

MG-61

145
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Report #80

ITC (4)

10

~~CONFIDENTIAL~~

AIRCRAFT ACTION REPORT

RESTRICTED
(Reclassify when filled out)

I. GENERAL

Ref: WR-413; 423; 433; 443
244 247 140 113

(a) Unit Reporting WR-61 (b) Based on or at Midway Island (c) Report No. 80
 (d) Take off: Date 31 March, 1945 Time (LZT) 8:0920-0930L (Zone); Lat. 01° 36' S. Long. 150° E.
 (e) Mission Coordinated medium altitude bombing of Tobara #2 and #3, New Britain. (f) Time of Return 8:1124-1235L

II. OWN AIRCRAFT OFFICIALLY COVERED BY THIS REPORT.

S: Midway Mitchells; G: Green Mitchells.

TYPE (a)	SQUADRON (b)	NUMBER			BOMBS AND TORPEDOES CARRIED (PER PLANE) (f)	FUZE, SETTING (g)
		TAKING OFF (c)	ENGAGING ENEMY A/C (d)	ATTACKING TARGET (e)		
PBY-1	WR-413	6	None	5	6 x 500 MK.12 inst.	ANM-103 nose. Tail: ANM-102A2.025 sec. Hose: ANM-103 .1 sec.
PBY-1J	WR-423	6	None	5	3 x 1000 GP	Tail: ANM-101A2.025 sec. Hose: ANM-103 .1 sec.
PBY-1J	WR-423	1	None	0	6 x 500 GP	Hose: ANM-103 .1 sec.

III. OTHER U. S. OR ALLIED AIRCRAFT EMPLOYED IN THIS OPERATION.

TYPE	SQUADRON	NUMBER	BASE	TYPE	SQUADRON	NUMBER	BASE
PBY-5A	VFB 44	1	Midway Island	PBY-5A	VFB 44	1	Green Island
PLU	WR-423	2	same	PV-1	WR-423	5	same
				PLU	WR-424	2	same

IV. ENEMY AIRCRAFT OBSERVED OR ENGAGED (By Own Aircraft Listed in II Only).

(a) TYPE	(b) NO OBSERVED	(c) NO (ENGAGING OWN A/C	(d) TIME ENCOUNTERED	(e) LOCATION OF ENCOUNTER	(f) BOMBS, TORPEDOES CARRIED; GUNS OBSERVED	(g) CAMOUFLAGE AND MARKING
None			(ZONE)			
			(ZONE)			
			(ZONE)			

(h) Apparent Enemy Mission(s) _____
 Did Any Part of _____
 (i) Encounter(s) Occur in Clouds? _____ If so, Describe Clouds _____
(YES OR NO) (BASE IN FEET TYPE AND TENTHS OF COVER)
 Time of Day and Brilliance _____
 (j) of Sun or Moon _____ (k) Visibility _____
(NIGHT, BRIGHT MOON, DAY, OVERCAST, ETC.) (MILES)

V. ENEMY AIRCRAFT DESTROYED OR DAMAGED IN AIR (By Own Aircraft Listed in II Only).

(a) TYPE ENEMY A/C	(b) DESTROYED OR DAMAGED BY:				(c) WHERE HIT, ANGLE	(d) DAMAGE CLAIMED
	TYPE A/C	SQUADRON	PILOT OR GUNNER	GUNS USED		
None						

AIRCRAFT ACTION REPORT

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I. GENERAL

(a) Unit Reporting MAC-51 (b) Based on or at Midway Island (c) Report No. 80
 (d) Take off: Date _____ Time (LZT) _____ (Zone); Lat. _____ Long _____
 (e) Mission _____ (f) Time of Return _____ (Zone)

II. OWN AIRCRAFT OFFICIALLY COVERED BY THIS REPORT.

TYPE (a)	SQUADRON (b)	NUMBER			BOMBS AND TORPEDOES CARRIED (PER PLANE) (f)	FUZE, SETTING (g)
		TAKING OFF (c)	ENGAGING ENEMY A/C (d)	ATTACKING TARGET (e)		
PRJ-1	WR-433	8	None	7	6 x 500 GP ALM-12	ALM-103 inst. Nose: ALM-103 inst.
PRJ-1B	WR-433	7	None	7	6 x 500 GP MK-12	Tail: ALM-102A2 inst.

III. OTHER U. S. OR ALLIED AIRCRAFT EMPLOYED IN THIS OPERATION.

TYPE	SQUADRON	NUMBER	BASE	TYPE	SQUADRON	NUMBER	BASE

IV. ENEMY AIRCRAFT OBSERVED OR ENGAGED (By Own Aircraft Listed in II Only).

(a) TYPE	(b) NO OBSERVED	(c) NO ENGAGING OWN A/C	(d) TIME ENCOUNTERED	(e) LOCATION OF ENCOUNTER	(f) BOMBS, TORPEDOES CARRIED; GUNS OBSERVED	(g) CAMOUFLAGE AND MARKING
			(ZONE)			
			(ZONE)			
			(ZONE)			

(h) Apparent Enemy Mission(s) _____
 Did Any Part of _____
 (i) Encounter(s) Occur in Clouds? _____ If so, Describe Clouds _____
(YES OR NO) (BASE IN FEET, TYPE AND TENTHS OF COVER)
 Time of Day and Brilliance _____
 (j) of Sun or Moon _____ (NIGHT, BRIGHT MOON, DAY, OVERCAST, ETC.) (k) Visibility _____ (MILES)

V. ENEMY AIRCRAFT DESTROYED OR DAMAGED IN AIR (By Own Aircraft Listed in II Only).

(a) TYPE ENEMY A/C	(b) DESTROYED OR DAMAGED BY:			GUNS USED	(c) WHERE HIT, ANGLE	(d) DAMAGE CLAIMED
	TYPE A/C	SQUADRON	PILOT OR GUNNER			

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VI. LOSS OR DAMAGE, COMBAT OR OPERATIONAL, OF OWN AIRCRAFT (of those listed in II only).

(a) TYPE OWN A/C	(b) SQUADRON	(c) CAUSE: TYPE ENEMY A/C, TYPE GUN, OR OPERATIONAL CAUSE	(d) WHERE HIT, ANGLE (List armor, self-sealing tanks, equipment hit)	(e) EXTENT OF LOSS OR DAMAGE (Give Bureau serial number of planes destroyed)
1	None			
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				

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

(a) NO.	(b) SQUADRON	(c) NAME, RANK OR RATING	(d) CAUSE	(e) CONDITION OR STATUS
	None			

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

(a) TYPE A/C	(b) MILES OUT	(c) MILES RETURN	(d) AV. HOURS IN AIR	(e) AV. FUEL LOADED	(f) AV. FUEL CONSUMED	(g) TOTAL AMMUNITION EXPENDED				(h) NO. OF PLANES RETURNING
						30	50	20MM	MM	
* PBJ-1	216	214	3hrs. 05'	974	502	H	0	H	H	20
** PBJ-1J	192	178	3hrs. 20'	974	358	H	0	H	H	7

* **Blue Mitchells.** ** **Green Mitchells.**

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

CALIBER	NONE	MEAGER	MODERATE	INTENSE
HEAVY — Time-fused shells, 75mm and over		<input checked="" type="checkbox"/>		
MEDIUM — Impact-fused shells, 20mm-50mm	<input checked="" type="checkbox"/>			
LIGHT — Machine gun bullets, 6.5mm-13.2mm	<input checked="" type="checkbox"/>			

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

SPEED, CLIMB,
at various altitudes

TURN
DIVES
CEILINGS
RANGE
PROTECTION
ARMAMENT

No enemy aircraft encountered.

AIRCRAFT ACTION REPORT

Form ACA-1
Sheet 3 of 5

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

(a) Target(s) and Location(s) Tobara #2 & 3, New Britain (b) Time over Target 11:02-11:05L
11:05-11:05L
 B: Amira Mitchell, G: Green Mitchell.
 (c) Clouds Over Target 1/10 on bases 2000' tops 4000'
 (d) Visibility of Target clear (e) Visibility 10
 (f) Bombing Tactics: Type level Bomb Sight Used Mk. 15 mod 7
 Bombs Dropped per Run 411 Spacing Altitude 10,000-11,000'
 (g) Number of Enemy Aircraft hit on Ground None Destroyed None Damaged None

(h)	(i)	(j) (k)	(l)	(m)	(n)
1	Tobara #2 & 3	WR-413	30 x 500 GP		
2	Tobara #2 & 3	WR-423	15 x 1000 GP		
3	Borpep, New Ireland	WR-423	3 x 1000 GP 6 x 500 GP		see #2
4	Tobara #2 & 3	WR-433	42 x 500 GP		
5	Tobara #2 & 3	WR-443	42 x 500 GP		
6	Fondo Point	WR-413	6 x 500 GP		
7	Duke of York Island	WR-433	6 x 500 GP		
8					

(c) RESULTS:

- 6 x 500 GPs were jettisoned (propeller governor trouble) over Fondo Point.
16 x 500 GPs landed on right of target.
14 x 500 GPs landed right of target 100 feet.
- 15 x 1000 GPs landed on target.
- 6 x 500 GPs were jettisoned over Borpep, New Ireland.
3 x 1000 GPs were jettisoned over Borpep, New Ireland.
- 42 x 500 GPs landed north and west of target.
- 42 x 500 GPs landed in target area.
- 6 x 500 GPs were jettisoned over Duke of York Island.

Photographs attached:

WR-423 - 139 - (33) - 3/31/45 - 10,000' - 8 1/2" Tobara #2 & 3 - Conf. PPs.

(p) Were photographs taken? (33) (20) (1105) (21 March 1945) (Tobara)
 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 TacticsCOMMENTS AND
RECOMMENDATIONSOwn 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
Retirement
Defensive Tactics

DEFENSE, ENEMY

Evasive Tactics, Ships
Concealment
Anti-aircraft
Searchlights
Night Fighter TacticsCOMMENTS AND
RECOMMENDATIONSBombing 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

423

CALL	PILOT
254821	Bronkose
257821	Hushel son
256821	Calund
257821	Hae Loan
258821	Kelabe
259821	Inberg

433

CALL	PILOT
260821	Miller
267821	Fischer
268821	Farrish
269821	Hoble
270821	Harr
271821	Haroy
272821	Huston
273821	Johnston

423

CALL	PILOT
301821	Lowell
302821	Leard
303821	Sticks
304821	Milons
305821	Crus
306821	Mancu
307821	Boird

443

CALL	PILOT
279821	Anderson
280821	Larson
281821	Wetzel
282821	Lenario
283821	McGuire
284821	Hartson
285821	Mitchell

* Captain Boird flew as leader of the New Zealand PV Squadron

Tobara #2 and #3, a double patch of woods, is 3600 feet southeast of the Tobara Airstrip. It is approximately 1900 feet by 1600 feet. A reported plane hideaway, and was the objective of a strike from medium altitude by 3 PVJ squadrons from Cairn and 1 PVJ squadron and 1 PV squadron from Green.

The strike was planned as a coordinated effort by two groups of planes approaching on separate courses. The group from Green, composed of 7 Mitchells and 5 PVs with the PVs led by a Mitchell since their planes are not equipped with bombights, proceeded to Adler Bay, New Britain, and then across the Casselle Peninsula to the Penderums at Pondo Point. When the group from Cairn failed to arrive on schedule this group departed Pondo Point eastward on a heading of 102° magnetic for a distance of 31 miles. The flight turned left onto a heading of 015° magnetic for 15 miles, changing into a left echelon, squadrons javelined down. The bomb run made on a heading of 310° magnetic, at a speed of 160 kts, with an altitude of 10,400 feet. The squadrons broke to the right for the rally and returned to base by the way of Borpop, New Ireland. One PVJ had its bombs to hang on the bombing run and salvoed them over Borpop, New Ireland, on the return to base. Clouds obscured the target for the PVs, but while some planes dropped without waiting for the leading plane, the lead PVJ and the rest of the PVs dropped on Borpop, New Ireland. No AA fire was encountered over Tobara, but heavier, inaccurate, heavy AA fire was received from known positions west of Borpop Airstrip.

The group from Cairn, composed of 3 squadrons with WR-433 as the lead squadron and Lt Col Miller as flight leader, proceeded on a course south to Pondo Point. One plane returned early to base due to mechanical trouble after jettisoning its bomb load at Pondo Point. The flight changed from a vee of squadrons to a left echelon, squadrons javelined down, and proceeded east inland for a distance of 25 miles, then turned north in the direction of the target.

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REPORT No _____

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:

The bomb run was made on a heading of 060° magnetic, at a speed of from 160 to 165 kts, and at an altitude of 11,500 to 10,500 feet. All squadrons broke to the right and rallied ten miles off Caselle Peninsula. One plane's bomb load hung on the bombing run and was jettisoned over Duke of York Group. After the flight rallied, it returned to base.

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

F. K. SMITH,
Col., USMC,
Group Commander.

APPROVED BY:

SIGNATURE

RANK AND DUTY

SIGNATURE

RANK AND DUTY

DATE



(VMB 443) (173) (0) (00) (113 00) (11702) (3) (ARR 45) (T 05 C RA)



VMB-423-139-C 53)-3-31-45-10,000'-8 1/2 TOBERA-H2-N3-CONF-PV2

23