VMF 122

No Serial
Feb. 4, 1945

(a) Unit Reporting VMF 122 (b) Based on or at PELELIU ISLAND (c) Report No. 16

(d) Date of Action 3 FEBRUARY 1945 (e) Take off: Time 1430 -10 (GCT); Lat 7 DEG. N. Long 134 DEG. E.

(f) Mission BOMB POSSIBLE SUB PEN-YAP (g) Time of Return 1745 -10 (GCT)

II. OWN AIRCRAFT OFFICIALLY COVERED BY THIS REPORT.

(a) TYPE	(b) SQUADRON	(c) NO. OF SORTIES	(d) NO. ENGAGING ENEMY A/C	(e) NO. ATTACKING TARGET	(f) BOMBS AND TORPEDOES CARRIED (PER PLANE)	(g) FUZE SETTING
F4U-1	VMF 122	2	0	2	1-150 GAL. TANK OF NAPALM	MK 2 SMOKE GRENADE
F4U-1D	VMF 122	6	0	6	(2) 1-1000 LB. G.P.	.1 NOSE .025 TAIL
					(4) 2-250 LB. G.P'S.	.1 NOSE .025 TAIL

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

TYPE	SQUADRON	NUMBER	BASE	TYPE	SQUADRON	NUMBER	BASE
F5-B	28TH PHOTO-RECONNAISANCE - PELELIU						
PBY-5A	VP-23	1	PELELIU				

IV. ENEMY AIRCRAFT ENCOUNTERED (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
			(GCT)			
			(GCT)			
			(GCT)			
			(GCT)			

(h) Apparent Enemy Mission(s)

(i) Weather and Clouds at Location of Encounter(s)

(j) Sun or Moon (k) Visibility

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: 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	F4U-1D	VMF 122	A/A PROBABLY 20MM.	ENGINE-PLANE CAUGHT ON FIRE.	WATER LANDING-PLANE CARRIED BUREAU NUMBER 57804.
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).

(a) NO.	(b) SQUADRON	(c) NAME, RANK OR RATING	(d) CAUSE	(e) CONDITION OR STATUS
		NONE		

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
F4U-1D	270	270	3.3 HRS.	402	312		150			5
F4U-1	270	270	3.3 HRS.	344	234		1500			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

NOTE: THE F4U-1D'S LISTED UNDER VIII ABOVE WERE EQUIPPED WITH BELLY TANKS WHICH WERE JETTISONED ON ARRIVING AT THE TARGET. THE FIGURE UNDER VIII (F) INCLUDES WHAT GAS WAS JETTISONED WITH THE TANKS.

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

(a) Target(s) and Location(s) 1- FLOATING FUEL LINE-GAGIL-TOMIL
2- POSSIBLE SUB PEN-YAP
3- A/A POSITIONS-YAP
(FOR SHIPS INCLUDE ALL IN AREA UNDER ATTACK) (b) Time Over Target(s) 1600 -10 (Zone)

(c) Clouds Over Target SCATTERED CUMULUS WITH 2/10 COVER BETWEEN 2000'-5000'
(BASE IN FEET, TYPE AND TENTHS OF COVER)

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

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

Bombs Dropped per Run (1) 1 (4) 2 (NUMBER) Spacing - (FEET) Altitude of Bomb Release 1400 AV. (FEET)

(g) Number of Enemy Aircraft Hit on Ground: Destroyed 0 Probably Destroyed 0 Damaged 0

(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 FLOATING FUEL LINE	200' LONG 2' WIDE	4 VMF 122	8-250 LB. G.P'S.	1	UNDETERMINED
2 POSSIBLE SUB PEN	CANAL 130 X 12	2 VMF 122	2-1000 LB. G.P'S.	1	UNDETERMINED
3	PEN 26' X 30'				
4 A/A POSITIONS	IN AREA 210'X300'	2 VMF 122	2-150 GAL. TANKS OF NAPALM.	2	UNDETERMINED
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? YES Photographs of Damage, When Taken, Should Be Attached By Staple
PHOTOGRAPHS TAKEN BY SOTH

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

THIS WAS THE SEVENTH OF A SERIES OF MISSIONS IN WHICH THE SQUADRON HAS PARTICIPATED AIMED AT THE DESTRUCTION OF POSSIBLE SUBMARINE HAVENS AND BASING FACILITIES IN THE YAP GROUP. THE DAYS PRINCIPLE TARGET WAS THE SOUTHERN PENINSULA AT YAP TOWN. A CANAL LEADING INLAND AT THIS POINT TERMINATES IN A SMALL BUILDING WHICH COULD POSSIBLY HOUSE MIDGET SUBS. DUE TO THE NUMEROUS KNOWN A/A POSITIONS IN THIS VICINITY IT WAS DECIDED TO STRIKE THE TARGET WITH TWO PLANES EQUIPPED WITH 1000 LB. G.P'S. WHILE THE OTHER TWO PLANES IN THE DIVISION EQUIPPED WITH NAPALM WERE TO RELEASE THE TANKS OVER THE A/A POSITIONS AND TO STRAFE THE AREA SIMULTANEOUSLY WITH THE BOMBING RUNS. THE TARGET OF THE OTHER DIVISION WAS A FLOATING FUEL LINE ACROSS THE HARBOUR ON THE GAGIL-TOMIL SIDE. THE RESULTS IN CONNECTION WITH THE PRINCIPLE TARGET ARE TABULATED BELOW:

NAME	RELEASE PT.	CONTACT PT.
LT. POSLUSZNY	FIRST RUN NOT "ON" TARGET. HIT BY A/A ON 2ND RUN.	BOMB JETTISONED
LT. HAUSER	1100'	BOMB IN TARGET AREA-LOOKED GOOD.
LT. ZOLNIER	50' (NAPALM)	TANK FELL IN TARGET AREA.
LT. DILKS	50' (NAPALM)	IN TARGET AREA.

THE FLOATING FUEL LINE ON THE GAGIL-TOMIL SIDE OF THE HARBOR WAS STRUCK WITH THE FOLLOWING RESULTS:

NAME	RELEASE PT.	CONTACT PT.
CAPT. FISHER	1500'	NEAR MISS-BOTH BOMBS IN WATER-POSSIBLY DAMAGING.
LT. CALLIS	1200'	DIRECT HIT WITH ONE BOMB-OTHER A NEAR MISS
LT. HELSTROM	1700'	OVERSHOT-BOTH BOMBS IN WATER.
LT. GOODYEAR	1500'	OVERSHOT BY 20'

THE BOMBS, WHERE TWO WERE CARRIED, WERE RELEASED TOGETHER. IN ALL CASES THE RUNS WERE MADE SO AS TO PERMIT A WATER LANDING IF NECESSARY. IN NO INSTANCE WAS IT PRACTICAL TO ATTEMPT AN ACCURATE APPRAISAL OF THE DAMAGE.

AS STATED ABOVE THE PLANE PILOTED BY 1ST LIEUTENANT STANLEY J. POSLUSZNY WAS STRUCK BY A/A FIRE WHILE IN THE COURSE OF HIS DIVE. THE PLANE CAUGHT ON FIRE AND HE WAS FORCED TO MAKE A WATER LANDING AT 29 DEG. 30 MINUTES NORTH LATITUDE AND 138 DEGREES 11 MINUTES EAST LONGITUDE. HIS OWN ACCOUNT OF THE LANDING AND SUBSEQUENT RESCUE FOLLOWS:

"ON 3 FEBRUARY 1945 AT APPROXIMATELY 1620, WHILE ON A ROUTINE BOMBING MISSION OVER YAP, MY PLANE WAS STRUCK IN THE ENGINE BY WHAT APPEARED TO BE 20MM FIRE. MY TARGET WAS A

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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

POSSIBLE SUB PEN ON THE SOUTHERNMOST PENINSULA OF YAP TOWN. I HAD MADE ONE RUN ON THIS TARGET BUT AS I WASN'T "ON" I DIDN'T RELEASE. I WAS HIT ON THE SECOND RUN WHEN BETWEEN 1800' AND 2000'. FIRE BROKE OUT, THE COCKPIT FILLED WITH SMOKE AND I FOUND MYSELF GASPING FOR BREATH. MY FIRST REACTION WAS TO THROW THE HOOD BACK BUT MY SPEED, ABOUT 300 KNOTS, PREVENTED THIS. I CUT BACK THE THROTTLE AND PULLED UP AS MUCH AS POSSIBLE. I OPENED THE HOOD AND LOCKED IT BACK. DUE TO THE FIRE, I CONSIDERED BAILING OUT AND TO THIS END OPENED MY SAFETY BELT BUT ON TAKING STOCK OF MY POSITION I REALIZED THAT I WAS TOO CLOSE TO ENEMY TERRITORY. I THEN HEADED FOR THE OPEN SEA AND PUT THE NOSE DOWN IN AN ATTEMPT TO STIFLE THE FIRE. THIS PROVED TO BE SUCCESSFUL. BEING ON THE WINDWARD SIDE OF THE ISLAND I DECIDED AGAINST BAILING OUT AND RE-BUCKLED MY SAFETY BELT PREPARATORY TO A WATER LANDING. I DIDN'T HAVE TIME TO FASTEN MY SHOULDER STRAPS. I THREW OFF THE ARMING SWITCH AND I JETTISONED MY BOMB. PROBABLY 20 SECONDS LATER I LANDED IN A FULL STALL WITH THE FLAPS SET AT 50 DEGREES. THE LANDING WAS SUCCESSFUL BUT THE IMPACT WAS HARD. I BRACED MYSELF AS WELL AS I COULD ON LANDING WITH MY LEFT ARM BUT EVEN SO I STRUCK MY HEAD AND NOSE ON SOMETHING, PROBABLY ON THE INSTRUMENT PANEL. HAVING PULLED THE RADIO CORD FROM MY HELMET I CLIMBED OUT THE RIGHT SIDE AND JUMPED INTO THE WATER WITH MY PARACHUTE, BACKPACK, ET AL, AND SWAM AWAY FROM THE SINKING PLANE. I DON'T BELIEVE IT STAYED AFLOAT MORE THAN 15 SECONDS ALL TOGETHER. THE PARACHUTE IS SUFFICIENTLY BUOYANT SO THAT THERE IS NO IMMEDIATE DANGER OF GOING UNDER. AWAY FROM THE PLANE I PULLED MY RIGHT CO2 CORD BEFORE UNFASTENING MY 'CHUTE. ONCE OUT I INFLATED THE OTHER SIDE AND THEN STARTED WORK ON THE BOAT PACK. I WAS WEARING THE ARMY TYPE LIFE JACKET AND THE INFLATED NECK SECTION KEPT HITTING THE BACK OF MY HEAD. SOME SORT OF AN ATTACHMENT TO HOLD IT DOWN MIGHT BE USEFUL. AT THIS POINT I NOTICED THAT I WAS SPITTING UP A LITTLE BLOOD FROM TIME TO TIME. I EXPERIENCED A LITTLE DIFFICULTY IN GETTING ONTO THE LIFE RAFT BUT FINALLY MADE IT OVER THE END. I LAID OUT FLAT. I WAS EXHAUSTED. THE OTHER PLANES IN THE FLIGHT WERE CIRCLING OVERHEAD AND THE DUMBO HAD ALREADY DROPPED SOME DYE MARKER AND SMOKE BOMBS. THE DUMBO CAME IN ON MY RIGHT AND LANDED 100 YARDS BEHIND ME. THE PILOT CUT HIS LEFT ENGINE TO ENABLE HIM TO MAKE LEFT TURNS KEEPING ME ON THE INSIDE. THE CREW THREW OUT A LIFE PRESERVER. I SWAM ABOUT 15 FEET TO WHERE THIS WAS, GOT AHOLD OF IT, AND WAS PULLED INTO THE SHIP. THERE WAS NO TIME TO WASTE AS WE WERE BEING FIRED ON FROM THE SHORE. WHEN WE GOT OUT OF THE DANGER AREA, MY BRUISED FOREHEAD WAS PAINTED WITH IODINE, I WAS GIVEN A BOTTLE OF MEDICINAL BRANDY TO DRINK, AND WAS PERMITTED TO LIE DOWN ON THE RETURN TRIP."

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REPORT PREPARED BY:

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J. R. FLETCHER	AC10, VMF 122	F. E. PIERCE JR.	COMD'G, VMF 122 4 FEB 45
SIGNATURE	RANK AND DUTY	SIGNATURE	RANK AND DUTY DATE

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