

# AIRCRAFT ACTION REPORT

RESTRICTED  
(Reclassify when filled out)

**SECRET**

## I. GENERAL

(a) Unit Reporting VF 49 (b) Based on or at USS San Jacinto (c) Report No. 19  
 (d) Take off: Date 25 May 1945 Time (LZT) 0502 (I) (Zone); Lat. 26° 00' N Long. 129° 15' E  
 (e) Mission Radar Patrol Line Combat Air Patrol (f) Time of Return 0847 (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)		
<b>F6F-5</b>	<b>VF 49</b>	<b>4</b>	<b>4</b>	<b>X</b>	<b>None</b>	<b>X</b>

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

TYPE	SQUADRON	NUMBER	BASE	TYPE	SQUADRON	NUMBER	BASE
<b>None</b>							

## 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
<b>Myrt</b>	<b>1</b>	<b>1</b>	<b>0755(I)</b> <small>(ZONE)</small>	<b>Radar Patrol Line</b>	<b>None</b>	<b>Painted greenish brown. Red circle on wings.</b>
<b>Zeke 52</b>	<b>1</b>	<b>1</b>	<b>0805(I)</b> <small>(ZONE)</small>	<b>Radar Patrol Line</b>	<b>A large tank carried under starboard wing. Probably a gas tank.</b>	<b>Dun colored or grayish brown. 2 wide white stripe around fuselage. Red circle-wings and fuselage.</b>

(h) Apparent Enemy Mission(s) Scout or attack task force.  
 Did Any Part of  
 (i) Encounter(s) Occur in Clouds? Yes If so, Describe Clouds Overcast 10/10  
(YES OR NO) (BASE IN FEET, TYPE AND TENTHS OF COVER)  
 Time of Day and Brilliance  
 (j) of Sun or Moon Overcast (k) Visibility One mile  
(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		
<b>Myrt</b>	<b>F6F-5</b>	<b>VF 49</b>	<b>Ens. S. Jamouzian</b>	<b>wing .50</b>	<b>Stern shot-no deflec- tion.</b>	<b>Destroy- ed.</b>
<b>Zeke 52</b>	<b>F6F-5</b>	<b>VF 49</b>	<b>Lt. (jg) E. F. Mangelsdorf</b>	<b>wing .50</b>	<b>Full deflection to no deflection</b>	<b>Destroy- ed</b>

ENCLOSURE 2

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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	None			
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).**

(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	
<b>F6F-5</b>	<b>25</b>	<b>25</b>	<b>3 Hrs. 45 min.</b>	<b>400</b>	<b>250</b>			<b>600</b>	<b>(Average per plane)</b>	<b>4</b>

**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	<b>X</b>			
LIGHT — Machine gun bullets, 6.5mm-13.2mm	<b>X</b>			

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

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

**Myrt: Closed slowly on enemy plane at 280K Indicated. Only evasion attempted by Jap was shallow 20° skidding turns. Unable to tell whether had pilot or gas tank protection. No armament observed.**

**Zeke 52: Jap did not use full throttle. Pilot seemed very inexperienced.**

**No armament or armor observed.**

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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) X (b) Time Over Target(s) X (Zone)

(FOR SHIPS INCLUDE ALL IN AREA UNDER ATTACK)

(c) Clouds Over Target X (BASE IN FEET, TYPE AND TENTHS OF COVER)

(d) Visibility of Target X (e) Visibility X (MILES)

(CLEAR, HAZY, PARTIALLY OBSCURED BY CLOUDS, ETC.)

(f) Bombing Tactics: Type X Bomb Sight Used X (TYPE)

(LEVEL, GLIDE OR DIVE)

Bombs Dropped per Run X Spacing X Altitude of Bomb Release X

(NUMBER) (FEET) (FEET)

(g) Number of Enemy Aircraft Hit on Ground: Destroyed X Probably Destroyed X Damaged X

(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)
<u>X</u> 1					
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).

(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

**See attached sheets.**

S E C R E T

Four planes from Fighting Squadron Forty-nine were launched from the USS SAN JACINTO at 0502 (I), 25 May 1945, to act as a combat air patrol over the radar picket line for Task Force Fifty Eight, with Lt. L. A. Gundert acting as leader for the division. The flight orbited on station until 0730 (I), when they were ordered to return to their base. Before this order could be executed a bogey was picked up on the picket's radar and the flight was vectored out to the point of the predicted interception. After several steers the flight was vectored into a solid overcast where they were told to orbit. While on this station a Myrt was seen in the overcast in a turn which brought it on a converging course with the destroyers in the picket line. At the time of the sighting the division was proceeding at approximately two hundred knots and the Myrt at one hundred seventy knots. Black smoke was seen to emerge from the exhaust stacks of the Jap, indicating that he immediately applied full power. The division made a sharp left turn and when the enemy plane was next seen it was about fifteen hundred feet dead ahead and on the same course. The flight leader opened fire at once, but the range was too great for accuracy. The Myrt started to make shallow twenty degree skidding turns, with a very slight loss of altitude. Ensign S. Jamouzian jettisoned his belly tank, turned on ADI and in a slightly nose down attitude slowly closed on the enemy plane at two hundred and eighty knots. Ensign Jamouzian opened fire at one thousand feet and hits were observed on his first burst. On the second burst, small pieces of the starboard wing were seen to fly off. Two more short bursts and the enemy plane slowly rolled over, and trailing smoke, did a split "S" into the water, where it immediately sank, about a mile from the picket line.

On the course back to the picket line the flight was given another vector on a heading of 330°. After about two minutes on this vector a bogey was called at angels four, within five miles of the screen. The enemy plane, a Zeke 52, was flying straight and level on a course which would take it directly to the picket line. Lt. (jg) E. F. Mangelsdorf peeled off for a high side run and at about 1,000 feet at full deflection he started to get hits on the enemy. The distance closed very rapidly and Lt. (jg) Mangelsdorf was forced to pull above and wide in order to get into position for another run from the starboard quarter. On the second burst, which was from dead astern, the Jap rolled over and Split "Sd" straight into the sea, where he sank without burning. The enemy plane was estimated to have had a speed of approximately one hundred and fifty knots at the time of the attack, and during the second run was in a slightly nose down attitude. The Zeke made no attempt at evasion and appeared to be piloted by a very inexperienced flyer, or to have been completely surprised by the attack.

Neither of the aircraft encountered took proper advantage of cloud cover. The Myrt in particular could have made it very difficult for the attacking planes had evasion been attempted. In

S E C R E T

neither case did the enemy planes have any great altitude disadvantage. The second kill was made without the necessity of jettisoning the belly tank or the Dumbo wing raft, which had been carried on this patrol by Lt. (jg) Mangelendorf.

The Zeke had a broad white stripe around the fuselage, midway between the empennage and the trailing edge of the wing. A red ball was painted in the middle of the white stripe, at the side of the plane, and on the top of each wing. No marking, other than red "meat balls" on the wings were observed on the Myrt. Both planes were painted an over all brownish green color, with the Zeke a little lighter in shade than the Myrt.

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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

**All equipment performed normally.**

REPORT PREPARED BY:

APPROVED BY:

**R. A. SIMPHE, Lt. (jg), USNR**  
SIGNATURE RANK AND DUTY  
**ACI Officer**

**G. M. ROUZER, Lt. Comdr., USN**  
SIGNATURE RANK AND DUTY  
**Commanding Officer, VF 49**

**25 May 1945**  
DATE