

VMB-413

148
⑧

Report # 277

HC (8)

4

AIRCRAFT ACTION REPORT

RESTRICTED
(Reclassify when filled out)

(OMIT THIS SHEET IF NO ATTACK WAS MADE)

CONFIDENTIAL
REPORT No 277
VMB-413

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

Ref. narrative (Zone)

- (a) Target(s) and Location(s) Kavieng, New Ireland (b) Time Over Target(s) narrative (Zone)
(FOR SHIPS INCLUDE ALL IN AREA UNDER ATTACK)
- (c) Clouds Over Target Clear (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 medium level Bomb Sight Used none used
(LEVEL, GLIDE OR DIVE) (TYPE)
- Bombs Dropped per Run varied Spacing varied Altitude of Bomb Release 10,000 to 12,000
(NUMBER) (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 (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 <u>Area</u>	<u>From Kavieng Town to Panapai.</u>	<u>6</u> <u>VMB - 413</u>	<u>70 x 120 frag clusters</u>	<u>see (0)</u>	<u>see (0)</u>
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.)

70 x 120 frag clusters dropped between Kavieng Town and Panapai Strip.

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

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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

REPORT PREPARED BY:

APPROVED BY:

<u>CALL</u>	<u>PILOT</u>	<u>TTO</u>	<u>TOT</u>	<u>TOR</u>
254B21	ROOME	1946	2030	2207
255B21	COOPER	1946	2130	2207
256B21	HENRY	2117	2155	2325
257B21	COCHRANE	2117	2256	2325
258B21	TREACY	2311	2335	0043
259B21	GEARHART	2311	0040	0057

With beautiful weather for night flying, six Mitchells took off at different times during the night to heckle the Kavieng Nips.

The first plane was off the deck at 1946 the 26th and the last plane returned at 0057 the 27th.

The course to the target for all planes was direct to the southwest tip of New Hanover and then to the target. All planes returning from the target flew direct. This route eliminates any danger of the planes running into each other going to and from the target.

On station from 2040 to 0040, a total of 70, 120 pound frag clusters were delivered to the Japs, with hits observed in Kavieng Town, Kavieng storage area and near gun positions northeast of the Kavieng strip. Also hits were observed near a S/L position southeast of the Kavieng strip and in the Panapai bivouac area.

The yellow boys were busy this night with an average of 4 accurate S/L's each run and heavy, inaccurate and meager A/A.

Of a total of 25 passes, the altitude of each run was varied 500 feet, the speed and course also being changed.

All planes returned safely to base.

(All times in narrative are love)

REPORT PREPARED BY:

APPROVED BY:

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ROBERT B. COX
Lt. Col. USMC
COMMANDING OFFICER

SIGNATURE

RANK AND DUTY

SIGNATURE

RANK AND DUTY

DATE