

AIRCRAFT ACTION REPORT

RESTRICTED
(Reclassify when filled out)

I. GENERAL

SECRET

(a) Unit Reporting VF-49 (b) Based on or at USS SAN JACINTO (c) Report No. ACA-1-67
 (d) Take off: Date 13 Aug. 1945 Time (LZT) 1618(I) (Zone); Lat. 34°48'N Long. 142°59'E
 (e) Mission Scramble C. A. P. (f) Time of Return 1813(I) (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)		
<u>F6F-5</u>	<u>VF-49</u>	<u>3</u>	<u>1</u>		<u>Each plane carried ammunition only</u>	<u>X</u>

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

TYPE	SQUADRON	NUMBER	BASE	TYPE	SQUADRON	NUMBER	BASE
<u>NONE</u>							

IV. ENEMY AIRCRAFT OBSERVED OR ENGAGED (By Own Aircraft Listed in II Only).

(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
<u>July 11</u>	<u>1</u>	<u>1</u>	<u>1623(I) (ZONE)</u>	<u>20 miles north- west of base.</u>	<u>Carried a wing bomb.</u>	<u>None observed except red ball on wings.</u>
			(ZONE)			
			(ZONE)			

(h) Apparent Enemy Mission(s) suicide attack on our Task Force.
 Did Any Part of
 (i) Encounter(s) Occur in Clouds? no If so, Describe Clouds X
(YES OR NO) (BASE IN FEET, TYPE AND TENTHS OF COVER)
 Time of Day and Brilliance
 (j) of Sun or Moon Clear day, 1623(I) (k) Visibility 10
(NIGHT, BRIGHT MOON; DAY, OVERCAST; ETC.) (MILES)

V. ENEMY AIRCRAFT DESTROYED OR DAMAGED IN AIR (By Own Aircraft Listed in II Only).

(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		
<u>July 11</u>	<u>F6F-5</u>	<u>VF-49</u>	<u>Lt(jg) J. A. GIBSON</u>	<u>Fixed Wing .50 cal.</u>	<u>Cockpit and wing roots</u>	<u>Splashed</u>

Enclosure (NN)

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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	F6F-5	VF-49	Exploding Japanese plane.	Speed ring; Starboard wing root; approach light in port wing; windshield.
2				Lower half speed ring dented. 2 small holes midway in outer panel of starboard wing.
3				Approach light smashed. Windshield cracked. Repairs can be made aboard ship.
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
	NONE			

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	
F6F-5	20	20	1hr. 55min	250	115	150 (average per plane)				3

IX. ENEMY ANTI-AIRCRAFT ENCOUNTERED (Check one block on each line).

CALIBER	NONE	MEAGER	MODERATE	INTENSE
HEAVY — Time-fused shells, 75mm and over	#			
MEDIUM — Impact-fused shells, 20mm-50mm	#			
LIGHT — Machine gun bullets, 6.5mm-13.2mm	#			

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

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

The F6F-5 was quite superior in speed and rate of climb to the enemy Judy. The JAP probably had some armor and protected gasoline tanks as a great number of shots were seen to go into the plane before it flamed.

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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

On 13 August 1945 a great number of "bogies" were reported in the immediate vicinity of Task Group 38.1 and a CAP of three VF-42 Hellcats was scrambled from the USS SAN JACINTO. Five minutes after the launch Lt(jg) J. A. Gibson, number two man on this mission had splashed a Jody 11, twenty miles northwest of the USS SAN JACINTO. The Japanese was flying just above the base of a layer of broken cumulus clouds and was apparently attempting to get in a position for an attack on the neighboring British Task Force 37. Lt(jg) Gibson described the encounter with the enemy plane as follows: "As soon as the three planes of our Scramble CAP were airborne we received orders to leave the Task Force screen and intercept bogies closing from the northwest. I had just picked up my flaps and had started to climb when I saw an enemy plane go behind a cloud about a mile ahead, and at an altitude of about 2,000 feet. I immediately tallied his'd and started in pursuit. Before I could close to machine gun range two VF from another Air Group made passes on the same plane, but both overshot and were in no position to immediately resume their attack. I closed rapidly and began to fire into the plane from dead astern. In the meantime he went right down to the water. The only evasive maneuver the enemy pilot tried was skids. He would skid violently and cause his plane to raise thirty or forty feet and I would overshoot. Finally after expending about three hundred rounds of ammunition into the Japanese plane it began to blaze. I closed firing all the way and then he dove straight into the water. As it splashed, a violent explosion was seen which was apparently caused by the bomb he was carrying under the starboard wing. My plane was covered with oil, water and debris as I flew over the Jap, but only slight damage was caused, and I was able to complete the hop." No other enemy aircraft were seen and the flight returned to base where it landed at 1813(I).

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XIII. MATERIAL DATA. (Comment freely on performance or suitability, following check list at left.
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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

All equipment performed normally.

REPORT PREPARED BY:

APPROVED BY:

R. A. SMYTHE, Lieut., USNR
SIGNATURE RANK AND DUTY
A. C. I. Officer.

G. M. ROUZER, Lieut. Condr., USN
SIGNATURE RANK AND DUTY
Commanding Officer, VF-49

13 August 1945
DATE