

VMF-111

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129
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Report # 233

IIc(15)

AIRCRAFT ACTION REPORT

~~RESTRICTED~~
(Reclassify when filled out)

SECRET

REPORT No. **233**

VI. LOSS OR DAMAGE, COMBAT OR OPERATIONAL, OF OWN AIRCRAFT (of those listed in II only). *None*

(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				
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). *None*

(a) NO	(b) SQUADRON	(c) NAME, RANK OR RATING	(d) CAUSE	(e) CONDITION OR STATUS

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	
F4U-1D	370	370	4.9	412	310	-	1200	-	-	20
						(9 Planes only)				

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). *None*

- SPEED, CLIMB,
at various altitudes
- TURNING
- DIVES
- CEILINGS
- RANGE
- PROTECTION
- ARMAMENT

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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) Airfields, Ponape Island, Caroline Islands. (b) Time Over Target(s) 1.45 - 1.48 (Zone)
(FOR SHIPS INCLUDE ALL IN AREA UNDER ATTACK)
- (c) Clouds Over Target 9/10 to 10/10; 1500' to 5000'
(BASE IN FEET, TYPE AND TENTHS OF COVER)
- (d) Visibility of Target Almost entirely obscured by clouds (e) Visibility 10 - 15 miles.
(CLEAR, HAZY, PARTIALLY OBSCURED BY CLOUDS, ETC.) (MILES)
- (f) Bombing Tactics: Type 9 Glide and 11 Dive Bomb Sight Used None
(LEVEL, GLIDE OR DIVE) (TYPE)
- Bombs Dropped per Run 20 planes 2 Spacing 0 Altitude of Bomb Release 1500'-5000'
(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 Two runways, Airfield # one.	Cross strips	11 F4U-1D V-6 F 111	22-500# GP	10	Not observed.
2x	2500'x330'				
2 Runway, airfield # two.	3800'x340'	8 F4U-1D V-6 F 111	16-500# GP	6	Not observed.
3 Boat house, South bank, west end	Approx. 15'x25'	1 F4U-1D V-6 F 111	2-500# GP		Not observed.
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.)

(1) and (2) A total of 16 hits were observed on the two airfields, but due to the overcast, the extent of damage was not observed.

(3) The pilot attacking this target pulled up into the overcast as soon as he released his bombs, so did not observe where his bombs struck.

(4) Strafing was done primarily for harassment purposes, and no specific damage was observed.

ADDENDUM TO (2):

After the above was typed the Ponape "Snooper" reported the existence of six (6) new bomb craters on the new runway (Airfield #2), and further stated that the hits were so distributed as to render the field inoperational.

Not by this Squadron; however photos were taken by V-6 B 613 escort plane.

(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
- 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 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

Twenty F4U-1D's from this Squadron and one PBJ escort from V-8 613 took off from Engebi without incident, and after climbing to 8000' at 150 knots IAS, cruised toward Ponape at that speed. When the target was reached it was found to be almost completely overcast from 1500' to 5000' and above. The flight spent some time over the target trying to find holes through which to bomb. Eleven planes found small openings and dove through them at angles up to 70°, releasing bombs at from 1500' to 2000'. Nine of these planes also strafed the general target area. Others made glide bombing runs on the top of or through the overcast, releasing at from 3000' to 5000'. One pilot continued down to an indicated 1500' without breaking through the overcast. Knowing there were mountains higher than that in the vicinity, he decided to hold his bombs and level out. A few moments later he broke through at about 1200' just northwest of his original target (Airfield #1). Still diving in a northwesterly direction, he spotted a small boathouse on the south bank of the west end of the Mokota River. He released at 1000' and immediately pulled back up into the overcast as a protection against AA.

Weather medium and moderate light and heavy AA was encountered. All was inaccurate except some heavy bursts which were at the correct altitude (8000') and close to the flight. However no planes were hit.

Three of the returning pilots reported what they believed to be about 25 small boats or houseboats southeast of Tauak Pass and what they believed to be 15 others on the west side of Joka Island. Identification was not positive and the snoop plane has been requested to investigate further.

After completing the attacks, the flight rallied north of the island at 8000', and started back to base at that altitude at 160 knots IAS. This speed was maintained until the flight had proceeded some ten miles beyond Ujelang Atoll, at which point the F4U's left the escort PBJ and proceeded on course to Engebi at 180 knots IAS. While on this leg, one pilot reported his tachometer was malfunctioning so when Eniwetok Atoll was reached, he was ordered to land there while the balance of the flight went on to Engebi. All planes landed without incident.

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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:

Inspection of the plane which landed at Eniwetok instead of Engebi, disclosed that the mal-function of the tachometer was due to the tachometer generator burning out.

All other equipment operated satisfactorily.

PILOTS AND PLANES ON FLIGHT

<u>Pilot</u>	<u>Plane</u>
Maj. Kelley	111
2ndLt. Lansford	105
1stLt. Cuddy	118
1stLt. Cowling	121
Capt. Rickert	115 - Also strafed.
2ndLt. Wallace	109 - Also strafed.
2ndLt. Beswick	115 - Also strafed.
2ndLt. Munro	122 - Also strafed.
Capt. Miles	114
2ndLt. Cherry	104
2ndLt. Bright	103 - Also strafed.
2ndLt. Elson	120
Capt. Johnson	101 - Also strafed.
1stLt. Price	102 - Also strafed.
2ndLt. Dungan	104 - Also strafed.
2ndLt. Knutson	105 - Also strafed.
2ndLt. Browning	117
2ndLt. Waller	108
1stLt. Stevenson	112
2ndLt. Conklin	119

APPROVED BY:

Capt., US-OR
Intell. Off.

Major, US-OR
Commanding Off.

9 Mar h, 1945.

SIGNATURE FREDERIC H. STURDY

RANK AND DUTY

SIGNATURE R. D. KELLEY

RANK AND DUTY

DATE