AIRCRAFT ACTION REPORT

I. GENERAL

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GUNS USED WHERE HIT, ANGLE	GUNS USED WHERE HIT, ANGLE CLAIMED				V. ENE	(b) DESTROY	TO OIL DIVIVIO	OYED OR DA	AMAGED IN A	IR (By Ov	All Cla				(4)
					V. ENE	(b) DESTROY	SQUADRON	OYED OR DA	OR GUNNER				(c)	ANGLE	DAMAGE CLAIMED
					V. ENE	(b) DESTROY	SQUADRON	OYED OR DA	OR GUNNER				(c)	ANGLE	DAMAGE CLAIMED
					V. ENE	(b) DESTROY	SQUADRON	OYED OR DA	OR GUNNER				(c)	ANGLE	DAMAGE CLAIMED
					V. ENE	(b) DESTROY	SQUADRON	OYED OR DA	OR GUNNER				(c)	ANGLE	DAMAGE CLAIMED
					V. ENE	(b) DESTROY	SQUADRON	OYED OR DA	OR GUNNER				(c)	ANGLE	DAMAGE CLAIMED
					V. ENE	(b) DESTROY	SQUADRON	OYED OR DA	OR GUNNER				(c)	ANGLE	DAMAGE CLAIMED
					V. ENE	(b) DESTROY	SQUADRON	OYED OR DA	OR GUNNER				(c)	ANGLE	DAMAGE CLAIMED
					V. ENE	(b) DESTROY	SQUADRON	OYED OR DA	OR GUNNER				(c)	ANGLE	DAMA CLAIN
					V. ENE	(b) DESTROY	SQUADRON	OYED OR DA	OR GUNNER				(c)	ANGLE	DAMAGE

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

AIRCRAFT ACTION REPORT

RESTRICTED (Reclassify when filled out)

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	(c)	t listed in	Il only; identify with planes list (d) CAUSE	condition or status
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2		SONNEL CASUALTIES (in aircraf	(c)	SONNEL CASUALTIES (in aircraft listed in II only; identify with planes list (c) (d) • CAUSE NAME, RANK OR RATING CAUSE

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

(a)	(b)	(c)	AV. HOURS	(e) AV. FUEL	AV. FUEL	(g)	TOTAL AMMU	NITION EXPEN	NDED	(h)
A/C	MILES	RETURN	IN AIR	LOADED	CONSUMED	.30	.50	20MM	MM	NO. OF PLANES RETURNING
821-2	570-978	632.939	5.3	233	103		300			4
	-									

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

TURNS
DIVES
CEILINGS
RANGE
PROTECTION
ARMAMENT

Mi-2, which two wing tanks, in 30 degree glide from 2500 ft. altitude, indicated 210-220 knots gained slowly on the Jill or Seks which was in a 30 degree glide from 3000 feet altitude.

REPORT No.

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

ENGAGEMENT WITH ENEMY OWN AIRCRAFT

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

Lt. E. M. PHOK and Ensign W. G. MANGE, R. W. SCHIETDER and E.L. CANNON, of VC-38, were on local combat air patrol over the carrier formation in the late afternoon of 21 February 1945. Solmeider and Camnon had gone below the cloud base at 3000 feet. Feek and Mance remained at about 5000 feet altitude above the overcast. At 1745 K at approximately 10 miles northeast of Minami Iwo Jima, while on a vector of 230 degrees, Cammon sighted an enemy single engine plane at 10 o'clock about 2 miles distant at 3000 feet altitude on a northerly course. Cannon, leading the section, talley-hoed the plane, turned on course 1350 and headed toward enemy plane. The latter climbed into the clouds; when it emerged shortly thereafter it was heading approximately 100° . It headed toward a formation of 12 to 15 ships located 8 to 10 miles east of Mineral Iwo Jims and composed of eight LST's or medium landing oraft and several escort vessels. The enemy plane went into a 50 degree glide. Cannon on the right and Schmeider on the left were bracketing the energy plane from the reer as they chased the energ. Then the enemy stabbed its glide the FM-2 glided also, indicating 210-220 knots, and were gaining elowly. Campon, less than 800 yards from the plane, opened fire; at first his fire fell short them appeared to be going in vicinity of the enemy. Schneider, further away, was never within range and did not fire.

At the planes continued in glide the ships opened up with antiaircraft fire. Cannon continued firing until he came within range of the ship's fire, then at 800 feet altitude broke away rapidly to starboard. As the ship's fire continued he and Schneider went down low to about 300 feet altitude over the water and retired.

Schneider saw the energy plane splash and explode either on or near an LST. During the chase, prior to this, the pilots had observed two similar explosions, either planes hitting ships or crashing into the water. As they left the area Cannon and Schneider saw two ships in the formation smoking.

Cannon identified the enemy planes as Jill, Schneider, farther away, was not certain but thought it was Zeke. Cannon did not know whether his fire struck the enemy plane. He did see his fire go into the vicinity of the plane.

AIRCRAFT ACTION REPORT

RESTRICTED (Reclassify when filled out)

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:

APPROVED BY: