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| (a) TYPE OWN A/C | (b) squadron | | MBAT OR OI USE: TYPE ENEMY IN, OR OPERATIO | | WHERE HIT self-sealing | (d) | | | (6) | DAMAGE, planes destroyed) |
|---------------------------------------|----------------------|-----------|--|--------------------|------------------------|----------|------------|----------|---------|------------------------------|
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| VIII. | RANGE, | FUEL, AN | D AMMUNI | TION DAT | A FOR PLAN | VES RET | URNING | | | (h) |
| (a) TYPE | MILES | MILES | AV. HOURS | AV. FUEL LOADED | AV. FUEL CONSUMED | .30 | TOTAL AMMI | 20MM | MM | NO. OF PLA |
| A/C | OUT | RETURN | IN AIR | | | | | | | 1 |
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| £. 1 | | - 1. | | | | | | | | |
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| IX. E | NEMY AN | | AFT ENCOU | NIEKED (| | NE ONE | MEAGER | M | ODERATE | INTENSE |
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| HEAVY — Tir | | | | | No. | | | | | |
| MEDIUM — LIGHT — Ma | | | | | | 1. | | | | |
| | OMPARAT | TIVE PERF | ORMANCE, | PGF-5 1 | | as. Cos | Min dive | d on the | aill to | |

Twice the Jill made shallow turns, but these evasive maneuvers easily followed by the Hellout.

prossure.

CEILINGS

PROTECTION

ARMAMENT

RANGE

OPNAV-16-V-#S37 Form ACA-1 Sheet 3 of 5

AIRCRAFT ACTION REPORT

RESTRICTED (Reclassify when filled out)



(OMIT THIS SHEET IF NO ATTACK WAS MADE)

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| - 40 | | |
| | 60.01 | |

| | | | | | VII-45 | REPORT No. |
|--------------|------------------------|--------------------------|------------------------------------|--|------------------------------------|---|
| | XI. ATTACK ON EN | IEMY SHIPS OF | R GROUND OBJECT | IVES (By Own Aircraft Liste | d in 11 Only) | • |
| (a) | Target(s) and Location | (FOR SHI | PS INCLUDE ALL IN AREA | UNDER ATTACK) (b) Time O | ver Target(s) | (Zone |
| (c) | Clouds Over Target | | (BASE IN FEET | , TYPE AND TENTHS OF COVER) | | |
| (b) | Visibility of Target | (CLEAR, HA | ZY, PARTIALLY OBSCURED | BY CLOUDS, ETC.) | Visibility | (MILES) |
| (f) | Bombing Tactics: Type | | (LEVEL, GLIDE OR DIVE) | Bomb Sight L | Jsed | (TYPE) |
| | Bombs Dropped per Rui | / 5 1 1 1 5 5 75 75 | Spacing | (FEET) Altitude | e of Bomb Rel | ease(FEET) |
| (g) | | craft Hit on Gro | | Probably Destroyed | | _ Damaged |
| | (h) AIMING POINT | DIMENSIONS OR TONNAGE | (j) NO. A/C ATTACKING (k) SQUADRON | 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 | | | | | | |

(p) Were Photographs Taken? Photographs of Damage, WhenTaken, Should Be Attached By Staple.

⁽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).

RESTRICTED (Reclassify when filled out)

SECRET





VP-4

REPORT No.

52

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

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.)

See attached sheet.

XII. TACTICAL AND OPERATIONAL DATA.

CAP by the USS SAN JACINTO at 1115 (I) 19 March 1945. One plane, piloted by Lt(ig) Mosely, division leader, was late in joining the remaining three planes, piloted by Lt(ig) Nidwell. Besign Coffin and Ensign Solberg. These three planes, led by Lt(ig) Nidwell, were directed to tly to the USS FRANKLIN which was being towed, in a damage condition, approximately 25 miles to the west of the USS SAN JACINEO, and over there the three planes were controlled by the Fighter Firector in the USS SANTA FE.

Let(j_{θ}) Mosely a on joined the formation and he and naigh Coffin remained on station while Let(j_{θ}) Kidwell and Unsign College returned to the USS DAN JACINTO due to engine trouble in Kidwell's lane.

At approximately 1515 (I), while Hosely and Coffin were orbitting the USS FRANKLIV at 10,000 feet. Coffin the saw a light colored Jap single engine and break out from cloud cover which was at about 2500 feet and head porthwestward. The Jap's slittude was approximately 2000 feet and head porthwestward. The Jap's slittude 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 FAU was also chasing the Jap class from astern on the same level as the Jap. As Coffin neared the FAU, the former noticed the Corsair firing at the Jap, but both the Corsair and Hellest were out of range. Coffin flew under the FAU and started firing from six o'clock. The FAU culled away to the right. The Jap cilot made a couple of easy swerving turns in an attend to avoid the fire coming from the rear, but these maneuvers were entirely ineffective.

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 clame, now observed to be a Jill. Coffin continued to fire from six o'clock until he began to overrum the Jill. Coffin then gave the Jill one last burst in the cort wing root as he sulled past the Jap and the left wing excloded. The Jap rolled over and crashed into the mater from 900 feet. Coffin then turned beek toward the RANKLIN Task Graup and gave the customery sclash recort. Coffin and Mosely rejoined over the USS FRANKLIN at 8000 feet and orbitted without further incident until they cancaked at 1545 (1).

All material and equipment functioned satisfactorily

RESTRICTED (Reclassify when filled out)



REPORT No. 52

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 _anding 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:

SIGNATURE OF AND THE OFFICER

SIGNATURE TO TOO

RANK AND DUTY

RANK AND DUTY