

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

NARRATIVE:

Major Nelson, leading a flight of twelve planes with 500 lb. G.P. bombs fused .1 nose -.025 tail, approached the target (Yap Airfield) from over the water to the south. The formation on heading of about 20° at 12,000 feet turned into the target lengthwise NE to SW of the strip peeled off in a 70° dive released at 2,000 feet at approximately 330 miles per hour. Recovery and rendezvous was made over the water approximately three miles west of the island at about 1500 feet. Seven confirmed hits were made on the strip, two were near misses in the revetment area north of the field, and three were unobserved. The field was left unservicable but no additional planes were destroyed.

On the barge sweep, Major Nelson circled the island in a counter-clockwise direction and Lt. Hill in a clockwise direction. Major Clay took a northeasterly course over the airfield taking him west of Yap Town and Southwest of Map Island. No servicable planes were observed. Circling Map Island, his wingman observed small craft just off the beach 248 (Yap map).

Major Clay turned the lead over to his wingman as he was the one who had observed the boats. They made an approach to the SE, passing to the left of the target and then made a right turn of approximately 180° in order to recover over the water. Major Clay's wingman, Lt. Fisher, looked back after completing his run and observed a large splash and immediately turned back and circled the spot but observed nothing but an oil slick.

Lt. Deen, who was the leader of the second section observed the planes throughout the strafing attack and definitely saw Major Clay's plane, #14323, hit very close to shore and explode. Lt. Deen then turned so as to pass directly over the spot but although he circled the spot he observed nothing but an oil slick. Lt. Deen saw no one bail out. Lt. Odem, Deen's wingman, observed the same.

The planes remained over the scene of the crash for five to eight minutes.

No AA was observed either during the bombing or strafing runs.

The weather was clear throughout with less than .1 cover over the target.

Eleven planes returned to Peleliu undamaged at 1140.

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