ITEM XII. ACA-1 REPORT VF 66, VT 53, 2 AUG 44

Strike 1 D took off the U.S.S.CABOT to attack Yap Island at 1300 (-10K) on 27 July 1944. The flight consisted of eight F6F's and two TBM's. Lieut. D. W. Mulcahy was flight leader and also led a division of fighters, while Lieut. J. S. Stewart led the second division. Lt(jg) A. J. Lauber and Ens. L. Bacon were pilots of the two TBM's. The planes rendezvoused in their assigned sector at 2000 feet and proceeded to the target independently of flights from the U.S.S.HORNET and U.S.S.YORKTOWN. One division of fighters took astern positions on either beam of the TBM's, providing close cover and close support. Approach to target was made on heading of 337° (T), speed 135 knots (I), climbing enroute to 9500 feet. Arriving at target, planes skirted the north tip of the islands, making their final approach from due north. The assigned target was warehouses and piers at Yap Town. Lieut. Stewart's division of fighters was carrying 500# SAP bombs; Lieut. Mulcahy's division, incendiaries; and the TBM's each carried 11 fragment clusters.

Mulcahy assigned two planes from Stewart's division to hit an underground ammunition dump and two to hit the radio building. His division were to aim at wooden buildings near the warehouse area which looked to be inflammable. The two TBM's had as their target buildings of light construction. During the final high-speed approach the fighters broke off from the TBM's and went in first to strafe any visible AA. The dives were very difficult to execute because the target was covered with 8/10 to 9/10 cumulus clouds with base about 1200 feet. On the first run none of the fighters dropped their bombs but pulled out to the SE, looking for a favorable breach in the clouds in which to get a better attacking angle on the targets. The two fighters assigned the ammunition dump both got good hits in the immediate area but the dump was not destroyed. Lt(jg) A. R. Hawkins scored a hit on the NW corner of the radio building, while Lieut. Stewart overshot.

Lauber dropped five fragment bombs on his first run, circling back to the north, hunting a more favorable approach for his next run. He was not able to find it, so retired to the SW over the airfield and dropped his remaining six bombs on reveted planes in the area, setting two Zekes afire. Bacon dropped his bombs on Yap Town, hitting in the NW area, starting one fire.

After the fighters had finished their bombing runs Lt(jg) D. B. Driscoll made four photo runs accompanied by his section leader Lt(jg) D. B. Galt. All fighters made several strafing runs on AA positions and at one time, when Driscoll and Hawkins had joined up in a concerted run, they silenced two positions that had been firing heavily. Retiring from Yap Town area, the fighters flew to the SW over the airfield and dropped down to make several low-level strafing runs on planes parked along strip and in revetments. Stewart set a Zeke and a Val on fire, and Hawkins fired a Val. Galt strafed a Zeke but it did not burn. Lt(jg) Bowie set fire to an oil dump and Lt(jg) Wirth strafed one Zeke and two Vals without setting any of them on fire.

All planes rendezvoused 10 miles west of the south tip of the island and returned to base, landing aboard at approximately 1530 without incident/

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AIRCRAFT ACTION REPORT

RESTRICTED
(Reclassify when filled out)

CONFIDENTIAL

I. GENERAL

VF - 67

(a) Unit Reporting VF-31 and VT-31 (b) Based on or at U.S.S. CABOT (c) Report No. VT - 52

(d) Take off: Date 28 July 1944 Time (LZT) 1000 (-10K) (Zone); Lat. 09° 02' N Long. 139° 18' E

(e) Mission Loading pier and ammunition storage SE coast of YAP Island (f) Time of Return 1238(-10K) Zone)

II. OWN AIRCRAFT OFFICIALLY COVERED BY THIS REPORT.

TYPE (a)	SQUADRON (b)	NUMBER: TAKING OFF (c)	NUMBER: ENGAGING ENEMY A/C (d)	NUMBER: ATTACKING TARGET (e)	BOMBS AND TORPEDOES CARRIED (PER PLANE) (f)	FUZE, SETTING (g)
F6F	VF-31	8		8	8 planes - 1 x 100# G.P. 2 " - 1 x 500# G.P.	inst.
TBM-1c	VT-31	2		2	12 - 100# G.P.	inst.

III. OTHER U. S. OR ALLIED AIRCRAFT EMPLOYED IN THIS OPERATION.

TYPE	SQUADRON	NUMBER	BASE	TYPE	SQUADRON	NUMBER	BASE
Unknown							

IV. ENEMY AIRCRAFT OBSERVED OR ENGAGED (By Own Aircraft Listed in II Only). NONE

(a) TYPE	(b) NO. OBSERVED	(c) NO. ENGAGING OWN A/C	(d) TIME ENCOUNTERED	(e) LOCATION OF ENCOUNTER	(f) BOMBS, TORPEDOES CARRIED; GUNS OBSERVED	(g) CAMOUFLAGE AND MARKING
			(ZONE)			
			(ZONE)			
			(ZONE)			

(h) Apparent Enemy Mission(s) _____

(i) Did Any Part of Encounter(s) Occur in Clouds? _____ (YES OR NO) If so, Describe Clouds _____ (BASE IN FEET, TYPE AND TENTHS OF COVER)

(j) Time of Day and Brilliance of Sun or Moon _____ (NIGHT, BRIGHT MOON; DAY, OVERCAST; ETC.) (k) Visibility _____ (MILES)

V. ENEMY AIRCRAFT DESTROYED OR DAMAGED IN AIR (By Own Aircraft Listed in II Only). NONE

(a) TYPE ENEMY A/C	(b) DESTROYED OR DAMAGED BY: TYPE A/C	SQUADRON	PILOT OR GUNNER	GUNS USED	(c) WHERE HIT, ANGLE	(d) DAMAGE CLAIMED

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

(a) TYPE OWN A/C	(b) SQUADRON	(c) CAUSE: TYPE ENEMY A/C, TYPE GUN, OR OPERATIONAL CAUSE	(d) WHERE HIT, ANGLE (List armor, self-sealing tanks, equipment hit)	(e) EXTENT OF LOSS OR DAMAGE, (Give Bureau serial number of planes destroyed)
1 F6F	VF-31			Total loss (water landing)
2				
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). NONE

(a) NO.	(b) SQUADRON	(c) NAME, RANK OR RATING	(d) CAUSE	(e) CONDITION OR STATUS

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

(a) TYPE A/C	(b) MILES OUT	(c) MILES RETURN	(d) AV. HOURS IN AIR	(e) AV. FUEL LOADED	(f) AV. FUEL CONSUMED	(g) TOTAL AMMUNITION EXPENDED .30	.50	20MM	MM	(h) NO. OF PLANES RETURNING
F6F	76	70	2.5	400	160		6900			7
TBM	76	80	2.5	335	175	60				2

IX. ENEMY ANTI-AIRCRAFT ENCOUNTERED (Check one block on each line).

CALIBER	NONE	MEAGER	MODERATE	INTENSE
HEAVY — Time-fused shells, 75mm and over	X			
MEDIUM — Impact-fused shells, 20mm-50mm			X	
LIGHT — Machine gun bullets, 6.5mm-13.2mm		X		

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

SPEED, CLIMB,
at various altitudes

TURNS
DIVES
CEILINGS
RANGE
PROTECTION
ARMAMENT

No enemy planes encountered.

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(OMIT THIS SHEET IF NO ATTACK WAS MADE)

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

(-10K)

(a) Target(s) and Location(s) Loading pier and ammunition dump (FOR SHIPS INCLUDE ALL IN AREA UNDER ATTACK) (b) Time Over Target(s) 1045-1150 (Zone)

(c) Clouds Over Target 1800 feet solid overcast (BASE IN FEET, TYPE AND TENTHS OF COVER)

(d) Visibility of Target Practically obscured by clouds (CLEAR, HAZY, PARTIALLY OBSCURED BY CLOUDS, ETC.) (e) Visibility 15 (MILES)

(f) Bombing Tactics: Type Glide (LEVEL, GLIDE OR DIVE) Bomb Sight Used Mk. VIII gunsight (TYPE)

Bombs Dropped per Run 3 - 8 (NUMBER) Spacing (FEET) Altitude of Bomb Release 1600 (FEET)

(g) Number of Enemy Aircraft Hit on Ground: Destroyed x Probably Destroyed x Damaged x

(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 Loading pier and adjacent buildings		8 - F6F VF-31	6 - 100# G.P.) 2 - 500# G.P.)	3 hits 2 near misses 3 unobs.	1 building destroyed
2 Same as No. 1		2 - TBM-1c VT-31	21 - 100# G.P.	16 in area	unobserved.
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).

1 and 2. Two 500# G.P. and 27 - 100# G.P. bombs hit in building area at base of pier; one of the 500# bombs destroyed a small building. Damage by 100# bombs was unobserved. Several bombs were seen to hit 5 to 10 yards off the pier in the water.

(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

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

At 1000 (-10K) Zone 28 July 1944, eight F6F's and two TBM's took off the U.S.S. CABOT for strike against Yap Island. The assigned target was a loading pier and adjacent buildings on the southeast coast of the island. Lieut. C. H. Turner was leader of the flight also leading one division of fighters. Lieut. S. G. Kona led the other division of fighters while Lt.(jg) R. P. McChesney and Lt.(jg) E. J. Larkin were the pilots of the TBM's.

The flight rendezvoused in the forward port sector at 2000 feet altitude. Departure for the target was made on heading 293°(T), speed 140 knots(I) climbing enroute. One division of fighters flew on either beam of the TBM's furnishing close support and close cover.

Arriving at Yap Island the flight skirted the north tip proceeded south down the west coast breaking off for their high speed approach near the south tip and making the runs from southwest to northeast. At this time the engine in Ens. Edwin Free's plane began cutting out badly so Lieut. Turner ordered him to return to base. He hadn't gone but a few miles when he reported that he was going to have to make a forced landing in the water. All of the planes in the flight with the exception of Lieut. Kona had broken off in the same direction of Free's heading and saw him make a good water landing. They circled him until he was picked up by an OS2U from the U.S.S. DENVER a short time later. He suffered no injuries and was returned aboard the U.S.S. CABOT that same afternoon.

The fighters returned making several strafing runs over the target area, attacking buildings and supply areas. No fires were seen to be started as a result of these attacks. Two of the fighters made strafing runs on the seaplane ramp and servicing area a short distance north of the assigned target. The TBM's had coordinated their first run from southwest to northeast with the VF attack, one division of fighters strafing and bombing ahead and one behind. However the extensive overcast forced. Lt.(jg) Larkin to withhold his drop and he circled making another run also from the southwest and dropping three bombs. Lt.(jg) McChesney dropped eight bombs on his first run and made a second run with Lt.(jg) Larkin's second run dropping his remaining four bombs. This second bombing attack was preceded by a VF strafing attack. Larkin withdrew to the east and made a third run from the east to west and his last run from north to south dropping three bombs on each run. Larkin's last three bombs refused to drop. The only specific results observed from the bombing was a building destroyed when Ens. Duggins got a direct hit with a 500# bomb.

In the meantime Lieut. S. G. Kona made five strafing runs and got photographic coverage of the area. He then made one strafing run over Yap Town also taking photographs on this run.

The nine remaining planes rendezvoused ten miles east of the southern tip of the island and returned to base, landing aboard at approximately 1240 (-10K) Zone without incident.

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RESTRICTED
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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

There were five stoppages in the 48 guns fired, four mechanical and one personnel in nature. No general conclusions may be drawn from the stoppages listed below.

No. of Stoppages	Cause	Action Taken
1	Link jam caused by defective link.	
1	Improperly belted round.	Personnel advised.
1	Link jam caused by deformed link chute.	Replaced chute with a McCord chute.
1	Belt feed pawl pin slipped out.	Pin replaced.
1	Defective charger.	Replaced.

REPORT PREPARED BY:

J.S. Lord, Lieut. USNR, ACIO VF-31
SIGNATURE AND TITLE

R.E. Carr, Lieut. USNR, ACIO VF-31

R.E. Wood, Lieut. USNR, CO VF-31.

APPROVED BY:

D.J. Wallace, Lt Cdr, USN, CO VF-31 & AG-31
SIGNATURE AND TITLE

1 August 1944
DATE

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