

AIRCRAFT ACTION REPORT

(OMIT THIS SHEET IF NO ATTACK WAS MADE)

VF-45

REPORT No. 52

XI. ATTACK ON ENEMY SHIPS OR GROUND OBJECTIVES (By Own Aircraft Listed in II Only).

(a) Target(s) and Location(s) (FOR SHIPS INCLUDE ALL IN AREA UNDER ATTACK) (b) Time Over Target(s) (Zone)

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

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

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

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

See attached sheet.

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

SECRET

XII. TACTICAL AND OPERATIONAL DATA.

Four P6F-5's of Fighting Squadron FIFTY FIVE were launched for CAP by the USS SAN JACINTO at 1115 (I) 19 March 1945. One plane, piloted by Lt(jg) Mosely, division leader, was late in joining the remaining three planes, piloted by Lt(jg) Kidwell, Ensign Coffin and Ensign Solberg. These three planes, led by Lt(jg) Kidwell, were directed to fly to the USS FRANKLIN which was being towed, in a damaged condition, approximately 25 miles to the west of the USS SAN JACINTO; and over there the three planes were controlled by the Fighter Director in the USS SANTA FE.

Lt(jg) Mosely soon joined the formation and he and Ensign Coffin remained on station while Lt(jg) Kidwell and Ensign Solberg returned to the USS SAN JACINTO due to engine trouble in Kidwell's plane.

At approximately 1515 (I), while Mosely and Coffin were orbiting the USS FRANKLIN at 10,000 feet, Coffin observed intense flak from the ships escorting the damaged CV. Coffin then saw a light colored Jap single engine plane break out from cloud cover which was at about 2800 feet and head northwestward. The Jap's altitude was approximately 2000 feet. Coffin called Mosely on the radio, but the latter did not receive the transmission. Coffin rolled over and started down towards the Jap. One F4U was also chasing the Jap plane from astern on the same level as the Jap. As Coffin neared the F4U, the former noticed the Corsair firing at the Jap, but both the Corsair and Hellcat were out of range. Coffin flew under the F4U and started firing from six o'clock. The F4U pulled away to the right. The Jap pilot made a couple of easy swerving turns in an attempt to avoid the fire coming from the rear, but these maneuvers were entirely ineffective.

Going to Coffin's speed picked up in the long time the range was closed quickly and his bursts were going into the Jap's tail from a range of about a thousand feet astern. A stream of oil and smoke was coming from the Jap plane, now observed to be a Jill. Coffin continued to fire from six o'clock until he began to overrun the Jill. Coffin then gave the Jill one last burst in the port wing root as he pulled past the Jap and the left wing exploded. The Jap rolled over and crashed into the water from 900 feet. Coffin then turned back toward the FRANKLIN Task Group and gave the customary splash report. Coffin and Mosely rejoined over the USS FRANKLIN at 8000 feet and orbited without further incident until they ranced at 1545 (I).

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RESTRICTED
(Reclassify when
filled out)

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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 material and equipment functioned satisfactorily

REPORT PREPARED BY:

S. W. PLAUCHE, Jr., Lt(jg), USNR

SIGNATURE **ACI Officer**

RANK AND DUTY

APPROVED BY:

L. E. FORKNER, Lt., USNR

SIGNATURE **Commanding officer**

RANK AND DUTY

3-21-45

DATE