AIRCRAFT ACTION REPORT



	it was to	3		D	ol Gun		(f) Time of	Return	(Zone)
II. OW	N AIRCRAF	T OFFICIA	ALLY COVE	RED BY T	HIS REPO				FUZE, SETTIN	ı.
TYPE (a)	SQUADRON (b)	TAKING OFF (c)	ENGAGING ENEMY A/C (d)	ATTACKING TARGET (e)		CARRIED	(PER PLANE) (f)		(g)	

	HER U. S.	OR ALLIEI NUMBER	D AIRCRAFT	EMPLOYE BASE	D IN TH	IS OPER	ATION. SQUADRON	NUMBER	BASE	
TYPE	SQUADRON		THOU GAM	TACTES	10					
		(A)	THE SE MINI	LHAN NO						
			HSS BEL	LEAD BY	100					
(a) TYPE	(h)	NO ENGAGIN	ERVED OR E	ED EN	(e) CATION OF ICOUNTER		BOMBS, TORPE GUNS O	DOES CARRIED	CAMOUFL MAR	AGE AND
			(Z0	NE)						
			(20	NE)						
	ent Enemy M			If so, De	scribe Clo	ouds	(BASE I		AND TENTHS OF COVE	R)
(i) Did Ar Encour Time of (j) of Sun	of Day and B or Moon _	RAFT DES	(NIGHT, BR	IGHT MOON: D	AY, OVERCA	ST; ETC.)		isted in 11	Only).	(d)
Did Ar Encour Time of (j) of Sur V. El	of Day and Boon _	rilliance	(NIGHT, BR	IGHT MOON: D	D IN AIR	ST; ETC.)		isted in 11	Only).	L.ES)
Did Ar (i) Encour Time of (i) of Sun	of Day and Boon _	RAFT DES	(NIGHT, BR	DAMAGE	D IN AIR	ST; ETC.)	n Aircraft L	isted in 11	Only).	(d)
(i) Did Ar Encour Time of (j) of Sur V. El	of Day and Boon _	RAFT DES	(NIGHT, BR	DAMAGE	D IN AIR	ST; ETC.)	n Aircraft L	isted in 11	Only).	(d) DAMAG
(i) Did Ar Encour Time of (j) of Sur V. El	of Day and Bor Moon _	RAFT DES	(NIGHT, BR	DAMAGE	D IN AIR	ST; ETC.)	n Aircraft L	isted in 11	Only).	LES)

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AIRCRAFT ACTION REPORT

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VI. LOSS OR DAMAGE, COMBAT OR OPERATIONAL, OF OWN AIRCRAFT (of those listed in II only). CAUSE: TYPE ENEMY A/C,
TYPE GUN, OR OPERATIONAL CAUSE WHERE HIT, ANGLE (List armor, self-sealing tanks, equipment hit) (a) (b) (e)
EXTENT OF LOSS OR DAMAGE,
(Give Bureau serial number of planes destroyed) TYPE OWN A/C SQUADRON F6F-5 VF 49 Operational Engine out out, Plane was ditched and cause unknown not recovered F6F-5 VF 49 Struck by small arms Just forward of the The demage was very fire, probably 7.7 slight. There was no structural damage. The bullet made a very smell hole which could be fixed 9 aboard ship.

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

(a) (b) (c) (d) (e) (e) (ONDITION OR STATU

NO.	SQUADRON -	NAME, RANK OR RATING	CAUSE	(e) CONDITION OR STATUS
	None			
-				
-				
				7

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

(a) TYPE	(b) MILES	(c) MILES	AV. HOURS	AV FUEL	AV. FUEL	(g) TOTAL AMMUNITION EXPENDED			(h)	
TYPE A/C	OUT	RETURN	IN AIR	LOADED	CONSUMED	.30	.50	20MM	MM	NO. OF PLANES RETURNING
F6F-5	75	76	2 Hrs.	400	225		800 rds	(AV	rece	6
			56 min	<u> </u>				per	plane)	

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		earto -	1	

X. COMPARATIVE PERFORMANCE, OWN AND ENEMY AIRCRAFT (use check list at left).

SPEED, CLIMB, at various altitudes

No airborne enemy aircraft were seen.

TURNS
DIVES
CEILINGS
RANGE
PROTECTION
ARMAMENT

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AIRCRAFT ACTION REPORT

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(OMIT THIS SHEET IF NO ATTACK WAS MADE)



filled out)	WITEIT

w	SECRES					REPORT No.
	XI. ATTACK ON EN	NEMY SHIPS OR	GROUND OBJECT	IVES (By Own Aircraft Listed		
(a)	Target(s) and Location	n(s) (FOR SHIE	PS INCLUDE ALL IN AREA	UNDER ATTACK) (b) Time Ove	er Target(s)	(Zone)
(c)	Clouds Over Target	Solid Over	(BASE IN FEET	TYPE AND TENTHS OF COVER)	to brok	en clouds belov
(d)	Visibility of Target_	(CLEAR, HA	ZY, PARTIALLY OBSCURED	BY CLOUDS, ETC.)	/isibility	(MILES)
(f)	Bombing Tactics: Type	e	(LEVEL, GLIDE OR DIVE)	Bomb Sight Us	sed	(TYPE)
	Bombs Dropped per Ru	(NUMBER	Spacing	(FEET) Altitude	of Bomb Rele	ease(FEET)
(g)	Number of Enemy Air	craft Hit on Gro	ound: Destroyed	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						

⁽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).

AIRCRAFT ACTION REPORT

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(Reclassify when filled out)

REPORT No.

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

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

Method of Locating Target
Approach to Target
Altitudes, Speeds
Approach
Dive
Pull-Out
Dive Angle
Strafing
Retirement
Defensive Tactics

DEFENSE, ENEMY

Use of Jamming

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

Seven fighters from Fighting Squadron Porty-nine were launched at 0539 (I), 19 May 1945 to participate in a coordinated strike on Tolmino Shima with fighter siroraft and torpedo planes from other aquadrons. The course to the target was through unfavorable weather, and on the return to base the flight was required to fly on instruments through squalls and overease encountered. The first attack was ende from the East to West with the recovery over water. The dive was started low due to the overcest above 4500 feet and the recovery was at about 500 feet. The target looked so unpromising that no one discharged their rockets in the essigned area, which was the Northern half of the target. Three etrafing runs were made before the rockets were discharged, and the majority of the firing was against planes parked in and around the field, which were most certainly duds. The rockets were finally discharged in the wooded revetment eress, but there was no evidence that they had caused damage to enemy installations or aircraft. In all, the average number of runs on the field by the sections in the flight was sim or seven. The whole area was heavily andsystematically strafed. There was no sign of life or activity of eny sort and while the field might have been ogrational before, it certainly is not efter the attack. There was no visible evidence of the existence of entisirerert defenses. But one pilot, Ensign W. A. Yoney had his plane struck by a small deliber bullet just forward of the pilot's seet, and the bullet exploded in the cockpit. No injury was sustained by Ensign Yancy, nor was the place demaged. A congrete or stone two-lane bridge just North of the field was destroyed by English W. C. Renwood. No shipping was seen. Ensign Box was forced to ditch his place when he was just forward of the USS neaked abourd at 0855 (I).

AIRCRAFT ACTION REPORT

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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

REPORT PREPARED BY:

The engine in the eireraft flown by Ensign B. D. Box suddenly cut out when he was approaching the landing pattern. He was at two hundred feet in altitude when it became apparent that the engine would not be started and he turned into the wind, and skillfully ditched his plane. All emergency gear worked satisfactorily. The plane fleated for almost two minutes.

The engine performed normally both to and from the target until it stopped. While the attack on the target was made at low altitude. Ensign Box did not observe any damage to his plane, by flak, ricochet or flying bomb fragments. He was unable to give any reason for the engine fa lure.