

A16-3(2)

MHA/hz

Serial: 0502

NAVY NUMBER THREE TWO FIVE FOUR (3254)

Care of Fleet Post Office  
San Francisco, CaliforniaMMSG  
Conf Area Cen Pac

24 March 1945

C O N F I D E N T I A LSECOND ENDORSEMENT on  
CO, VMTB-232, MAG-45,  
4th MAW, conf. ltr.  
dated 19 March 1945.

From: Commander Western Carolines Sub Area.  
To: Commander in Chief, U. S. Fleet.  
Via: (1) Commander Forward Area, Central Pacific.  
(2) Commander in Chief, U. S. Pacific Fleet.

Subject: Aircraft Action Report, forwarding of.

1. Forwarded.

*M. Anderson*

Copy to:  
CO VMTB-232

10 0236

UNITED STATES MARINE CORPS  
MARINE TORPEDO BOMBING SQUADRON-232  
MARINE AIRCRAFT GROUP-45, 4TH MARINE AIRCRAFT WING, FMF  
CARE FLEET POST OFFICE, SAN FRANCISCO, CALIFORNIA

19 March 1945

From: Commanding Officer.  
To : Commander in Chief, U.S. Fleet, Navy Department,  
Washington, D.C.  
Via : (1) Commanding Officer, Marine Aircraft Group-45.  
(2) Air Defense Commander, Western Carolines.  
(3) Commander Forward Area, Central Pacific.  
(4) Commander in Chief, Pacific Fleet.  
Subject: Aircraft Action Report, forwarding of.  
Reference: (a) United States Pacific Fleet Forward Area, Central  
Pacific Serial 0567, dated 1 March 1945.  
Enclosure: ✓ (A) Aircraft Action Report No. 60, 16 March 1945,  
VMTB-232, MAG-45.

1. In accordance with instructions contained in reference (a),  
enclosure (A) is herewith submitted.

*A. Feldmeier*  
A. FELDMER.

112684

KV45/A4-3/RCM-hb

Serial: 089-45

1st Endorsement

20 March 1945

Hq., MAG-45, 4MAW, FMF, c/o Fleet Post Office, San Francisco, Calif.

From: Commanding Officer.  
To : Commander in Chief, U. S. Fleet, Navy Department,  
Washington, D. C.  
Via : (1) Air Defense Commander, Western Carolines.  
(2) Commander Forward Area, Central Pacific.  
(3) Commander in Chief, Pacific Fleet.

1. Forwarded.

*R. C. Mangrum*  
R. C. MANGRUM

10 0236

# CONFIDENTIAL

## ACTION REPORT

ORIGINAL

COMMANDER MARINE TORPEDO BOMBING SQUADRON 232

SERIAL - NONE

19 MARCH 1945

AIRCRAFT ACTION REPORT, FORWARDING OF.

[REPORT COVERS STRIKE ON YAP AIRSTRIP,  
YAP ISLANDS ON 16 MARCH 1945.]

112684

A16-3(2)

MHA/hz

Serial: 0502

NAVY NUMBER THREE TWO FIVE FOUR (3254)

Care of Fleet Post Office  
San Francisco, CaliforniaMMSA  
ComFwdAreaCenPac

24 March 1945

C O N F I D E N T I A LSECOND ENDORSEMENT on  
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4th MAW, conf. ltr.  
dated 19 March 1945.

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To: Commander in Chief, U. S. Fleet.  
Via: (1) Commander Forward Area, Central Pacific.  
(2) Commander in Chief, U. S. Pacific Fleet.  
Subject: Aircraft Action Report, forwarding of.

1. Forwarded.

*M. P. Anderson*

Copy to:  
CO VMTB-232

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To : Commander in Chief, U.S. Fleet, Navy Department,  
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(3) Commander Forward Area, Central Pacific.  
(4) Commander in Chief, Pacific Fleet.  
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*A. Feldmeyer*  
A. FELDMAYER.

KV45/A4-3/RCM-hb

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(2) Commander Forward Area, Central Pacific.  
(3) Commander in Chief, Pacific Fleet.

1. Forwarded.

*R. C. Mangrum*  
R. C. MANGRUM.

10 0236



(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 TBM-3	VMTB-232	*Probably 40 mm A/A	Left wing	Lost: Bureau No. 68526
2 TBM-3	VMTB-232	Blast from ground explosion	Right horizontal stabilizer, Right elevator, Right & left wing	Severe damage: No. 68584 See page 5.
3				
4				
5				
6				
7				
8		*or structural failure.		
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).

(a) NO	(b) SQUADRON	(c) NAME, RANK OR RATING	(d) CAUSE	(e) CONDITION OR STATUS
1	VMTB-232	Crowley, Joseph-2nd Lt.	Structural failure or	Missing
		Norcross, Edgar R.-PFC	Enemy A/A caused plane	Missing
		Gillispie, Kenneth D.-PFC	to crash	Missing
2	VMTB-232	Johnson, Hoyt C., Jr.-Corp.	Blast from ground explosion	Slightly wounded

## 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	
TBM-3	100	100	**2.0	326	130	550	420			11
			***3.5	326	228					
*** planes *** 3 planes. See Narrative, Page 4.										

## 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 altitudesTURNS  
DIVES  
CEILINGS  
RANGE  
PROTECTION  
ARMAMENT

Not applicable



(a) Target(s) and Location(s) Yap Airstrip, Yap Island (b) Time Over Target(s) 0956 King (Zone)  
(FOR SHIPS INCLUDE ALL IN AREA UNDER ATTACK)

(c) Clouds Over Target CAVU  
(BASE IN FEET, TYPE AND TENTHS OF COVER)

(d) Visibility of Target Clear (e) Visibility 30  
(CLEAR, HAZY, PARTIALLY OBSCURED BY CLOUDS, ETC.) (MILES)

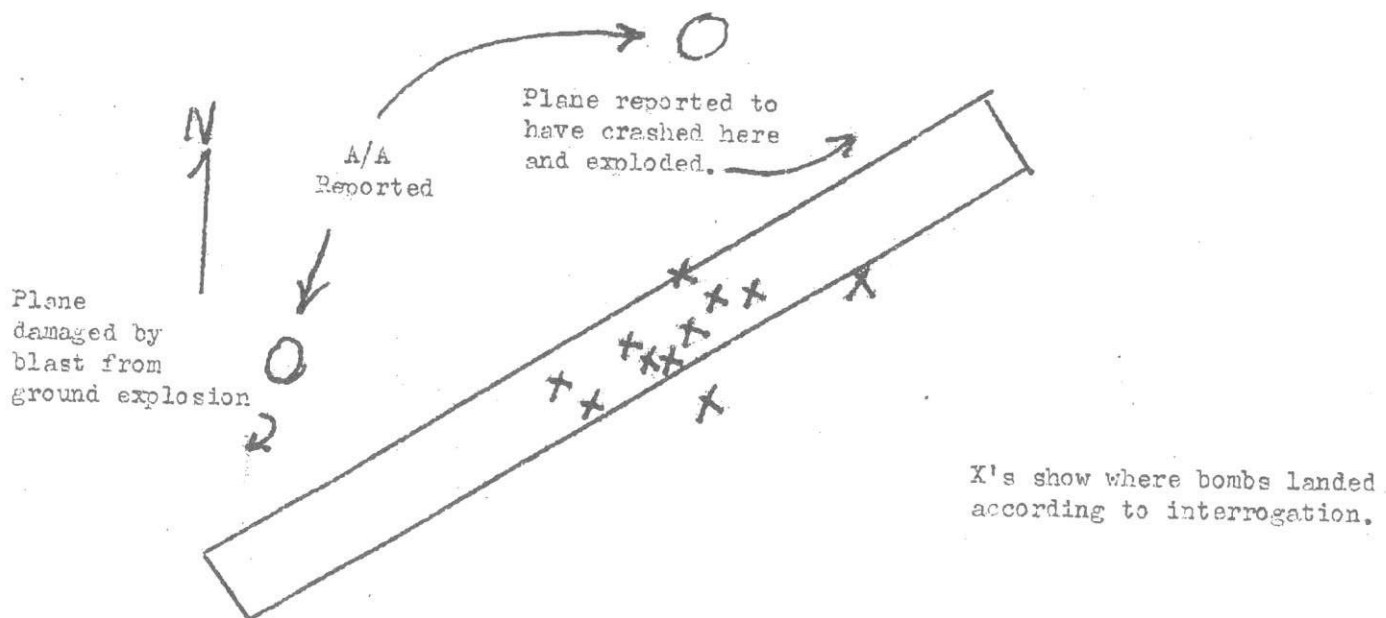
(f) Bombing Tactics: Type Glide Bomb Sight Used None  
(LEVEL, GLIDE OR DIVE) (TYPE)

Bombs Dropped per Run 1 Spacing 0 Altitude of Bomb Release 2000  
(NUMBER) (FEET)

(g) Number of Enemy Aircraft Hit on Ground: Destroyed None Probably Destroyed None Damaged None

(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 Yap Airstrip	200' x 4650'	12 VMTB-232	12 - 1000 G.P.	8	Serious
2					
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).



(p) Were Photographs Taken? No Photographs of Damage, When Taken, Should Be Attached By Staple.



**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

All planes took off from Marine Air Base, Ulithi on 16 March 1945, the PBV-5A (Dumbo) at 0903 King Time and the 12 TBM-3's for the strike at 0911 King Time. Each striking plane carried one 1000 lb. G.P. bomb.

Major Allen L. Feldmeier, USMC was strike leader and led the first division of 6 planes. Captain Carol D. Dalton, USMC led the second division of 6 planes.

The target was Yap Airstrip on Yap Island, a narrow section of which near the center had been reported as operational. Target dimensions were 200 feet by 4650 feet. Weather was CAVU.

The planes approached the target from the southeast at 9000 feet and broke off to the southwest using glides of 35 to 40 degrees, starting at 8500 feet, releasing at 2000 feet and pulling out between 1000 and 1500 feet.

A plane piloted by Second Lieutenant Crowley (031322) USMCR (SSN 9980) was the fourth plane in the second division. After it started its glide for the attack, while between 6000 and 8000 feet, it flipped over and was observed to have lost all or part of the left wing. Gunners in another plane reported that they had seen Lieutenant Crowley's plane cartwheel and spin to the ground near the northeast quarter of the Yap Airstrip where it exploded. No one was seen parachuting from the plane. The crewmen who are missing with Lieutenant Crowley are PFC Edgar Russell Norcross (470313) USMCR (SSN-757) and PFC Kenneth David Gillispie (842203) USMCR (SSN-714).

A plane piloted by Second Lieutenant Samuel J. Griffin, USMCR while pulling out of its glide was between 1000 and 1200 feet near the southwest end of the Yap Airstrip when it was struck by a mass of debris hurled into the air by a ground explosion. The plane was damaged and the radio-gunner, Corporal Hoyt C. Johnson, Jr. (868426) USMCR received a laceration of the left thigh and multiple abrasions of the left leg. The laceration required 2 sutures. It is not known whether the plane was damaged by an exploding bomb or by the explosion of a fuel or ammunition dump hit by strafing. No bombs were reported to have struck the area from which the explosion came. Two other pilots in the second division reported that they felt a strong concussion as they passed over the southwest end of the Yap strip but their planes were not damaged.

12 bombs, including that in the plane which crashed, were expended at the target and an estimated 8 hits were scored on the strip. The planes strafed the target area.

Light anti-aircraft fire was observed from 2 positions along the north west side of Yap Airstrip. No fire had been observed at the time that Lieutenant Crowley's plane started to crash but it is believed that he might have been hit by 40 or 75 mm fire.

One pilot reported that he saw a Frances on the ground 50 yards south of the center of Yap Airstrip. (Subsequent reconnaissance failed to locate the Frances.)

The Rally Point was 5 miles southwest of Yap at 2000 feet. Major Feldmeier and two other pilots remained in the vicinity of Yap for approximately one and one half hours searching for signs of Lieutenant Crowley and gunners without result. The other planes started at once for their base.

Eight TBM's returned to Marine Air Base, Ulithi at 1112 King Time and three TBM's at 1240 King Time. The PBV returned at 1410 King Time.

**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:

APPROVED BY:

Harold F. Swenson

1st Lt. A. Intello

A. Feldman

Major, Co

19 March 1945

SIGNATURE

RANK AND DUTY

DATE