

AIRCRAFT ACTION REPORT

RESTRICTED
(Reclassify when filled out)

1289
CVE-74

I. GENERAL

(a) Unit Reporting VC-11 (b) Based on or at USS KESANTA BAY (c) Report No. 6
 (d) Take off Date 12 January 1945 Time (LZT) 0722 (Zone); Lat. 13° - 10' Long. 115° - 50'
 (e) Mission CAP, launched upon report of bogey (f) Time of Return 0830 (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>FW-2</u>	<u>VC-11</u>	<u>4</u>	<u>2</u>	<u>---</u>	<u>---</u>	<u>---</u>

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

TYPE	SQUADRON	NUMBER	BASE	TYPE	SQUADRON	NUMBER	BASE

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>Jake</u>	<u>1</u>	<u>1</u>	(ZONE)	<u>13 mile distance bearing 350 from base</u>	<u>None observed</u>	<u>Japanese insignia on both wings. Paint greenish brown color</u>
			(ZONE)			
			(ZONE)			

(h) Apparent Enemy Mission(s) Reconnaissance
 Did Any Part of
 (i) Encounter(s) Occur in Clouds? Yes If so, Describe Clouds Hattress at 15,000 5/10 cover between
2000' and 3000' Below that height
(YES OR NO) (BASE IN FEET, TYPE AND TENTHS OF COVER)
 Time of Day and Brilliance
 (j) of Sun or Moon Down, just before sunrise (k) Visibility 3
(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		
<u>Jake</u>	<u>FW-2</u>	<u>VC-11</u>	<u>1st(jg) A. S. DONNELLY</u>	<u>4 - .50</u>	<u>Port wing tank, 8 o'clock above</u>
			<u>1st(jg) G. L. DONNELLY</u>	<u>4 - .50</u>	

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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				
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

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	13	17	1 H. 18 M.	175	105			685		4

Note: "Miles Out" and "Miles Return" applies to section making the interception. After splashing Jaks, this section joined CAP over base and cruised until sunset time.

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).

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

Wide open in a dive from 6500' to 3000', F4U's gained slowly on Jaks. Lt(jg) A. S. DONNELLY, reported pulling 50" Hg. at 2500 RPM in dive. Jake very maneuverable, could turn inside F4U's. According to Radar Plot, Jaks was cruising at 120 knots. F4U's, making 150 knots were able to climb and gain on Jake. Radar Plot reported Jake's speed after sighting F4U's at 180 knots.

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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) None (b) Time Over Target(s) None (Zone)
(FOR SHIPS INCLUDE ALL IN AREA UNDER ATTACK)

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

(d) Visibility of Target _____ (e) Visibility _____
(CLEAR, HAZY, PARTIALLY OBSCURED BY CLOUDS, ETC.) (MILES)

(f) Bombing Tactics: Type _____ Bomb Sight Used _____
(LEVEL, GLIDE OR DIVE) (TYPE)

Bombs Dropped per Run _____ Spacing _____ Altitude of Bomb Release _____
(NUMBER) (FEET) (FEET)

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

(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					
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

Launching had been delayed due to inclement weather, but fighter pilots were in Condition 11. At 0710 a bogey was reported bearing 062, 64 miles, on a course of 250. One division of fighters, led by Lieut. W. W. FORSYTHE, was launched immediately and rendezvoused over the ship.

When the first vector was given, neither Lieut. FORSYTHE nor the leader of the second section, Lt(jg) HUTCHINGS, were in communication with the ship. Both wingmen heard the vector, however, and set out after the bogey, as a section. Lt(jg) G. L. DONNELLY took the lead and was followed by his brother, Lt(jg) A. S. DONNELLY. The two section leaders continued to orbit the ship.

On a vector of 000, the DONNELLYS began their climb, and at about 13 miles from the ship, Lt(jg) A. S. DONNELLY spotted the bogey which was still on a course of 250. Lt(jg) A. S. DONNELLY "tallyhoed" and took over the lead. The DONNELLYS were then at about 4000', while the bogey, a Jake, was at 6500'. The DONNELLYS climbed to the Jake's level before being detected. They found that, climbing at 150 k, they were able to gain on the Jake, which was estimated by Radar Plot to be cruising at 120 k. Both fighters dropped their wing tanks as soon as they had identified the bogey.

Upon being detected, the Jake pushed over in about a 30 degree dive. The DONNELLYS poured on the coal and followed. At 3000' the Jake started a slight turn to starboard and Lt(jg) G. L. DONNELLY opened fire at approximately 1000' distance and with about 25 degree deflection. Five seconds later, Lt(jg) A. S. DONNELLY made a similar run on the port side of the Jake. Looking back, he saw that the Jake's port wing was smoking and sparking.

The Jake continued in a spiral dive down to 200'. From 500', Lt(jg) A. S. DONNELLY started a flat-side approach, but rolled out without shooting when the Jake turned into him. Both DONNELLYS then made a low-side deflection run, firing from less than 1000'. The Jake's evasive action consisted of first turning away from the attacking plane, then turning into it, thus allowing each fighter only a short burst. By keeping the Jake bracketed, however, one DONNELLY was able to shoot while the enemy was turning into the other.

On his third run, Lt(jg) G. L. DONNELLY got into position on the Jake's tail end, closing to 200', fired a long burst. He saw parts of the plane falling off as the Jake blossomed into flames. Lt(jg) A. S. DONNELLY then made his final run, also closing to 200' from astern, and fired a moderate burst. The Jake, now at 100'-200' and out of control, did a wingover into the water. Its flames were visible from the ship.

It is not certain whether the Jake returned fire since no tracer was observed. However, short flashes were seen coming from the plane which may have been caused by the burning of the port wing tank or the firing of the Jake's flexible gun.

The DONNELLYS returned to the ship and orbited with their division until 0830, at which time they were taken aboard.

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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

Aarmor; 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

Port inboard gun on F4-2 flown by Lt(jg) G. L. DONNELLY jammed after about 65 rounds had been fired. Stoppage due to faulty ammo. Extractor pulled off base of cartridge leaving remainder of case in barrel. All other guns used functioned perfectly.

Communication difficulties were not due to material defects and were quickly corrected.

REPORT PREPARED BY:

Lt. James J. Darling USNR
SIGNATURE a.c.j.o. RANK AND DUTY

APPROVED BY:

Eric B. Stanley
SIGNATURE Eric B. Stanley RANK AND DUTY Commanding Officer.

20 Jan. 1945
DATE

AIRCRAFT ACTION REPORT

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REPORT No. 11-45

CONFIDENTIAL

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

Several planes experienced radio difficulties due, it is believed, to severe cloud and weather conditions. The excessive moisture in the air was thought to have dampened the equipment and clouds forced the planes too low for good operations on VHF frequencies.

REPORT PREPARED BY:

R. E. CONYMAN, Lt.(jg), (A), USNR

SIGNATURE
ACI Officer

RANK AND DUTY

APPROVED BY:

H. D. HUDSON, Lieutenant, U.S. Navy

SIGNATURE
Squadron Commander

RANK AND DUTY

6 June 1945

DATE