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: To: Via:

Intelligence Officer.
Commander in Chief, U. S. Fleet.
(1) Commander Task Unit-95.6.2. Commander Task Group-95.6.

Commander Task Force-95. Commander Task Force-94.

Commander in Chief, U. S. Pacific Fleet.

Subject:

ACA-1 Report NO. 22-44, Forwarding of.

Reference:

(a) Pacific Fleet Confidential Notice 260N, Serial No. 04475, dated 30 August 1944.

Enclosure: UA) ACA-1 Report No. 22-44, dated 22 November 1944.

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

41.

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

Forwarded.

This Parillo Part. Ushed Int.O.

C. T. BATLEY.

(377)/cfm

ComGarAF, WesCarolines

25 November, 1944

JAMES T. MOORE

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VMF 114

			1944		1200	(Zone)		ON	rt No. 2	1340 F
			Strafir							
II. OW	VN AIRCRA	FT OFFICE	IALLY COVE	RED BY TH	IIS REPORT		_ (f) Time	of Return	1500	(Zone)
TYPE	SQUADRON	TAKING T	NUMBER							
(a)	(b)	OFF (c)	ENGAGING ENEMY A/C (d)	ATTACKING TARGET (e)	C	MBS AND TORPE ARRIED (PER PLA (f)	DOES NE)		FUZE, SETT	ring
rg-1	WMF-114	11		11	11 X 1	X 500 11	os. (G P	1.1	Nose	.025 ta
74U-1	MF-114	1		1	1 % 1	X 500 11				.025 tai
III 03	TUED II C	00 41115				100				
TYPE	SQUADRON	NUMBER	D AIRCRAFT	BASE			A CONTRACTOR OF THE PARTY OF TH			
PBY	VP-54	Two	Pelel			YPE SQUADR	ON NUMBER	2	BASE	
(a) TYPE	(6)	NO ENGAGIN	ERVED OR E		By Own Airc			1150	5,440	(g)
TIPE	OBSERVED	OWN A/C	ENCOUNTERED ENCO		OUNTER GUNS		ORPEDOES CARRIED; CAMOUR MAI		FLAGE AND RXING	
		The second second								
			(ZON)	Ε)						
			(ZON)							
				E)	107 7.60	2/32				
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Did Any Encoun Time of (j) of Sun V. EN	y Part of ter(s) Occu f Day and Br or Moon EMY AIRC (b) DESTRO	ur in Clouds rilliance RAFT DEST OYED OR DAM	(ZON) (ZON) (ZON) (YES OR NO) (NIGHT, BRIG FROYED OR I	LIF SO, Desc HT MOON: DAY DAMAGED	OVERCAST: ET	Own Aircraf	(k)	Visibility. II Only). (c) HERE HIT, A	()	(d) DAMAGE CLAIMED
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TYPE OWN A/C	SQUADRON	CAUSE: TYPE ENEMY A/C TYPE GUN, OR OPERATIONAL CAUSE	WHERE HIT, ANGLE (List armor self-sealing tanks, equipment hit)	EXTENT OF LOST ON DANGE
2 3 4 5 6 7 8	MF-114	20 AA	The beautiful to	Extent of Loss or DAMAGE Give Eureau senal number of planes destroyed. Total loss Eureau # 50176 Engine # P-16179
2				

VII. PERSONNEL CASUALTIES (in aircraft listed in II only; identify with planes listed in VI by Nos. at left).

(a) NO.	(b) SQUADRON	NAME, RANK OR RATING	(d) CAUSE	CONDITION OR STATUS
1	VMF-11	Lieut. Robert W. Spain USMCR, (020953)	Hit water before chute opened. Seen to disappear in sea.	Dead

III. RANGE, FUEL, AND AMMUNITION DATA FOR PLANES RETURNING

VIII.	MANGE,	I ULL, AI		12	140	(a)	TOTAL AMMI	UNITION EXPE	NDED	NO OF PLANES
(a) TYPE A/C	MILES OUT	MILES RETURN	AV HOURS	AV. FUEL LOADED	AV. FUEL CONSUMED	30 50		20MM MM		RETURNING
A/C	001	OFF	3.0	344	207	Nor	le			11
EG-1	200	6.00	0.0							
30 3 S	-	-				100			1	

IX. ENEMY ANTI-AIRCRAFT ENCOUNTERED (Check one block on each line).

IA, ENEMI ARTI ARTI	NONE	MEAGER	Mostro	
CALIBER	V		#	
HEAVY — Time-fused shells, 75mm and over	X		X	
MEDILIM — Impact-fused shells, 20mm-50mm	X			
LICHT — Machine gun bullets, 65mm-13.2mm			. 63	

X. COMPARATIVE PERFORMANCE, OWN AND ENEMY AIRCRAFT (use check list at left)

SPEED, CLIMB, at various altitudes

TURNS
DIVES
CEILINGS
RANGE
PROTECTION
ARMAMENT

ALLEST - MID. BY THE EGST RELIGIES CO., PATENT

XI. ATTACK ON EN	EMY SHIPS OR	GROUND OBJECTIV	VES (By Own Aircraft Listed in	il Only).	
(a) Target(s) and Location	(S) YAD TO	INCLUDE ALL IN AREA UN	NOER ATTACK) (b) Time Over	Target(s)L2	25-1340 [Tem (Zone)
(c) Clouds Over Target	2500 ft. b	ARE-Strato-C	TYPE AND TENTHS OF COVER)		
(d) Visibility of Target	Partia (CLEAR, HAZ)	11 obscured	by clouds. (e) V	isibility	TO (MILES)
(f) Bombing Tactics: Type		Dive Bombin	Bomb Sight Us	ed	(TYPE)
Bombs Dropped per Rui	n	, Spacing_	2500 Altitude	of Bomb Rele	ase 1800
(g) Number of Enemy Air	craft Hit on Gro	und: Destroyed	Probably Destroyed		Damaged
(h) AIMING POINT	DIMENSIONS OR TONNAGE	(j) NO. A/C ATTACKING	BOMBS AND AMMUNITION EXPENDED, EACH AIMING POINT	NO HITS On Aiming Point	(a) DAMAGE (None, slight, serious, destroyed or sunk)
Yap Air Strip	5500' lon	12 VMF-114	12 X 1 X 500 lb. bomb.	11	Severe
3					
4					
5				1 3 23	
6					
7					
8					

11 hits on strip direct.

1 hit in revetment area to the East.
No duds.

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

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⁽⁰⁾ 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).

ENGAGEMENT WITH ENEMY OWN AIRCRAFT

Disposition Altitudes Speeds 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 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 Defensive Tactics

DEFENSE, ENEMY

Evasive Tactics, Ships Concealment Anti-aircraft 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 Recognition, Ships Communications Flight Operations Search and Tracking Base Operations

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

The approach to the target at 1325 was on schedule but front was coming in from the North and West. To take Major Bastian decided to run the target with six planes direction over the Western side of Yap Island. This was done 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 strin).

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. Lowe-PBY-D62) and Major Eastian his division leader. H 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. 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 enswer. 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 Sosin 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.

ALLSET - MYD SY THE EGST SECURTER CO., PATCHTED

Nov. 22, 1944

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