

AIRCRAFT ACTION REPORT

(OMIT THIS SHEET IF NO ATTACK WAS MADE)

CONFIDENTIAL

REPORT No. **VMF-113#90**
VMF-314#20
VMTB-131#21

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

(a) Target(s) and Location(s) **Ishigaki Airfield** (b) Time Over Target(s) **0750(I)** (Zone)
(FOR SHIPS INCLUDE ALL IN AREA UNDER ATTACK)

(c) Clouds Over Target **Ishigaki Shima** **None**
(BASE IN FEET, TYPE AND TENTHS OF COVER)

(d) Visibility of Target **Clear** (e) Visibility **20**
(CLEAR, HAZY, PARTIALLY OBSCURED BY CLOUDS, ETC.)

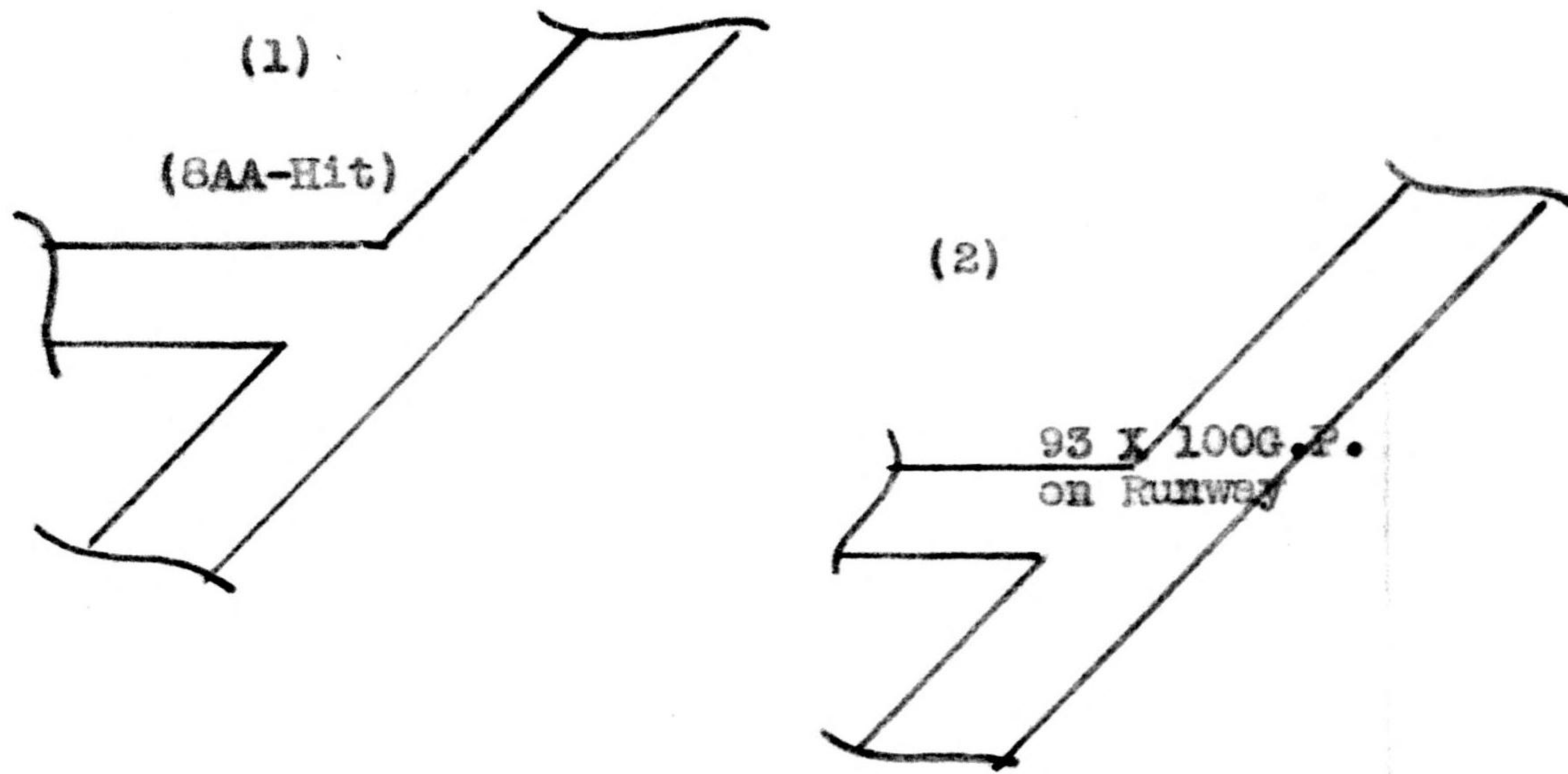
(f) Bombing Tactics: Type **VFB-Dive** **TBM-3-Glide** Bomb Sight Used **VFB-Mark 8 Gunsight**
(LEVEL, GLIDE OR DIVE) (TYPE)

Bombs Dropped per Run **VFB-1X1000&2X500** **None** Altitude of Bomb Release **4500**
TBM-12X100 **80**
(NUMBER) (FEET) (FEET)

(g) Number of Enemy Aircraft Hit on Ground: Destroyed **None** Probably Destroyed **None** Damaged **1 Betty**

(h) AIMING POINT	(i) DIMENSIONS OR TONNAGE	(j) NO. A/C ATTACKING (k) SQUADRON	(l) BOMBS AND AMMUNITION EXPENDED EACH AIMING POINT	(m) NO. HIT ON Aiming Point	(n) DAMAGE TO SHIPS, DESTROYED OR SUNK
1 VFB-AA Positions (N.E. to N.W. of Runway).	None	24 VMF-314	6 X 1000 lb. 30 X 500 lb.	36	AA Positions were covered. Serious Damage.
3 VF-Tgts. of Opportunity.	Small Boats 12 100', 1 Betty	12 VMF-113	Tot. of 10,000 rds. at Tgts. of Oppert.	Numerous.	1 Betty seriously damaged. 5 X 100' boats destroyed on beach.
5 VFB- Runways	3780X460 4725X300	8 VMTB-131	93 X 100 G.P.	93	Serious Damage
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.)



(p) Were Photographs Taken? **Yes** Photographs of Damage, When Taken Should Be Attached By Staple
Not Supplied by Photo Sqdn.

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3. AIRCRAFT ACTION REPORT

Report No. 600

XII. TACTICAL AND OPERATIONAL DATA. (Cont).

VMF-113:

Sixteen planes of VMF-113 participated in a combined bomb-rocket-strafting mission over Ishigaki Airfield, Ishigaki Jima, Nansei Shoto. Four of these planes were assigned the duty of dumbo escort. The twelve remaining acted as fighter cover for the other planes of the strike and made rocket and strafing attacks.

Take off was between 0500 and 0540 Itea, with no VMF-113 planes abortive. The formations reached Ishigaki Jima shortly before 0600.

The dumbo escort remained with the dumbo, orbiting about ten miles east of Ishigaki Jima at 5000 feet, one thousand feet above the rescue plane. No enemy planes were seen and the patrol was without incident of importance.

The twelve planes on fighter cover duty remained at 12,000 feet until the main attack had been made. Then, since enemy interception did not occur, they went down and made rocket and strafing runs.

Since no anti-aircraft fire was observed these planes covered the entire island in search of undamaged targets of opportunity. The original attack was made from west to east with the dive starting at 12,000 feet with a pull out at 500 feet. Targets selected were towns, revetments, grounded planes and small boats. Due to the high speed at which the runs were made, definite observations of results were few. Among those definitely observed was a salvo of six rockets which struck directly in the midst of five one-hundred foot boats grouped on the beach. These boats were demolished. A Betty, camouflaged in a revetment, was strafed by two planes, with hits seen, but no fire observed.

On the way back to base, three planes strafed two boats at anchorage off a pier at Tarama Island. These boats were estimated at between seventy-five and one-hundred feet long and appeared to be cargo craft in good condition. Hits were registered but neither of the boats were sunk.

All Planes returned to base, landing safely at 0944 I.

The following VMF-113 pilots participated:

DUMBO ESCORT

1st. Lt. C.P. Woodbury, Jr.
2nd. Lt. L.R. Weathersbee, Jr.
1st. Lt. S.R. Crowell
2nd. Lt. P.J. Miller

BOMBER ESCORT

Major H. Williams
2nd. Lt. A.J. Ivy
2nd. Lt. H.L. Nixon
2nd. Lt. C.E. Hurley
1st. Lt. W.F. Bland
2nd. Lt. H.F. Smith
2nd. Lt. R.F. Scott
2nd. Lt. H.J. Petersen
1st. Lt. W.C. Green
1st. Lt. G.K. O'Malley
1st. Lt. W.M. Vaskos
2nd. Lt. H.S. Jungi

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3. AIRCRAFT ACTION REPORT

Report No. 890

XII. TACTICAL AND OPERATIONAL DATA. (Cont).

VMF-113:

Sixteen planes of VMF-113 participated in a combined bomb-rocket-strafting missions over Ishigaki Airfield, Ishigaki Jima, Nansei Shoto. Four of these planes were assigned the duty of dumbo escort. The twelve remaining acted as fighter cover for the other planes of the strike and made rocket and strafing attacks.

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Since no anti-aircraft fire was observed these planes covered the entire island in search of undamaged targets of opportunity. The original attack was made from west to east with the dive starting at 12,000 feet with a pull out at 500 feet. Targets selected were towns, revetments, grounded planes and small boats. Due to the high speed at which the runs were made, definite observations of results were few. Among those definitely observed was a salvo of six rockets which struck directly in the midst of five one-hundred foot boats grouped on the beach. These boats were demolished. A Betty, camouflaged in a revetment, was strafed by two planes, with hits seen, but no fire observed.

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The following VMF-113 pilots participated:

DUMBO ESCORT

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- 2nd. Lt. L.R. Weathersbee, Jr.
- 1st. Lt. S.R. Crowell
- 2nd. Lt. P.J. Miller

BOMBER ESCORT

- Major H. Williams
- 2nd. Lt. A.J. Ivy
- 2nd. Lt. H.L. Nixon
- 2nd. Lt. G.E. Hurley
- 1st. Lt. W.F. Bland
- 2nd. Lt. H.F. Smith
- 2nd. Lt. R.F. Scott
- 2nd. Lt. H.J. Petersen
- 1st. Lt. W.C. Green
- 1st. Lt. G.E. O'Malley
- 1st. Lt. W.W. Waskom
- 2nd. Lt. H.S. Jungi

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B. AIRCRAFT ACTION REPORT

Report No. 420

XII. TACTICAL AND OPERATIONAL DATA. (Cont).

VMF-314:

The planes attacked simultaneously from North to South and from Northwest to Southeast. There was cloud cover just to the north of the target from 3,000 to 4,000 feet. It was perfect for the bomb run because it did not obscure the target in any way and provided partial cover during the start of the dive. The planes pushed over from 12,000 feet in a 50° to 60° dive, speed about 370 knots. The VT Bombs, were released at from 4,200 to 5,000 feet. Nineteen (19) of the pilots strafed during their dive while pulling out after releasing their bombs. Retirement was at about 2,000 feet and out to sea. All the pilots were enthusiastic about the effectiveness of the bombs. However several pilots said they saw bombs explode at from 3,000 to 4,000 feet without any reason. Upon further interrogation it seems that there was probably 3 bombs which exploded prematurely at high altitude.

Anti-aircraft fire was heavy, meager and inaccurate. One plane was jarred severely by concussion but there was no damage to the plane. It may have been from the bomb exploding prematurely or from a burst of heavy flak.

The following VMF-314 pilots participated:

Major R.E. Cameron	1st.Lt. A.J. Bailey, Jr.
1st.Lt. R.J. Duffey	1st.Lt. M.M. Westover
1st.Lt. E.E. Rutledge	1st.Lt. J.A. Klein, Jr.
1st.Lt. W.E. Yurs	1st.Lt. R.N. Monbleau
Captain L.H. Smith	1st.Lt. J.C. Ruff
2nd.Lt. J.J. Hawkins	1st.Lt. E.L. Lindley
1st.Lt. G.R. Katzenback	1st.Lt. A.R. Petrino
2nd.Lt. C.V. Glunk	1st.Lt. K.H. Goodsell
1st.Lt. F.P. Zuspan	1st.Lt. F.P. Geraltz
1st.Lt. D.T. McLannon	1st.Lt. P.A. Schaefer
2nd.Lt. R.E. Popken	1st.Lt. W.B. Caldwell
1st.Lt. G.F. Whitney	1st.Lt. J.E. Mance

AIRCRAFT ACTION REPORT

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RECLASSIFIED
When
(See out)
VMF-113#90
REPORT NO. VMF-314#20
VMTB-131#21

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:

H. H. RIDDER
SIGNATURE **USNR**

Capt.
Gr. ACIO
RANK AND DUTY

APPROVED BY:

N. T. POST, JR.
SIGNATURE **USMC**

Lt. Col.
Gr. Op. Of.
RANK AND DUTY

30 June 1946
DATE

VMF-113:

Twelve rockets were abortive due to bad fusing and connections.

All other material and equipment operative in a satisfactory manner.

VMF-314:

There were six bombs which did not hit the target area.

One bomb was not released due to pilot error.

One bomb released prematurely as the pilot switched on his arming switch. It should not have released until the Master Armament and the bomb release switches had been switched on and the bomb button actuated. All switches were examined by the ordnance crew, but no reason for the failure could be determined. The electrical circuits will be checked by electricians before the plane is used for bombing again. Three bombs were not released during the run because the electrical bomb release system did not function. The bombs were released manually later over the island but not in the target area. One bomb did not release either manually or electrically until the pilot loosened it by wobbling his wings. The Bomb shackle may have been drawn a little too tight against the sway braces.

One plane returned immediately after take off because the feed line from the pylon tank would not suck gasoline. This was due to a defective rubber seal in the fuel line. There was another plane standing by which replaced it.

VMTB-131:

As has frequently happened before when dropping 100 pound G.P. bombs in a glide in excess of 30 degrees, difficulty was experienced with the electrical bomb release and it was necessary to release manually.

One plane returned to base because of developing a prop surge.