

MG-61

145
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Report # 44

IC(4)

10

AIRCRAFT ACTION REPORT

CONFIDENTIAL

RESTRICTED
(Reclassify when filled out)

(OMIT THIS SHEET IF NO ATTACK WAS MADE)

REPORT No. _____

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

- (a) Target(s) and Location(s) Vunakenau Target #9, N. B. (b) Time Over Target(s) 1126-1135 (Zone)
- (c) Clouds Over Target Scattered on. 1500-10000' 4-10 coverages
- (d) Visibility of Target Partially obscured by clouds (e) Visibility 20 miles
- (f) Bombing Tactics: Type level Bomb Sight Used Mk15 mod 7
- Bombs Dropped per Run all Spacing varied Altitude of Bomb Release 10,000-13,200'
- (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>Vunakenau #9</u>	<u>3000' wide</u>	<u>6</u> <u>WR 423</u>	<u>40 x 300 GP</u>		
2 <u>same</u>	<u>500'-1500'</u>	<u>5</u> <u>WR 423</u>	<u>13 x 1000GP</u>		
3 <u>same</u>	<u>deep</u>	<u>6</u> <u>WR 433</u>	<u>47 x 300 GP</u>		<u>See (e)</u>
4 <u>same</u>		<u>9</u> <u>WR 443</u>	<u>72 x 300 GP</u>		
5 <u>Hunter Point</u>		<u>1</u> <u>WR 423</u>	<u>3 x 1000 GP</u>		
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.)

One hundred and forty-eight out of the one hundred and sixty three hundred pounders carried by the PB's fell in a pattern that split the target area in half. Forty of these hits were in the southern corner in the vicinity of the large gardens. Four more landed in the middle of the gardens. The majority of the bombs, however, exploded instantaneously within one hundred feet of each side of the road which runs diagonally through the center of the target. At least one of these fell sufficiently close enough to one of the two huts northwest of the hedgerow to cause probable destruction to the hut. Thirteen of the half-tonners dropped three thousand feet west of the target while three were dropped on an alternate.

(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
- " " 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

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CALL	PILOT
254B21	Bronleewe
255B21	Helling
256B21	Bouscaren
257B21	Bergstrom
258B21	Smith
259B21	Ingberg

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CALL	PILOT
266B21	Wolfe
267B21	Hendy
268B21	Klein
269B21	Lattner
270B21	Green
271B21	Shaw

423

CALL	PILOT
301B21	Lowell
302B21	Milone
303B21	Taylor
304B21	Ryan
305B21	Jones, B. M.
306B21	Ivie
307B21	Iverson

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CALL	PILOT
279B21	Guillotte
280B21	McGuire
281B21	Burt
282B21	Hilbert
283B21	Rose
284B21	Hartman
285B21	Habig
286B21	Mueller
287B21	Wilson

The storage and plane repair area designated as Vunakanau #9 is 3000' wide and marked by a distinctive line of trees. The MAB strike was planned as a coordinated effort by 3 PBJ squadrons from Emirau and one PBJ squadron and one New Zealand PV squadron based on Green.

The two groups rendezvoused at Jarmer Bay south of the Gazelle Peninsula. The group from Emirau had been in a vee of squadrons javelined down on the route out. Leaving the rendezvous they changed to a right echelon of squadrons. Heading north the group made the bombing run on a course of 354° magnetic at 13,200' and stepped down. The break was to the left for the group rally west of Urara Island.

The second group made their approach on a parallel course six miles west, turning right for a bombing run at 11,000' on a heading of 033°. Shifting clouds blocked the view of the first squadron so they did not release. Clouds cleared for the second squadron which dropped at 1131. The first squadron made a 360° turn and a second run at 1135 on a heading of 025°. One plane of the first squadron did not release its bombs. So while the second squadron returned directly to Green the first squadron went via New Ireland where the single plane dropped its bombs on Hunter Point.

It is operating policy to have each base send out Dumbo (PHY) which in turn has an escort of 2 New Zealand Corsairs. One of the Corsairs escorting Dumbo from Emirau had its engine cut out north of Rabaul at 4000'. The pilot

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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:

successfully ditched the plane 10 miles north of Urara Island, but got into the water in his Mae West without a raft. He was uninjured and picked up ten minutes later by Dumbo.

D. W. HATCH,
Capt., USMC
Group Intelligence Officer.

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

APPROVED BY:

SIGNATURE

RANK AND DUTY

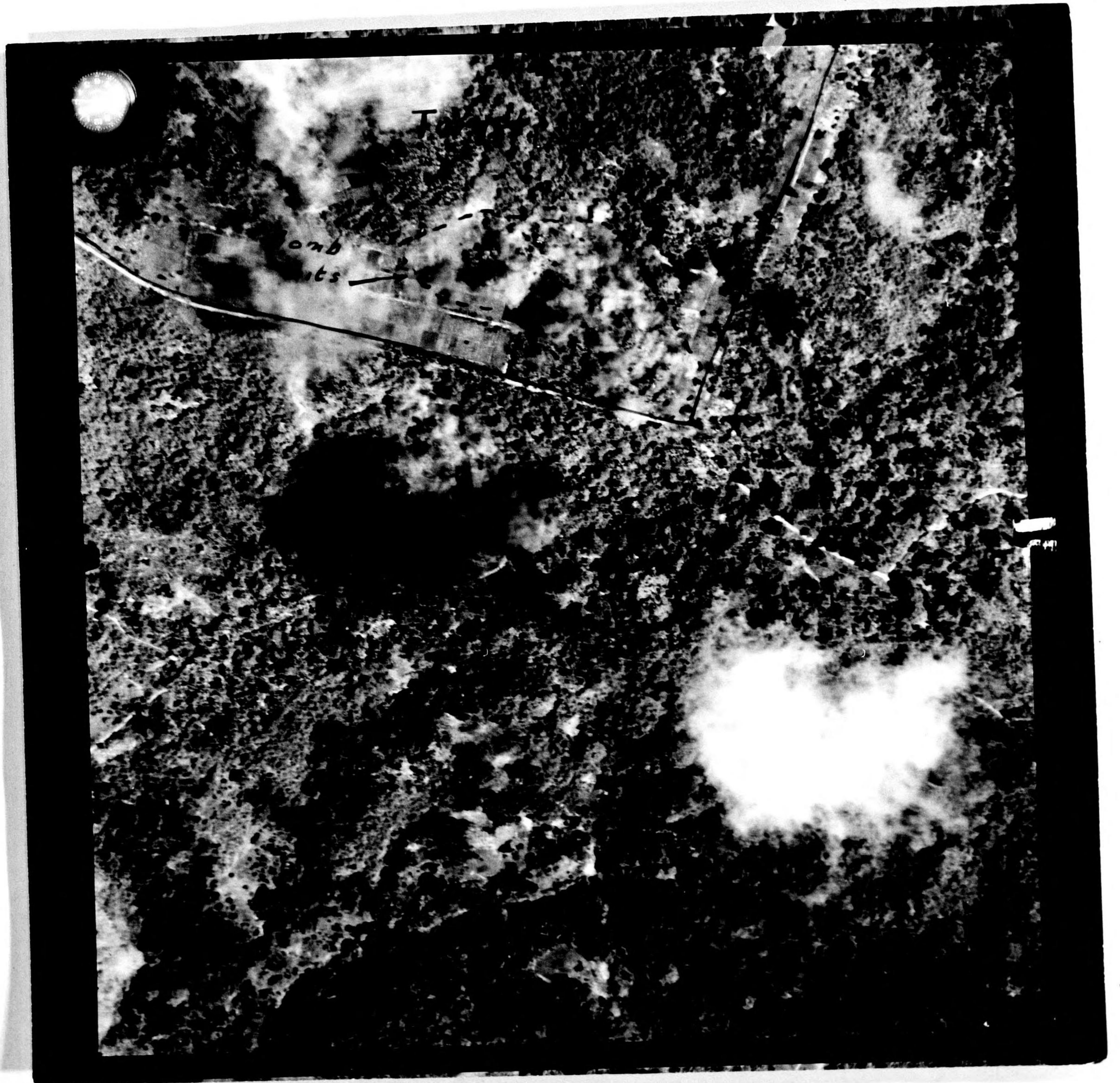
SIGNATURE

RANK AND DUTY

DATE



(142) VMS 433 3/4 12,000 VMS 1000





VMB443-119 - (20") (12600') (YUNAKAKAU) (29 JAN. 45)



VMD 423 (84) (5-31-29-45 11,000' A.T. VON HANAU, T 9

