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

AIRCRAFT ACTION REPORT

RESTRICTED
(Reclassify when filled out)

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I. GENERAL

CONFIDENTIAL

(a) Unit Reporting VF-11 (b) Based on or at U.S.S. HORNET (c) Report No. VF-11,

(d) Take off: Date 22 November 1944 Time (LZT) 0800 (Zone); Lat. 10°-05N Long 139°-09E

(e) Mission Bomb Yap Island (f) Time of Return 1030 (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-11	33	None		1 Napalm	Phosphorous Inst.

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

TYPE	SQUADRON	NUMBER	BASE	TYPE	SQUADRON	NUMBER	BASE
F6F	VF-20	32	USS ENTERPRISE				
F6F	VF	16	USS MONTEREY				
F6F	VF	16	USS SAN JACINTO				

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) Occupy ground defenses

(i) Did Any Part of Encounter(s) Occur in Clouds? Yes (YES OR NO) If so, Describe Clouds 6/10 cover from 2000 to 6000 feet (BASE IN FEET, TYPE AND TENTHS OF COVER)

(j) Time of Day and Brilliance of Sun or Moon Clear (NIGHT, BRIGHT MOON; DAY, OVERCAST; ETC.) (k) Visibility 20 (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). None

(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				
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				(h) NO. OF PLANES RETURNING
						30	50	20MM	MM	
F6F	70	70	2½	250	170		Test Only			33

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

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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

The Napalm raid on Yap Island was scheduled to be launched at 0530 on the morning of the 22nd of November. Due to adverse weather conditions the launch did not take place until 0800.

The Group of 33 F6F's (32 with Napalms and 1 photo plane) was launched and rendezvoused in about 15 or 20 minutes. Due to the delay in launching the group was practically over Yap when it had completed its rendezvous.

Targets had been previously assigned according to charts prepared by 64th Engineers. Sixteen planes were to bomb areas Queen and Tare in sector 126 and sixteen planes were to bomb areas George and Love in sector 122.

While maneuvering for the attack and attacking target our fighters experienced considerably difficulty with the Napalms. Some had been preselected on deck and so were dropped when the pilots endeavored to preselect them while others were dropped in a low level attack from 50 feet on the target area but failed to ignite. The enclosed photograph shows the south end of Yap Island runway. The area was hit by at least twelve Napalms but only two or three fires have resulted. The other fires in the photograph are the results of about 32 Napalms dropped by the ENTERPRISE group.

General speaking the pilots concerned with the attack did not consider it successful.

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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

ARMAMENT - Full ammunition and Napalm bombs.

Much difficulty was experienced with the Napalm bombs. Production of the Napalms required a long period of time. Loading was hampered both by inclement weather and routine operations. Fuzing of the bombs had to be done in a driving rain and darkness.

The following difficulties were experienced with the fuze currently used:

1. A long arming wire, necessitated by the remoteness of the arming solenoid from the fuze, must be used. The slip stream generated by the propeller when operating at full power is sufficient to blow the arming wire eyelet from the arming solenoid.

2. The arming wire used in the current fuze is of small diameter and of soft wire. The pull generated by the prop wash may pull this wire from the fuze, arming it and making it a danger to the pilot.

To prevent premature arming of the above method two Fahnstock Clips were used. However, this made the tension on the wire too great and upon examination of returned arming wires it was found that some had broken before the fuze was armed.

3. The current supply detonators on hand are not interchangeable among the fuzes. This means that they must be hand fitted to each fuze or discarded entirely.

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REPORT PREPARED BY:

SIGNATURE Lt.(jg) R.K. MEADE, A.G.I.O. TITLE AND DUTY

APPROVED BY:

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DATE 11/22/44

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