I. GENERAL

| | (b) SQUADRON | NO. OF SORTIES | NO. ENGAGING ENEMY A/C | NO ATTACK- ING TARGET | | AND TORPEDO ED (PER PLAN | | FUZE, S | ETTING |
|--------------------------|-----------------|----------------------|---------------------------|--------------------------|---------------|-----------------------------|-----------|-------------------|-----------------|
| | VF-1 | 24 | | 14 | | | | | |
| | | | | | 4 3 5007 | Q.P. | | Non-delay | tall fus |
| TYPE | : K U. S. (| DR ALLIED | | | N THIS OPER | | | | |
| a strake | QUADRON | NUMBER | | BASE | TYPE | SQUADRON | NUMBER | BA | SE . |
| SB2C | 73-1 | 9 | U.S.S. 3 | ORXTOWN | | | | | |
| Apparent I Weather ar | | ission(s)at Location | of Encounter | | | | (k) Visit | sility | |
| V. ENEMY | AIRCRA | | | | IR (By Own Ai | rcraft Liste | | | |
| NEMY A/C T | TYPE A/C | YED OR DAMAGE | PILOT | OR GUNNER | GUNS | | | (c) HIT, ANGLE | DAMAG CLAIME |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |

AIRCRAFT ACTION REPORT

RESTRICTED (Reclassify when filled out)

VI. LOSS OR DAMAGE, COMBAT OR OPERATIONAL, OF OWN AIRCRAFT (of those listed in II only).

| TYPE OWN A/C | SQUADRON | CAUSE: TYPE ENEMY A/C, TYPE GUN, OR OPERATIONAL CAUSE | WHERE HIT, ANGLE | EXTENT OF LOSS OR DAMAGE, REMARKS |
|--------------|----------|---|------------------|-----------------------------------|
| 1 F6F-3 | WF-1 | Amminition dump | Fuselage, wings, | Repaired aboard. |
| 2 | | explosion. | stabilier. | |
| 3 | | | | |
| 4 | | | | |
| 5 | | | | |
| 6 | | | | |
| 7 | | | | |
| 8 | | | | |
| 9 | | | | |
| 10 | | | | |
| 11 | | | | |
| 12 | | | | |
| 13 | | | | |
| 14 | | | | |

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

| (a) NO. | (b) SQUADRON | NAME, RANK OR RATING | CAUSE | (e) CONDITION OR STATUS |
|------------|-----------------|----------------------|-------|----------------------------|
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VIII. RANGE, FUEL, AND AMMUNITION DATA

| TYPE | (b) | MILES | AV. HOURS | AV. FUEL | (f) AV (EL)EL | (g) TOTAL AMMUNITION EXPENDED, PLANES RETURNING | | | | |
|-------|-------|--------|-----------|----------|------------------|---|-----|--------|------|-----|
| A/C | MILES | RETURN | IN AIR | LOADED | CONSUMED | NO. OF PLANES | .30 | .50 | 20MM | MM. |
| F6F-3 | 87 | 110 | 4 | 400 | 250 | 24 | | 24,400 | | |
| | | | | | | | | | | |
| | | | | | | | | | | |

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

SPEED, CLIMB, at various altitudes

Mone encountered.

TURNS DIVES CEILINGS RANGE

PROTECTION

RESTRICTED
(Reclassify when filled out)

(OMIT THIS SHEET IF NO ATTACK WAS MADE)

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

| (a) Location of Target(s)(c) Weather and Clouds Over Target | us clouds at 2000 | (b) Time Ove | | |
|---|--------------------------------|---|------------------------|-------------|
| d) Sun or Moon Bright ann | | | ity Inlini | ted. |
| XI. TARGETS, RESULTS OF ATTACK. DESCRIPTION OF TARGET (List All Ships in Group Whether or Not Individually Attacked) | (b) A/C ATTACKING (c) SQUADRON | (d) BOMBS AND AMMUNITION- EXPENDED EACH TARGET | ALTITUDE OF RELEASE | (f) HITS |
| YAP town and environs | 8 x F6F-3 | 4 x 500% bombs | 20001 | In area |
| Airfield and adjacent A. A. | 6 x F6F-3 | 60000 x .50 cal. | 500 | In area |
| | | | | |
| | | | | |
| | | | | |
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| | | | | |
| | | | | |

- (g) RESULTS: (FOR SHIP TARGETS 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, WITH DIAGRAMS OR CHARTS WHERE DESIRABLE. DESCRIBE TARGETS FULLY IN (a), AND IN REPORTING DAMAGE OR DESTRUCTION, IDENTIFY BY NUMBERS AT LEFT. USE ADDITIONAL SHEETS IF NECESSARY).
- 1. Yown well strafed
 Four bomb hits in town.
 Ammunition dump blown up on small island to the newtheast.
- 2. Parked planes strafed.
 Dual purpose battery silenced twice.

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

ATTACK OWN TACTICS

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

Defensive Tactics DEFENSE, ENEMY

Evasive Tactics, Ships Concealment Anti-aircraft Searchlights Night Fighter Tactics

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

26 July 1944; East longitude date; Time zone -10.

Twelve fighters took off at 1315. Condr. PETERS led the flight and Lt. BAESIMGER and Lt. WINES were division leaders. Rendezvous over base was at 3000°, and YAP was approached from the southeast.

Lt. BAYSINGER's division made a total of four strafing runs. The first was on the peninsula section of YAP town; the second covered the section of town on the southern shore of the inlet; the third was against parked aircraft on the field. The damage inflicted by these first three runs was hard to estimate as they were on previously damaged areas. Push overs had been from 8000', dives were at 60°, and pull outs were at 1000'. The fourth run was against dual purpose guns north of the airfield which were firing upon rescue operations off shore to be described later; on this run, the batteries were silenced.

Lt. WINE's division was the only one with bombs; it made one bombing and three strafing runs. All bombs were dropped on YAP town! two on the north shore of the inlet and two on the south. The first strafing run was on YAP town and environs. Ens. HANSEN chose to strafe three long buildings set close together on the tiny island just northeast of the town; he was scoring direct hits from about a thousand fest when the buildings blow up practically in his face to a height of 3000'; he had no time to dodge the column of debris and went directly through it; his belly tank was blown off and extensive damage was done to his plane from wood splinters; since his engine was performing poorly, he joined the nearest F6F and returned to base with it. (jg) FERLAND. The rest of the division completed its strafing runs on the sinfield.

Comdr. PETER's division was divided. The second section led by Lt.(jg) FERLAND made one strafing run on the revetted planes on the air/ield and then escerbed the SB2C photosplanes. Comdr. PETER's section was awaiting its turn at the target when a TBF was shot down by A.A. and he began to direct rescue operations.

The three THF survivors were just outside the reef off the southeastern shore of the island. It.(jg) STASHELI and Rns. HUCKAKEE, who had taken off at 1210, were patrolling over the sub and directed it on course toward the survivors whose position they had confirmed; two CS2U's arrived before the sub which stood by half a mile away while rescue operations were begun. After the CS2U's landed, dual purpose guns north of the air field began to shell, so It.(jg) STASHELI and Ens. MUCKAKEE strafed them furiously and silenced them as some gunners fled from the emplacements. Only two survivors were picked up the first time, and when a single CS2U returned for the third, the dual purpose gund fired again. It. BAYSINGER's division then silenced them as described earlier and the third survivor was rescued.

Rendezvous and return to base were accomplished by 1725.