIME. IT TOOK THE PLANE 30-40 SECONDS TO SINK. I INFLATED THE RUBBER BOAT PART WAY AND THEN CLIMBED ON BEFORE INFLATING IT THE REST OF THE WAY. I KNEW, FROM THE EXPERIENCE OF OTHERS IN THE SQUADRON, THAT IT WOULD BE EASIER THIS WAY. THE TIDE AND WIND BOTH TENDED TO CARRY ME AWAY FROM YAP SO I HAD NOTHING TO WORRY ABOUT ON THAT SCORE. THE OTHER PLANES IN MY FLIGHT ZOOMED MY POSITION AND CONTINUED TO DO SO UNTIL THE DUMBO ARRIVED AT APPROXIMATELY 1130. I BROKE OPEN ONE PACKAGE OF DYE MARKER AND USED IT SPARINGLY. I MANAGED TO STAY IN THE AREA COVERED BY THE DYE MARKER BY USING THE HAND PADDLES. INCIDENTALLY THIS TYPE OF PADDLE REQUIRES A LOT OF EFFORT TO MAKE ANY HEADWAY. I TRIED TO STAY IN ONE SPOT AS FAR AS POSSIBLE BY WATCHING REFERENCE POINTS ON YAP. TO DO THIS REQUIRED CONSTANT PADDLING ON MY PART. AT 1215 THE DUMBO PILOT DROPPED A NOTE IN AN EMPTY WATER CAN TO THE EFFECT THAT A SURFACE CRAFT FROM ULITHI WAS ON THE BAY AND WOULD ARRIVE AT 1515. WHEN I HAD USED MY FIRST PACKET OF DYE MARKER I HELD IT UP IN THE AIR TO ATTRACT THE ATTENTION OF THE DUMBO PILOT. FROM THIS TIME ON THE DUMBO DROPPED ABOUT FIVE PACKETS. ALL BUT TWO SANK BEFORE I COULD REACH THEM. IT WOULD BE BETTER

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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

IF THE ENDS WERE PARTIALLY TORN BEFORE BEING DROPPED. ONCE OR TWICE WHEN IT SEEMED THAT THE DUMBO HAD LOST SIGHT OF ME I USED MY MIRROR TO SIGNAL. I FOUND IT VERY REASSURING FOR THE DUMBO PILOT TO GIVE SOME INDICATION, FROM TIME TO TIME, THAT HE HAD ME IN SIGHT. THE RESCUE VESSEL, A D.D. FROM ULITHI, ARRIVED AT 1645. IN SPITE OF THE FACT THAT I HAD PUT BORIC ACID OINTMENT OF MY FACE, MY LIPS GOT SUNBURNED. OTHER THAN THIS I HAD NO ILL EFFECTS.

THE LANDING WAS MADE AND THE RESCUE EFFECTED AT APPROXIMATELY 9 DEGREES 34' 30" NORTH LATITUDE AND 138 DEGREES 6' EAST LONGITUDE.

REPORT PREPARED BY:

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SIGNATURE RANK AND DUTY

Q. "B" NELSON MAJOR, USMC
SIGNATURE RANK AND DUTY

24 MARCH 45
DATE

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