

MG-61

149  
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Report # 134

IC (4)





# AIRCRAFT ACTION REPORT

RESTRICTED  
(Reclassify when filled out)

(OMIT THIS SHEET IF NO ATTACK WAS MADE)

REPORT No 134

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

(a) Target(s) and Location(s) Tabera #25, Rebaul #1, Rebaul #58, & #12, New Britain. (b) Time Over Target(s) 1054L, 1048L, 1100L, 1147L (Zone)

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

(d) Visibility of Target clear (e) Visibility 10 (MILES)

(f) Bombing Tactics: Type level Bomb Sight Used Mk 15, Mod 7.

Bombs Dropped per Run All Spacing 25-75' Altitude of Bomb Release 10,400-10,900'

(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		5			
<u>Tabera #25, N.B.</u>		<u>WR-423</u>	<u>15 x 650 DCGs</u>		
2		6			
<u>Rebaul #1, N.B.</u>		<u>WR-433</u>	<u>18 x 650 DCGs</u>		
3		6			See "0".
<u>Rebaul #58, N.B.</u>		<u>WR-423</u>	<u>18 x 650 DCGs</u>		
4		5			
<u>Rebaul #12, N.B.</u>		<u>WR-423</u>	<u>15 x 1000 GPs</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.-15 x 650# DCGs fell approximately 1500' southeast of the target for no apparent damage.
- 2.-18 x 650# DCGs fell on the east edge of the target midway between #1 and another target a few feet south, doing probable damage to huts in that area. Cloud coverage in post-strike photographs prevented actual assessment.
- 3.- 4 x 650# DCGs fell in the southwestern corner of the target.
- 14 x 650# DCGs fell in the northwestern corner of the adjacent target #57 just south of #58. Post-strike photographs show that the northern side of #57 is now almost completely flattened. The few small buildings which were left on this side were destroyed.
- 4.-11 x 650# DCGs fell in the middle of the western half of the target doing probable damage to small buildings and stores in that area.
- 4 x 650# DCGs fell just west of the western edge of the target for no apparent damage.

**Photographs attached:**

- (3) (WR-413 - 722) (0) (20") (10,600') (1100L) (26 June 45) (New Rebaul #57 & 58)
- (1) (WR-423) (2) (0) (20") (10,400') (1145L) (26 June 45) (Rebaul #12, N.B.)
- (4) (WR-433) (155) (0) (20") (10,400') (1048L) (26 June 45) (Rebaul #1, N.B.)
- (5) (WR-423 - 248) (0) (20") (11,500') (1057L) (26 June 45) (Tabera)

(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
- Defensive 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
- 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		423	
CALL	PILOT	CALL	PILOT	CALL	PILOT	CALL	PILOT
254B21	Nickserson	266B21	Smith	279B21	Lemarie	342B21	Lowell
255B21	Ingberg	267B21	Guybendall	280B21	Dunk	343B21	Lucky
256B21	Mac Lean	268B21	Rain	281B21	Busby	344B21	Keith
257B21	Newland	269B21	Bethier	282B21	Garton	345B21	Waller
258B21	Gilbert	270B21	Eadden	283B21	Johnston	346B21	Hopper
259B21	Wenard	271B21	Brayouskoe	284B21	Wardwall	347B21	Paige

Four coordinated medium altitude strikes were carried out by MAG-61 on 26 June. VMA-443 was first off at 0920 with 6 PBJs led by Captain Lemarie. The supply area at Tobera #28 was struck at 1054. Three bombs were accidentally salvaged and the plane returned to base. The others, 15 x 650# depth charges, fell 500 yards southeast of the target area for no damage. At 0927 six Mitchells from VMA-433 took off for the very active storage area at Rabaul #1. They were led by Major Smith and all 15 x 650# depth charges hit in the east edge of the target area with the results unassessed. Smokey Joe was to assist VMA-413 in locating Kabagada #7. Major Nickserson led 6 PBJs from this squadron off the base at 1946. No smoke was dropped as the primary target was clouded over. The flight struck its Sugar-1, the active truck park, supply and personnel areas at Babaul #57 and #58. 15 x 650# depth charges all landed on the target with unseen results although black smoke arose from the area. Photos show the north side of Rabaul #57 was leveled. In the last strike of the day VMA-423 attacked Rabaul #12 after departing Enirau at 1028. Major Lowell led the flight of 6 Mitchells from the strip. One plane developed fire in its VHF gear so returned to base with its bombs. The other 5 planes dropped their 15 half tonners at 1147 with 11 bombs damaging huts and stores in west part of the target. The balance landing west of the target for no apparent damage.

VMA-443 flew over Bjaul Island to the mouth of Ramandu River on the North west shore of Ataliklikun Bay, from there to attack Tobera #28 on a heading of 110° magnetic. Bombs were dropped at 1054 from 10,900' while indicating 155 knots. Breaking left the return route carried the flight across New Ireland to Mumu thence up the northeast coast to base by 1215. The formation used throughout was two sections, the first had 3 planes in vee, the second had two planes in left echelon.

VMA-433 went down the southern coast of New Ireland to Heiners Reef, thence to Babaul #1 which was attacked on a heading of 095° magnetic from 10,400' altitude with 155 knots indicated. The formations used was javelin down and vee. Upon rallying north of Tawai Point the flight returned up the northern coast of New Ireland to base by 1155.

The Selapia route to Waton Island was followed by VMA-413. Finding the primary clouded over the run was made on Babaul #57 and #58 at 160 knots indicated, 10,600' altitude on a heading of 105° magnetic, dropping at 1100. Breaking to right to rally 5 miles off Waton the return was made up the north east coast of New Ireland via Mumu, at 1211 they pancaked.

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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

Following the same general route as the other squadrons to New Britain  
WR-423 made its run over New Britain #12 from 10,450' at an indicated speed  
of 155 knots on a magnetic heading of 172° dropping at 1147. Base was  
reached without mishap at 1255, by following the northeast coast of New  
Ireland from Mumu. A fire was noticed on Waton Island. The formation  
followed was one 3 plane section and one 2 plane section, javolin down.

R. R. CRUISE,  
Capt., USMC,  
Group Intelligence Officer.

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

REPORT PREPARED BY:

APPROVED BY:

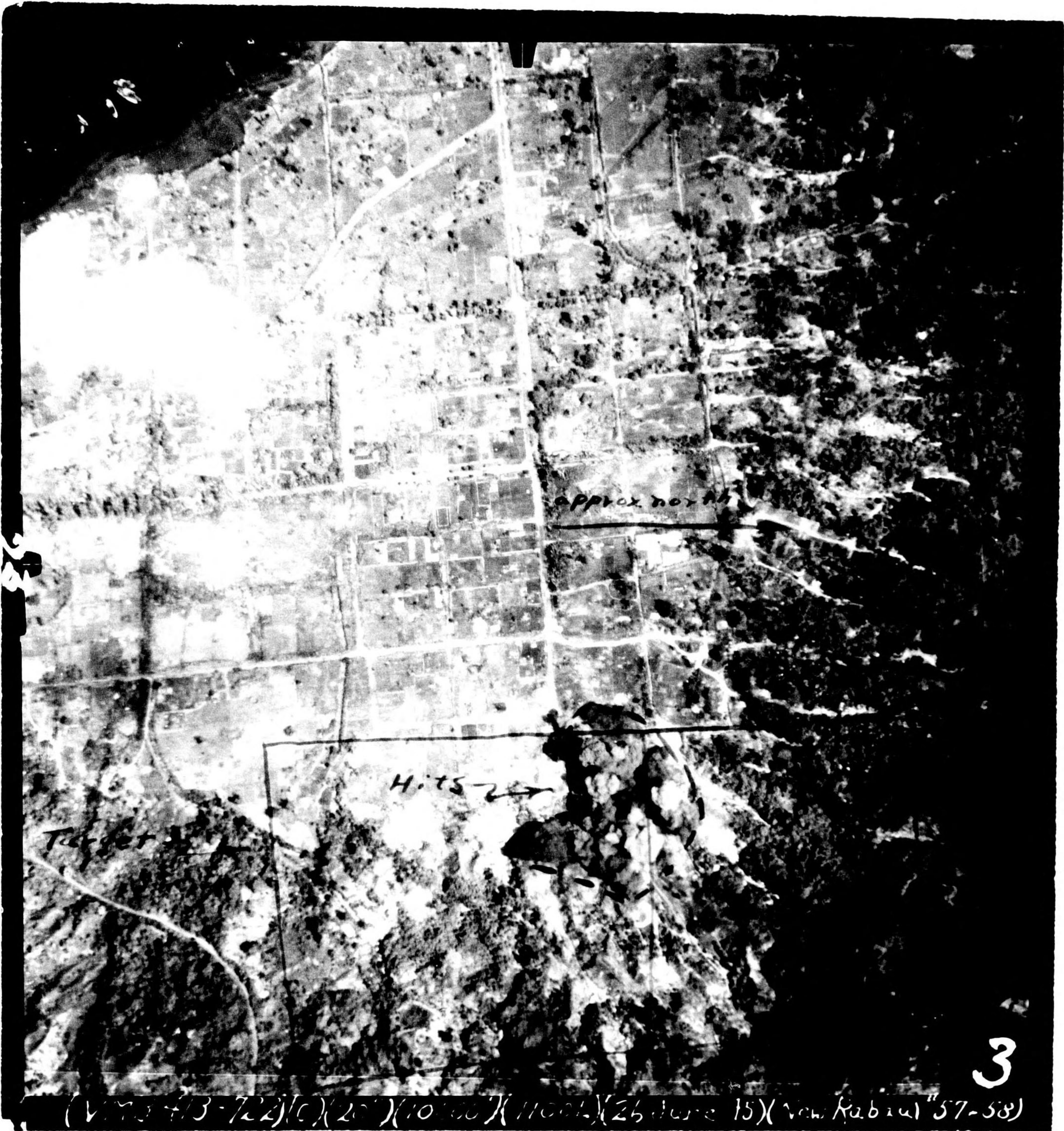
SIGNATURE

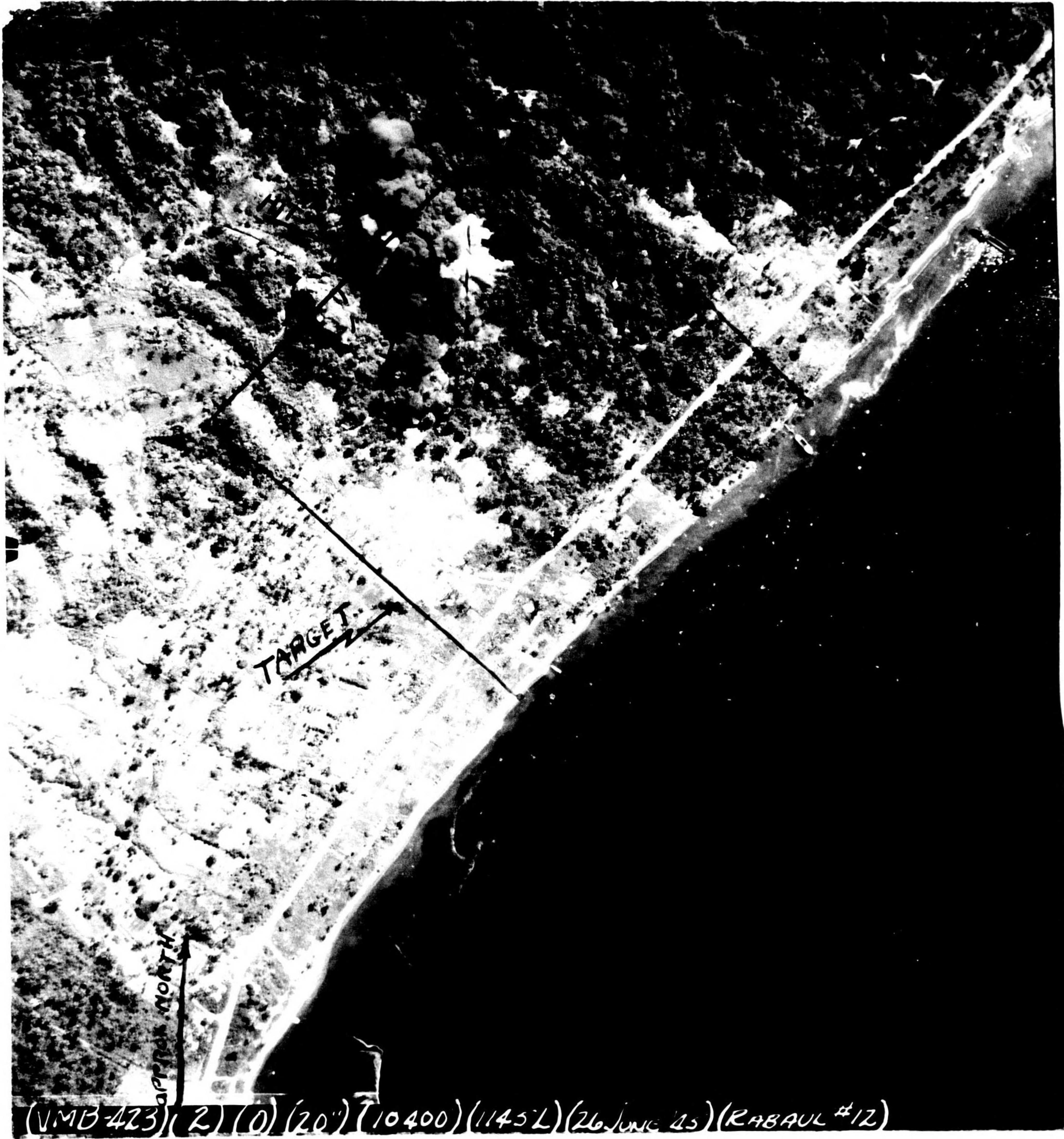
RANK AND DUTY

SIGNATURE

RANK AND DUTY

DATE





(VMB-423) (2) (0) (20') (10400) (1145L) (26 JUNE 45) (RABAU #12)



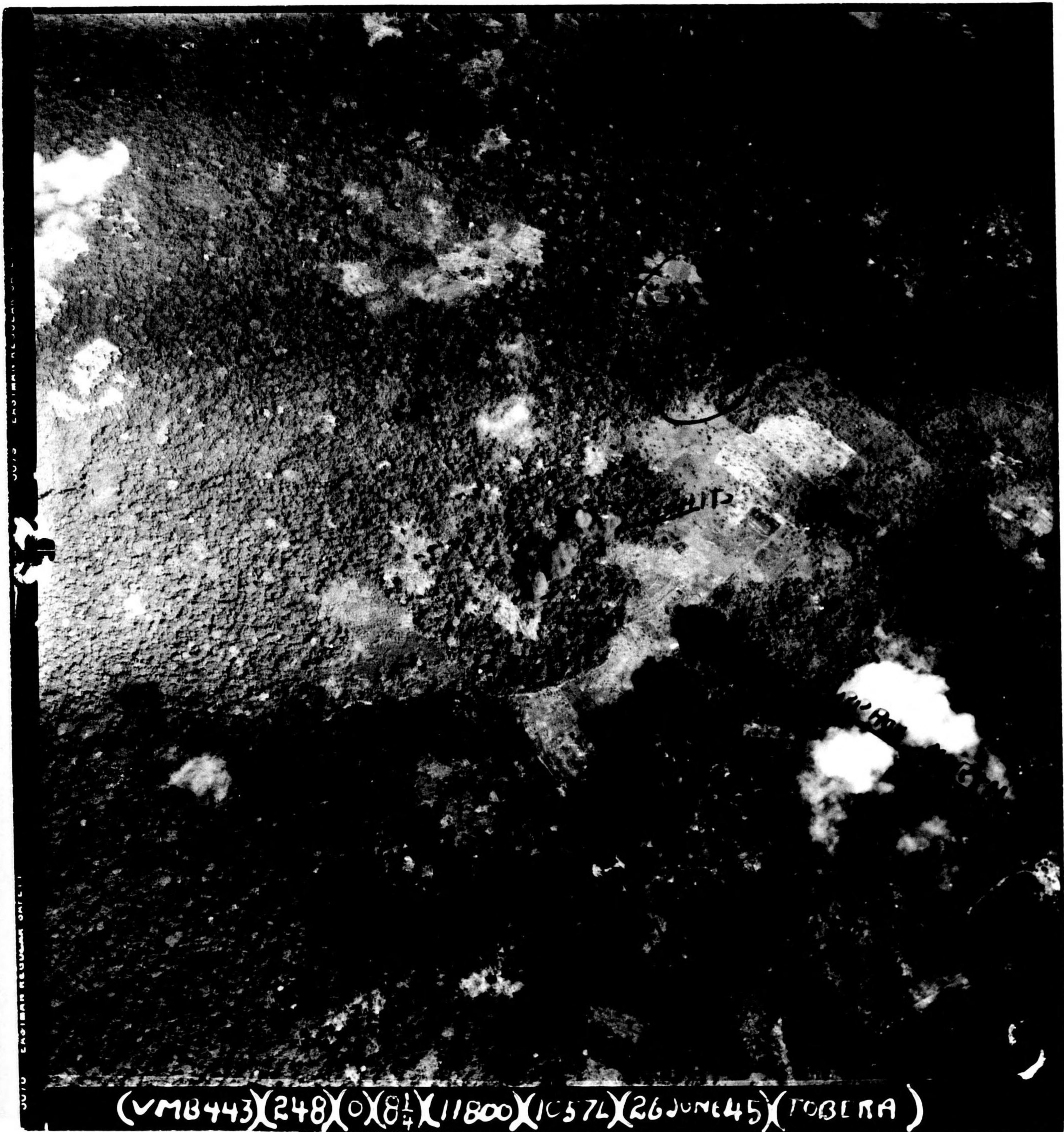
U/100 EASTERN REGULAR SAFETY

23

U/107 EASTERN REGULAR SAFETY

4

(VMB433)(155)(0)(20)(10400)(10484)(26JUNE45)(RABAU #1)



0010 EASTMAN KODAK SAFETY FILM

0010 EASTMAN KODAK SAFETY FILM

(VMB443)(248)0(8 $\frac{1}{2}$ )(11800)(1057L)(26 JUNE 45)(TOBERA)