

MG-61

146
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Report # 90

IIC (4)

5

AIRCRAFT ACTION REPORT

RESTRICTED
(Reclassify when
filled out)

(OMIT THIS SHEET IF NO ATTACK WAS MADE)

REPORT No. 90

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

(a) Target(s) and Location(s) S: Funakonan #11, New Britain.
P: Rabaul #10, New Britain. (b) Time Over Target(s) S: 1033L
P: 1027L (Zone)

(c) Clouds Over Target Scattered cumulus at 2000', tops to 4000'.
(BASE IN FEET, TYPE AND TENTHS OF COVER)

(d) Visibility of Target clear (e) Visibility 10 (MILES)
(CLEAR, HAZY, PARTIALLY OBSCURED BY CLOUDS, ETC.)

(f) Bombing Tactics: Type level Bomb Sight Used Mk.15 Mod.7
(LEVEL, GLIDE OR DIVE) (TYPE)

Bombs Dropped per Run all Spacing 20' to 50' Altitude of Bomb Release 11800'-12800'.
(NUMBER) (FEET) (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		(m) NO HIT OR AIMING POINT	(n) DAMAGE (None, slight, serious, destroyed or sunk)
		(k) SQUADRON	(l) BOMBS AND AMMUNITION EXPENDED EACH AIMING POINT		
1 <u>Rabaul #10, New Britain.</u>	<u>1000' x 1200'</u>	<u>9</u>	<u>54 x 500 GP</u>		
2 <u>Funakonan #11, New Britain.</u>	<u>2200' x 300'</u>	<u>6</u>	<u>36 x 500 GP</u>		<u>See #3.</u>
3 <u>Rabaul #10, New Britain.</u>	<u>1000' x 1200'</u>	<u>8</u>	<u>48 x 500 GP</u>		
4 <u>Jettisoned.</u>		<u>1</u>			
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.)

- 1.-24 x 500 GPs fell on target.
30 x 500 GPs fell 100 to 700 yards short of target.
- 2.-36 x 500 GPs fell from the northern revetments in target #11 to a point 500 feet north for no apparent damage.
- 3.-48 x 500 GPs fell in the western half of the target practically smothering the area. damage was 3 buildings possibly damaged, 5 small buildings probably damaged and the roads in area cratered 10 times.
- 4.- 6 x 500 GPs one plane had prop governor trouble and jettisoned its bombs 8 miles north of New Hanover then returned to base.

Photograph attached:
(VMB 443)(205)(0)(20") (1028L)(19 April, 45)(Rabaul #10)(13600')

(p) Were Photographs Taken? Yes Photographs of Damage When Taken, Should Be Attached By Staple

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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
- Offensive Tactics, Enemy
- Defensive Tactics, Own
- Defensive Tactics, 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

413		433		443	
CALL	PILOT	CALL	PILOT	CALL	PILOT
254821	Mendenhall	266821	Smith	279821	Gould
255821	Muehleisen	267821	Loughran	280821	Hark
256821	Gelund	268821	Watson	281821	Greene
257821	Bouscaren	269821	Bethier	282821	McConnell
258821	Gilbert	270821	Johnston	283821	Crazer
259821	Melake	271821	Shaw	284821	Schroier
260821	MacLean			285821	Kitterman
261821	Fay			286821	Wilson
262821	Cooper			287821	Booth

Lt. Col. A. B. Gould took off at 0856 to lead three PW squadrons of 24 planes on a coordinated medium altitude bombing attack at Rabaul No. 10. This target is a truck park, buildings and storage area, 1200 x 1000 feet, at the northeast corner of Simpson Harbor.

VMA-443 took off first, then VMA-433 at 0902 and VMA-413 at 0908. The group joined up in right echelon for the route to target with VMA-443 as number one, VMA-413 as number two and VMA-433 as number three. All squadrons were javelined down. Route to target was the familiar slot to Solapin Island, from there to Water Island. At this point the group turned and went into a bombing run of 170° magnetic, at an altitude of 12,850 feet and 155 kts., I.A.S. Bombs started dropping at 1027 with the following results: 72 x 500# GPs hit in the target for considerable damage, 30 x 500# GPs fell 100 to 700 yards short. Formation over target was group in right echelon, squadrons javelin down.

The group broke left and rallied west of the Duke of York Island Group.

Enroute to target, just before reaching New Hanover, one plane had prop governor trouble and left the formation to jettison its bombs and return to base.

Over the target, the lead plane of one squadron had bombsight trouble. As a result, the squadron held onto its bombs. After obtaining permission from the flight leader, this squadron left the formation to hit Vanakansu #11, one of the briefed secondaries. The bombing run was on a magnetic heading of 220°, at an altitude of 11,800 feet and 155 kts., I.A.S. Bombs dropped at 1033 with the following results: 36 x 500# GPs hit from the northern part of the target to a point 500 feet north.

Breaking to the left, the squadron joined the group north of the Duke of York Island. The group headed for home, and, after an uneventful flight, landed at 1200.

A Ventura squadron from Eniren, H.L.-9, hit the same target twenty-five minutes later to drop 30 x 250# GPs in the target, 5 on the north edge of the target and one missed.

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Capt., USMC,
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P. K. SMITH,
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Group Commander.

