

MG-41

149
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Report 126

IC(4)

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AIRCRAFT ACTION REPORT

RESTRICTED
(Reclassify when
filled out)

(OMIT THIS SHEET IF NO ATTACK WAS MADE)

REPORT No **126**

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

(a) Target(s) and Location(s) **Panapai Bivouac Area and Kavieng A/A Positions, New Ireland** (b) Time Over Target(s) **0912Z, 0923Z, 1004Z** (Zone) **1004E**
(FOR SHIPS INCLUDE ALL IN AREA UNDER ATTACK)

(c) Clouds Over Target **2 - 4/10 cu. at 2000', tops to 4000'**
(BASE IN FEET, TYPE AND TENTHS OF COVER)

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

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

Bombs Dropped per Run **All** Spacing **20'** Altitude of Bomb Release **10,550', 10,500', 10,400'**
(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)
Panapai Bivouac Area, New Ireland		4 VMB-433	45 x 100# GPs		
AA Position NW of Kavieng Airstrip.		6 VMB-413	18 x 1000# GPs		See "o"
AA Position in N part of Kavieng Town.		4 VMB-443	12 x 1000# GPs		
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).

1.-45 x 100# GPs fell across the northeastern end of the target for no visible damage.
3 x 100# GPs fell offshore.

2.-18 x 1000# GPs fell in a group 200' northwest of the target for no apparent damage other than to gardens.

3.-12 x 1000# GPs netted target area doing possible damage to ~~be~~ of the positions and further damaging a large house previously partially damaged.

Photographs attached:

- (4) (VMB-413)(714) (0) (20") (10,500') (0923Z) (15 June 45) (Kavieng AA Positions N. I.)**
- (4) (VMB-433)(148) (0) (20") (10,550') (0912Z) (15 June 45) (Panapai, N. I.)**
- (2) (VMB-443)(240) (0) (20") (10,400') (1002Z) (15 June 45) (Kavieng, N. I.)**

(p) Were Photographs Taken? **Yes.** 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

413		433		443	
CALL	PILOT	CALL	PILOT	CALL	PILOT
254B21	Mendenhall	266B21	Smith	279B21	Brazel
255B21	Roome	267B21	Swinford	280B21	Kroessin
256B21	Thomas	268B21	Woodford	281B21	Sleden
257B21	Hines	269B21	Hanner	282B21	Johnson
258B21	Gearhart	270B21	Coleman		
259B21	Mallette	271B21	McLaughlin		

The three strikes scheduled for New Britain Targets needed to go no further than Djaul Island in order to discover the impossible weather over their primary targets. **WB-433** was the first to turn back. 4 PBJs dropped 48 x 100# GPs on its Sugar 2, the Penapai Divouac Area. 3 bombs hung momentarily and fell into the water but the remaining 45 fell across the northwest end of the target for no visible damage. **WB-413** sighted the New Britain curtain from Nusa Archipelago. Their 6 PBJs made a run on A/A Positions northwest of the Kavieng Airstrip. 18 half ton GPs hit about 200 feet northwest of the guns for no apparent damage, except to gardens. Being forced off its primary like the other squadrons, **WB-443** struck A/A in Kavieng Town. 4 Mitchells centered its load of 12 x 1000# GPs on the target probably damaging two medium A/A positions in the target and further damaging a large house previously partially damaged.

Taking-off at 0823 Major Smith led **WB-433** with 6 planes leaving the base. One plane got off late and failed to join up in time for the run. With Kabagada #5 the primary the squadron went around New Hanover to Djaul before turning back to New Ireland. 5 planes made the run over the Penapai Divouac Area at 153 knots at 10,550' on a magnetic heading of 345° at 0912, but only four PBJs made drops and 45 hit in the north section of the target. 12 bombs were returned to the base. All planes landed safely at 0947.

Major Mendenhall led the 6 PBJs from **WB-413** off the runway at 0836 with Tobera #24 as its primary. Flying in a vee of vees, javelin down, over Nusa the bad weather ahead was sighted, so the formation went to a heading of 043° magnetic at 10,500' for the drop on the A/A northwest of Kavieng Airstrip at 0923 with the results shown above. Return was complete at 0953.

The last squadron, **WB-443**, took off at 0855 with Capt. Brazel leading the formation of 4 Mitchells. The flight headed for Rebaul 59, going over Selanu and as far as Djaul before the weather turned them back. Taking the Kavieng Town A/A for the target 12 half tonners were dropped. The return back to base was uneventful and the pancake was at 1045.

Sailing canoes were sighted, one between Kitou and Selanu and one northwest of Roi. A single engine float plane was reported sighted moored southeast of Wago Island, but distance prevented its confirmation. Later investigation by patrols failed to locate or confirm this report.

R. R. CHOISE,
Capt., USMCR,
Group Intelligence Officer

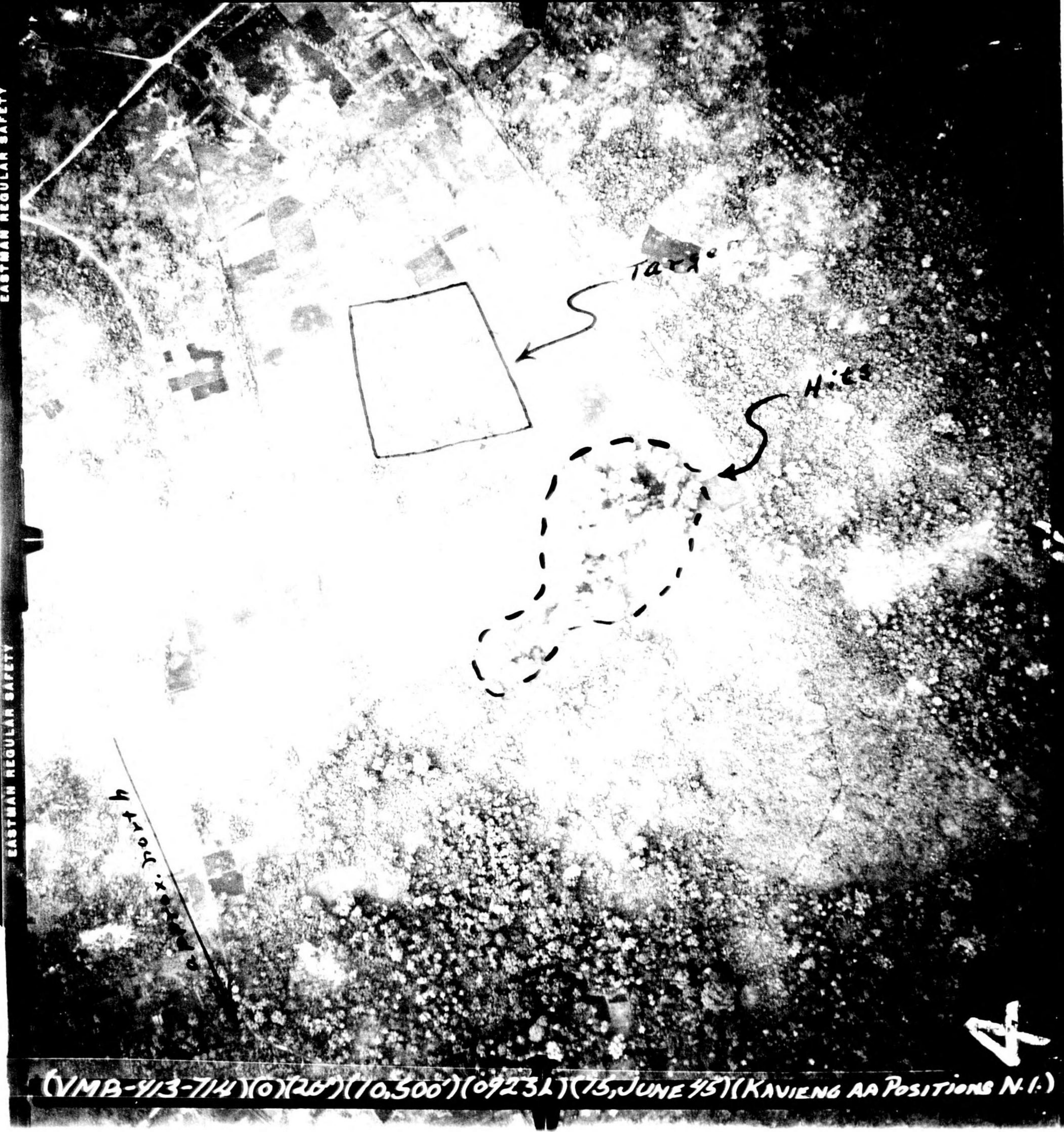
APPROVED BY

H. P. BRCKER
Col., USMC,
Group Commander.

REPORT PREPARED BY:

SIGNATURE _____ RANK AND DUTY _____ SIGNATURE _____ RANK AND DUTY _____ DATE _____

EASTMAN REGULAR SAFETY



EASTMAN REGULAR SAFETY

(VMB-913-714)(0)(26)(10,500)(09231)(15, JUNE 45)(KAVIENG AA POSITIONS N.1.)

4



(VMB433)(148)(0)(20)(10550)(0912L)(15 JUNE 45)(PANAPAI, N.I.)

EASTMAN REGULAR SAFETY

EASTMAN REGULAR SAFETY



(VMB443)(240)(0)(20)(10400)(10400)(555-1245)(10400)

2