

(a) Unit Reporting VMF-121 (b) Based at Peleliu R. S. No. 11 04284
 (c) Report No. 8
 (d) Take off: Date 18 November, 1944 Time (LZT) 0800 'I' (Zone); Lat. 7°-59'N Long 134°-14'W
Bomb Gagil-Tomil Airfield, Bomb Yap Airfield,
 (e) Mission Strafe around island and plane revetments. (f) Time of Return 1140 'I' (Zone)

II. OWN AIRCRAFT OFFICIALLY COVERED BY THIS REPORT.

TYPE (a)	SQUADRON (b)	NUMBER			BOMBS AND TORPEDOES CARRIED (PER PLANE) (f)	FUZE, SETTING (g)
		TAKING OFF (c)	ENGAGING ENEMY A/C (d)	ATTACKING TARGET (e)		
FG-1A	VMF-121	12 FG-1A	- - - -	12 FG-1A	1 x 500 lb. G. P.	.1 nose - .025 tail

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

TYPE	SQUADRON	NUMBER	BASE	TYPE	SQUADRON	NUMBER	BASE

IV. ENEMY AIRCRAFT OBSERVED OR ENGAGED (By Own Aircraft Listed in II Only).

(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) _____
 Did Any Part of _____
 (i) Encounter(s) Occur in Clouds? _____ If so, Describe Clouds _____
(YES OR NO) (BASE IN FEET, TYPE AND TENTHS OF COVER)
 Time of Day and Brilliance _____
 (j) of Sun or Moon _____ (k) Visibility _____
(NIGHT, BRIGHT MOON; DAY, OVERCAST; ETC.) (MILES)

V. ENEMY AIRCRAFT DESTROYED OR DAMAGED IN AIR (By Own Aircraft Listed in II Only).

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

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 VE 522
 VA 122
 1/29/44
 Capt King

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(a) Target(s) and Location(s) Island & plane revetments
(FOR SHIPS INCLUDE ALL IN AREA UNDER ATTACK)

(c) Clouds Over Target Cumulus clouds 1500 to 2000 feet base with .3 cover.
(BASE IN FEET, TYPE AND TENTHS OF COVER)

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

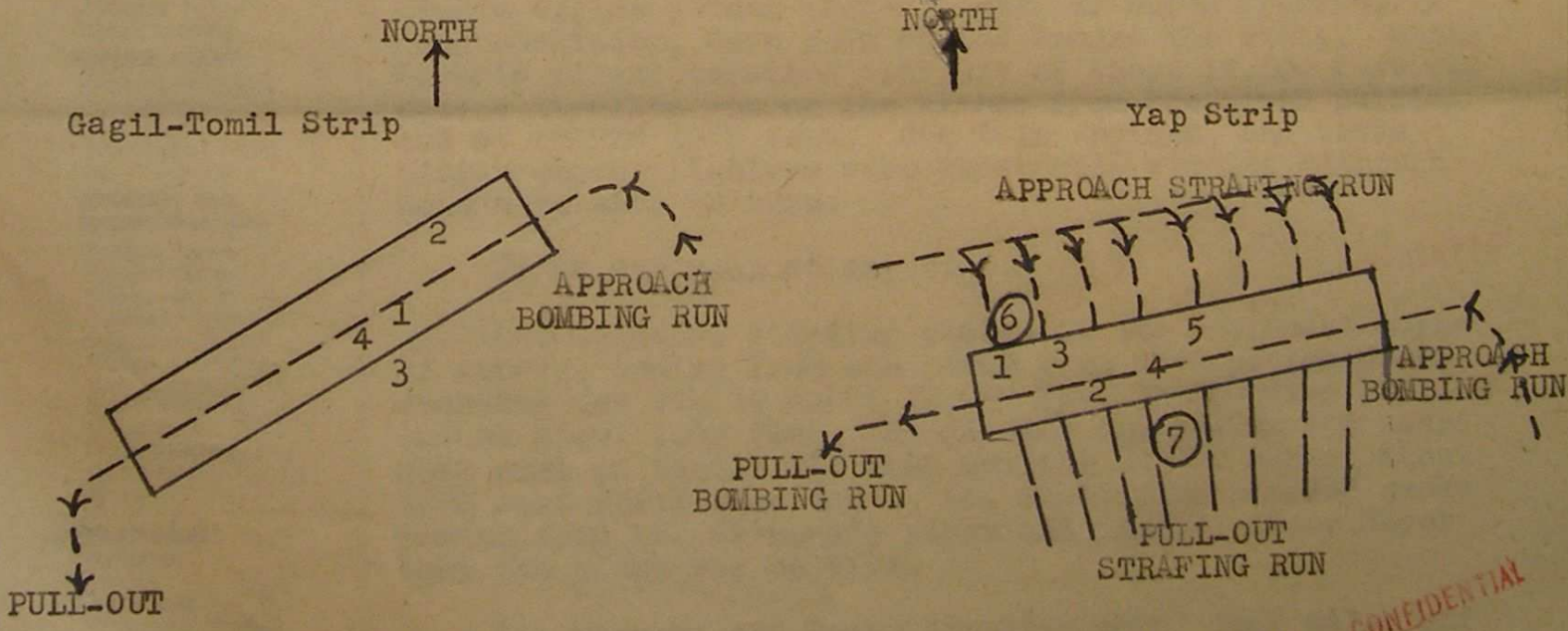
(f) Bombing Tactics: Type Dive
(LEVEL, GLIDE OR DIVE) Bomb Sight Used Mark 8
(TYPE)

Bombs Dropped per Run 11
(NUMBER) Spacing
(FEET) Altitude of Bomb Release 2,000
(FEET)

(g) Number of Enemy Aircraft Hit on Ground: Destroyed Probably Destroyed Damaged 8

(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 Gagil-Tomil Strip	4500x200	4 FG-1A VMF-121	4 x 500 lb. G.P.	3	Unobserved
* 2 Yap strip.	3500x200	8 FG-1A VMF-121	7 x 500 lb. G.P.	5	Small fire started.
3 Strafe island & revetments.	- - - -	12 FG-1A VMF-121	2600 caliber 50		Eight planes damaged.
4					
* 5 Lt. Huntington's bomb failed to release and was returned to base.					
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).



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(p) Were Photographs Taken? Photographs of Damage, When Taken, Should Be Attached By Staple.
None Available.

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

following applicable items in check list at left. Use additional sheets if necessary.)

NARRATIVE ~~CONFIDENTIAL~~

Major Meyer's flight of twelve planes split up about four miles due south of Yap town. Major Meyer's and Lt. Brown's division taking for their target the strip on Yap Island and Lt. Watson's division of four planes taking the field at Gagil-Tomil.

Three hits were made on the already bomb cratered strip on Gagil-Tomil. Lt. Bates' bomb did not release on his first dive but on a second attempt a near miss was scored just off the southeast end of the field.

Lt. Watson led his division over the target from the east at an altitude of 13,000 feet making the dive with brakes extended lengthwise of the strip NE to SW, releasing at 3500 feet. Low hanging clouds presented good cover. The pullout was made over the water to the south. The division circled the island but did not see any targets of opportunity. Meager light and inaccurate AA was seen on the northwest side of runway at Gagil-Tomil.

Major Meyer brought his flight of eight planes in from the south to the northeast of the strip making a 100° turn, bombing the length of the runway NE to SW. Pushover was made with wheels down at 11,000 feet, in a 70° dive with release at 2,000 feet and pull-out around 1000 feet.

The southwest end of the runway appeared servicable until our five bombs were dropped on that part.

Three twin engines (possibly Bettys) and eleven single engine planes (Zekes), half of which appeared in good condition, were seen on and around the strip. Major Meyer's flight regained altitude of about 12,000 feet and made a strafing run on the planes from the north pulling out at around 1000 feet. One twin engined, and seven single engine fighters were thoroughly strafed although none were seen to burn.

No AA was seen at any time.

Lt. Carmena, strafing planes on the northeast corner of runway, coming from the north with dive brakes down, starting the run at about 12,000 feet in 60° dive pulling out at about 1000 feet. He did not see any AA but heard what must of been a hit when pulling out of run at about 1000 feet still over land. Lt. Huntington noticed smoke coming from Lt. Carmena's plane and advised Major Meyer that the plane was on fire.

Lt. Carmena saw Dumbo circling about four miles off the southeast coast and headed for him. A good water landing was made about ten miles off shore, the plane staying

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NARRATIVE, CONTINUED:

afloat for about a minute. Major Meyer and Lt. Huntington circled the downed plane until Dumbo arrived and rescued him.

Lt. Carmena's parachute was unbuckled but was caught on his Mae West and his knife would not cut it away. So on leaving plane he had parachute, Mae West, pistol, canteen, etc. attached to him. He had extreme difficulty staying afloat even with the aid of the inflated Mae West. Lt. Carmena believes that if Dumbo hadn't arrived within five minutes of the time it did, that he would have been too tired to stay afloat in spite of being a good swimmer.

Dumbo came alongside in about five minutes and threw Carmena a line. He was too tired to hold on much longer so one of the crew jumped overboard cutting the parachute loose and hauling Lt. Carmena aboard. He was tired but unhurt from the experience and returned to base about 1230.

Rescued man definitely recommends "Sharp Knives".

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- 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

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18 Nov 44
 DATE