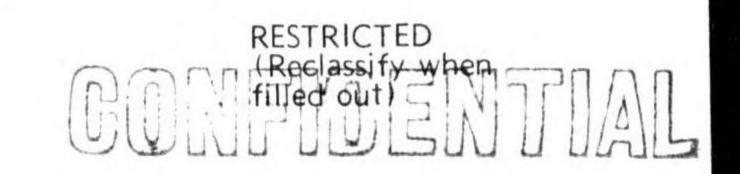
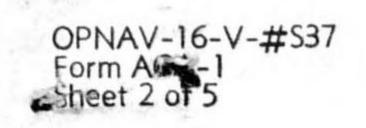
OPNAV-16-V-#S37 Form Aca-1 Sheet 1 of 5

AIRCRAFT ACTION REPORT



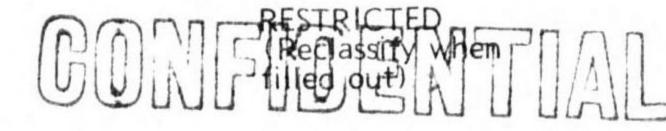
I. GENERAL

				atrol -				_ (t) Time of	Return 1940	(Zone)
II. OW	N AIRCRA	FT OFFICI	ALLY COV	ERED BY TH						
TYPE (a)	SQUADRON (b)	TAKING OFF (c)	ENGAGING ENEMY A/C (d)	ATTACKING TARGET (e)		CARRIED	(PER PLAI		FUZE, SETT	TING
F6F-5E	VF-33	4	4	0	None				None	
III. OT	HER U. S.	OR ALLIE) AIRCRAF	T EMPLOYED	IN THIS	OPERA	TION.			
TYPE	SQUADRON	NUMBER		BASE		YPE	SQUADRO	ON NUMBER	BASE	
None										
IV. EN	IEMY AIRC	RAFT OBS	ERVED OR	ENGAGED (I	By Own Air	craft L	isted in	II Only).		
(a) TYPE	1	(c) NO. ENGAGIN OWN A/C	G (d)	LOCA	(e) TION OF DUNTER	В	OMBS, TO GUN	(F) RPEDOES CARRIED; S OBSERVED	CAMOUF	(g) LAGE AND RKING
Zeke	1	1	1735 (z		LAMA RET	TO	x 50 fir	0 1b bombed on gur	Alumi risin	g sun
Val	1	1	1835 (Z	ONE) Of TO	NAKI SI	AMIE	fir	noticed ed no gur		gsun
Val	1	1	1840	J) 5 mil	NAKI SI	AMIE	None	noticed ed no gui	Brown risin	
(i) Did Any Encoun Time of (j) of Sun	Part of ter(s) Occur Day and Br or Moon —	r in Clouds	Yes or NO ay OVET	on If so, Desconstant Moon: DAY	ribe Clouds	25(TC.)	00 fe	et cumuli	as, overca	le suicide planes) st, hazy
(a) TYPE		YED OR DAM	AGED BY:	OT OR GUNNER		GUNS U			(c) HIT, ANGLE	(d) DAMAGE CLAIMED
				liam Gal	braith		50	left wing	groot	destroye
Zeke	F6F-5E	VF-33	Lt(jg)	Wesley		6		5 level Right wi cockpit	ng root &	destroye
Zeke		-	T. t. (i o)	Loran				Rt wing	& cockpit k level	destroy
		VF-33		USNR.		0 -	• 50	0 0 0100		40000



14

AIRCRAFT ACTION REPORT



VI. LOSS OR DAMAGE, COMBAT OR OPERATIONAL, OF OWN AIRCRAFT (of those listed in 11 only).										
(a) TYPE OWN A/C	(b) SQUADRON	CAUSE: TYPE ENEMY A/C, TYPE GUN, OR OPERATIONAL CAUSE	(d) WHERE HIT, ANGLE (List armor, self-sealing tanks, equipment hit)	(Give Bureau serial number of planes destroyed)						
1 F6F-5E	VF-33	Water & debris from	•	Wing change						
2		splashed VAL.								
3										
4										
5										
6										
7										
8										
9										
10										
11										
12										
13										

VII. PERSONNEL CASUALTIES (in aircraft listed in II only; identify with planes listed in VI by Nos. at left).

(a) 10.	(b) SQUADRON	(c) NAME, RANK OR RATING	(d) CAUSE	(e) CONDITION OR STATUS
	None			
			× .	

VIII. RANGE, FUEL, AND AMMUNITION DATA FOR PLANES RETURNING

(a)_	(b)	(c)	(d)	(e)	AV. FUEL	(9	g) TOTAL AMM	MUNITION EXPEN	IDED	NO. OF PLANES
TYPE A/C	MILES	RETURN	AV. HOURS	AV. FUEL LOADED	CONSLIMED	.30	.50	20MM	MM	RETURNING
F6F-5	E 75	80	3hrs	400 gal	300 gal	-	2800	rds -	404	4*
			50 Min.							

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

IN. ELITERIA PRINTERS AND				
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).

SPEED, CLIMB, at various altitudes

DIVES CEILINGS

TURNS

RANGE PROTECTION

ARMAMENT

No basis for comparison. Zeke - evidently did not know F6F-5E was on his tail until F6F opened fire and the Zeke burst into flames on one squirt. 1st Val took evasive action by one chandelle, but F6F was able to follow him through.

2nd Val No comparison except the Jap appeared to be traveling unusually fast for a Val as he flew about 50 feet over the water.

However, F6F-5 had no difficulty in overtaking him.

AIRCRAFT ACTION REPORT

(Reclassify when filled out)

REPORT HOLESTRICTED

(Reclassify when filled out)

XII. TACTICAL AND OPERATIONAL DATA. (Narrative and comment. Describe action fully and comment freely,

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

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

following applicable items in check list at left. Use additional sheets if necessary.) After orbiting east of KERANA RETTO for about an hour listening on the radio to other fighter splash Jap planes by the dozens, Lt-Cmdr Paul M PAUL's division on TCAP finally received a vector. At 1735 heading 2700 at 2000 feet, the division leader had just tallyhoed the bogey given them, as a PBM/ when Lt. William C. GALBRAITH the second section leader spotted a Zeke about 500 feet above on an opposite course. The Jap plane was flying at mattress in and out of the scuds and appeared to be weaving around to pick a target in KERANA RETTO. GALBRAITH tallyhoed him and did a right chandelle ending up at 6 o'clock level on the Zeke. The Jap was carrying a 500 lb bomb evidently busy searching for a target and didn't see his attacker. GALBRAITH closed to about 200 feet and at 6 o'clock level let go a short burst hitting the Zeke in the left wing root and he burst into flames. His bomb fell separately either at the same instant or shortly before the Zeke was hit. The Jap plane went intoa spiral and GALDRAITH followed him down watching him hit the water.

The three other members of the division saw the action, the Zeke burn and hit the water. Also camera gun picture show the incident.

At 1835 (I) after another bogey had turned out to be a PBM It(jg) Loran W. FLOCK - GALBRAITH's wingman tallyhoed a Val. Ober division was flying at 1500 feet heading north and the Val was spotted at 3 o'clock above flying in the same direction right at mattress. FLOCK immediately went after the Jap followed by his section leader. As they closed, FLOCK in the lead, the Val went into about a 30° glide and as both FLOCK and GALBRAITH opened fire at 8 o'clock level the Jap pulled up into a right wing over smoking a little. FLOCK followed the Val through its maneuver sliding off its tail to the left for a short while in his execution. GALBRAITH did a steep left wing over instead of a right losing contact until after the maneuvers was completed. The Val smoking but apparently under control with the two fighters on his tail headed directly for Lt-Cmdr PAUL and his wing man Lt(jg) GANDY who had just turned into the Jap. Lt-Cmdr PAUL held his fire as he was afraid he would hit his other section behind the Val and broke off in a steep wing over to the left to later come down in an overhead run on the Jap before he hit the water. GANDY instead opened fire head on into the Val and as it turned to the left GANDY did a quick vertical turn catching the Jap as he passed with a long burst at 3 o'clock level hitting the right wing root and cockpit. GANDY then noticed the Val burn slightly and dive into the water. Three other pilots saw the Val splash.

In the meantime FLOCK and GALBRAITH had been forced to break off their attack due to GANDY's fire. As FLOCK broke off at about 800 feet altitude he spotted elliptical wing of a Val, large "meat ball" and all passing low off the water under him turning quickly FLOCK chased the Val, which travelled unusually fast for a Val, closed to about 800 feet and let go at 6 o'clock level. FLOCK kept firing hitting the cockpit and right wing until at about 100 ft distance and less than 50 ft above the water the right wing of the Val disintegrated and it plunged into the water throwing water and debris from the Val in FLOCK's line of flight. Unable to avoid this debris the F6F-5E was damaged to such an extent that an emergency landing at YONTON Air Field accompanied by Lt.GALBRAITH was required by FLOCK.

QPNAV 16=V-#S37 Sheet 5 of 5

AIRCRAFT ACTION REPORT

Lt Cmdr. PAUL and Lt(jg) GANDY returned to the ship

completely black night with a low overcast and visibility

The flight leader wished to comment on the poor communication

discipline over the central TCAP VHF channel when it was very

particular day the air was full of U. S. and Jap aircraft and

suffering a good deal of damage from suicide planes. At this

on was so jammed by useless chatter and unnecessary comments

on the usefulness of their A/N-APS-4 gear which was used to

Both pilots that returned and landed after dark commented

keep accurate station on TCAP and to find the ship coming back.

critical time the TCAP channel which every one seemed to be

the TCAP was having a field day while the ships below were

that the F.D.O. sounded as if ready to give up disgusted.

important to have quick and accurate communication. The

arriving and landing after dark successfully during a

XIII. MATERIAL DATA. (Comment freely on performance or suitability, following check list at left. Use additional sheets if necessary).

Continued from page 4, par XII.

very hazy.

ARMAMENT

Guns, Gunsights Turrets Ammunition Bombs, Torpedoes Bomb Sights Bornb 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: Oden F. GOSHORN, Lt(jg), USNR RANK AND DUTY

APPROVED BY:

4-12-45 Paul C. ROONEY, Lt-Cdr, USN, DATE RANK AND DUTY

SIGNATURE

ALLSET - MFD. BY THE EGRY REGISTER CO., PATENTED

SIGNATURE