

377  
UNITED STATES MARINE CORPS  
MARINE FIGHTING SQUADRON-114, MARINE AIRCRAFT GROUP-11  
SECOND MARINE AIRCRAFT WING  
% FLEET POST OFFICE, SAN FRANCISCO, CALIFORNIA

22 November 1944.

From: Intelligence Officer.  
To: Commander in Chief, U. S. Fleet.  
Via: (1) Commander Task Unit-95.6.2.  
(2) Commander Task Group-95.6.  
(3) Commander Task Force-95.  
(4) Commander Task Force-94.  
(5) Commander in Chief, U. S. Pacific Fleet.

Subject: ACA-1 Report NO. 22-44, Forwarding of.  
Reference: (a) Pacific Fleet Confidential Notice 26CN,  
Serial No. 04475, dated 30 August 1944.  
Enclosure: (A) ACA-1 Report No. 22-44, dated 22 November 1944.

1. In accordance with reference (a), enclosure (A) is hereby submitted.

*W. L. Marshall, Jr.*  
W. L. MARSHALL, JR.

1st Endorsement 24 November 1944  
COMMANDING OFFICER, MARINE AIRCRAFT GROUP ELEVEN.

1. Forwarded.  
*For Perils Capt. Walter S. O.*  
*for Lt. C. T. Bailey*  
C. T. BAILEY.

(377)/cfm  
ComGarAF, Wes Carolines  
*Charles T. Jones*  
*1st Lt. USMC*  
*ant ACIO TG 95.6*  
JAMES T. MOORE  
25 November, 1944

**FILMED**  
98219

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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) Yap Island Air Strip (FOR SHIPS INCLUDE ALL IN AREA UNDER ATTACK) (b) Time Over Target(s) 1325-1340 Item (Zone) 7
- (c) Clouds Over Target 2500 ft. base-Strato-cumulus - 7 cover. (BASE IN FEET, TYPE AND TENTHS OF COVER)
- (d) Visibility of Target Partially obscured by clouds. (CLEAR, HAZY, PARTIALLY OBSCURED BY CLOUDS, ETC.) (e) Visibility 10 (MILES)
- (f) Bombing Tactics: Type Dive Bombing Bomb Sight Used \_\_\_\_\_ (LEVEL, GLIDE OR DIVE) (TYPE)
- Bombs Dropped per Run 1 (NUMBER) Spacing 2500 (FEET) Altitude of Bomb Release 1800 (FEET)
- (g) Number of Enemy Aircraft Hit on Ground: Destroyed \_\_\_\_\_ Probably Destroyed \_\_\_\_\_ Damaged \_\_\_\_\_

(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 Air Strip	5500' long	12 VMF-114	12 X 1 X 500 lb. bomb.	11	Severe
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).

11 hits on strip direct.  
1 hit in revetment area to the East.  
No duds.

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

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ALLSET - MFD. BY THE ECHY REGISTER CO., PATENTED

VMF 114

No Serial  
Nov. 22, 1944

**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

The approach to the target at 1325 was on schedule but a front was coming in from the North and West. To take full advantage of cloud cover and to get the maximum visibility Major Bastian decided to run the target with six planes Southwest to Northeast and then to retire in a Northwesterly direction over the Western side of Yap Island. This was done from 8,000 feet and bombs were released from an average altitude of 1800 feet. A 2500 ft. cloud base had developed over a large part of the island, but did not adversely affect good bombing results. The second six running the target in the opposite direction retired to the Southeastern tip to join up for a barge sweep. Eleven direct hits were confirmed on the strip and one near miss in the revetment area (east side of strip).

As the first six planes were completing their runs, one plane, the second to dive, was observed to be lower than the others and unable to gain altitude. Lt. Spain called Dumbo (Lt. Love-PEY-D62) and Major Bastian his division leader. He identified himself as the plane in difficulty, and reported that his engine had been hit and that he would have to leave it. No AA had been observed around the strip, although 20 mm to 40 mm hits in the water inside the reef were reported by the planes in the later runs. There were no tracers seen anywhere. Circling nearby at 700 feet Major Bastian, asked Spain if he wanted to try a water landing or to bail out, but he received no answer. At about 1340 he was seen to bail out, just a few hundred yards outside the barrier reef and at an estimated 200 feet altitude. Dumbo having been on station circling over the Southwest tip of the Island at 1,000 feet was at this time in radio contact with Spain and proceeding towards him paralleling the reef northward. However the pilot was seen to hit the water a minute or two later just as his parachute started to blossom out. Both pilot and chute disappeared from view inside of a minute. Two or three minutes later the plane hit the water outside the reef only 75 yards away from where Spain went in. The tail was visible for two or three minutes before completely disappearing. It did not explode. This was 4,000 yards due west of the Southern tip of Yap Air Strip and just over the barrier reef. After a thorough search of the area, 100 feet over the water, and finding nothing visible of pilot, plane or wreckage, Dumbo started home as did the Corsair planes (about 1355).

The fighter craft arrived back at Peleliu at 1510. Yap Air Strip was reported full of many bomb craters and totally unserviceable, with no enemy aircraft on the deck of a serviceable nature.

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SPAIN, Robert W. Lt., USMC

NARA Reference

RG 38

Stack Area 370

Row 45

Compartment 17

Row 4

Description: WWII Action Reports

Box # 1637

File had no serial number

VMF 114 Report # 22-44

Dated: 22 November 1944

NARA Declass Number # NND 968133

For your reference:

(note, no need to post the two reference docs on the site, that is for your records and anyone that might do research for you in the future)

documents:

Spain\_page1.pdf - cover page of report (endorsement)

Spain\_page2.pdf - page 1 of report # 22-44

Spain\_page3.pdf - page 2

Spain\_page4.pdf - page 3

Spain\_page5.pdf - page 4

Spain\_ref1.pdf - reference slip at NARA that you have to fill out when you pull records

Spain\_ref2.pdf - picture of the label on the file box