

MG-41

149
④

Report #120

#C(4)

10

AIRCRAFT ACTION REPORT

RESTRICTED
(Reclassify when filled out)

(OMIT THIS SHEET IF NO ATTACK WAS MADE)

REPORT No 120

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

(a) Target(s) and Location(s) Secondary: Rabaul Nos. 61 & 62, N. B. 1104-113E
Primary: Rabaul #63, N. B. P: 1114E (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 (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 10,400-11,400'
(NUMBER) (FEET) (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 New Rabaul Nos. 61 & 62, N. B.	1800' x 1500'	6	48 x 250 GPs		
2 New Rabaul No. 63, New Britain.	1500' x 600'	6 VMB-433	48 x 250 GPs		See "c"
3 New Rabaul Nos. 61 & 62, N. B.	1800' x 1500'	5 VMB-443	15 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.-48 x 250# GPs fell off the target from its eastern edge to the water's edge. Two fuel tanks were hit and the resulting fire and smoke is shown in one of the accompanying photographs (Print #3) (MAG-61) (63E). Smoke clouds climbed to 5,000 feet.
- 2.-48 x 250# GPs fell in the northern half of the target clearing away the vegetation and eleven huts in the area.
- 3.-15 x 1000# GPs cleared out an area 200' x 600' in the middle of the target. Altho no accurate assessment of damage is possible the area is reported to have contained quantities of stores.

Photographs attached:

- (2) (VMB-413 -709) (O) (20") (10,400') (1138E) (6 June 45) (New Rabaul 61 & 62, N.B.)
- (2) (VMB-443 -234) (O) (20") (12,000') (1104E) (6 June 45) (New Rabaul 61 & 62, N.B.)
- (2) (VMB-433 -142) (O) (20") (11,125') (1114E) (6 June 45) (Rabaul #63)
- (3) (MAG-61 -632) (V) (12) (13,450') (1155E) (6 June 45) (Rabaul, N.B.)

(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
- Offensive Tactics, Enemy
- Defensive Tactics, Own
- Defensive Tactics, 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

CALL ⁴¹³	PILOT	CALL ⁴³³	PILOT	CALL ⁴⁴³	PILOT
254B21	Nickerson	266B21	Smith	279B21	Gould
255B21	Howard	267B21	Goldston	280B21	Hawkins
256B21	Ingberg	268B21	Kain	281B21	Palmer
257B21	MacLean	269B21	Hanner	282B21	Brageal
258B21	Howland	270B21	Swinford	283B21	Tafel
259B21	Mallatte	271B21	Brayuskas	284B21	Cronquist

Three squadrons coordinated on three different targets for a medium altitude bombing attack against Tobera #10, New Rabaul #63 and Vanakanau #26, New Britain. All are Jap Supply and Storage Areas. Tobera #10 and Vanakanau #26 were found to be clouded out, so the squadrons hit the secondaries for these targets, New Rabaul Nos. 61 and 62, Supply and Storage Areas.

VMB-413 dropped all 48 x 250# GPs off the target but two fuel tanks were fired and smoke belled to 8,000 feet near Rabaul Nos. 61 and 62. 48 x 250# GPs dropped by VMB-433 on Rabaul #63 fell in the target destroying eleven huts in the area. On Rabaul Target Nos. 61 and 62, VMB-443, dropped 15 x 1000# GPs in the center of the target area clearing out a space 200 feet x 600 feet in the reported storage area.

VMB-443, led by Lt. Col. Gould, took off at 0915 to hit their assigned target, Vanakanau #26, New Britain. The course to the target was down the east coast of New Ireland turning just south of Cape Namareda to the Duke of York Islands. The flight leader notified Smoky Joe, used since the target was very difficult to find, and his first smoke bomb was a dud, so the squadron broke left and orbited off Cape Gaselle for a second try. Due to smoky Joe's misunderstanding and not dropping a smoke bomb this second was also a failure. Since clouds, coming in from the east, has obscured the target. The squadron broke to the left and flew an evasive course to the Duke of Yorks then a left turn onto the bombing run on the secondary New Rabaul #61 & 62, New Britain, on a course of 235° magnetic, at 11,400' and a speed of 155 knots (IAS) to drop at 1104. One plane developed a severe oil leak enroute to the target and was forced to turn back to base with its bombs. Following the drop the squadron broke right and crossed over Waton Island. Clouds bottled up the west coast route, hence the formation was ordered across New Ireland north of Nabato Bay and followed the coast to land safely at 1223. A javelin down formation was used throughout the operation.

VMB-433, with Major Smith leading, took off at 0945 and proceeded down the northern coast of New Ireland, crossed at Namatanai, turned south to the Duke of Yorks and then southeast to the target, New Rabaul #63, New Britain, in a formation of a column of vee's, stopped down. The bombing run was made on a course of 217° magnetic at 11,125' and a speed of 155 knots (IAS). All bombs were away at 1114. The break was to the left and the return was up the southern coast of New Ireland to the base to land safely at 1230.

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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

VMF-413, with Major Nickerson as the flight leader, took off at 1002 and followed the east coast of New Ireland to Cape Namoroday crossing to the Duke of York Group, turning left and thence to the target, Tobera #10, New Britain. Finding this target clouded over the squadron took a course of 239° magnetic onto the bombing run on the secondary target, New Rabaul #61 and 62, New Britain, at 10,400 feet and a speed of 160 knots (IAS) with all bombs away at 1138. Following the break to the right the squadron returned to base by following the east coast of New Ireland back to land safely at 1250.

**R. R. CHUISE,
Capt., USMC,
Group Intelligence Officer.**

**S. W. BALSTON,
Lt. Col., USMC,
Group Commander.**

REPORT PREPARED BY:

APPROVED BY:

SIGNATURE

RANK AND DUTY

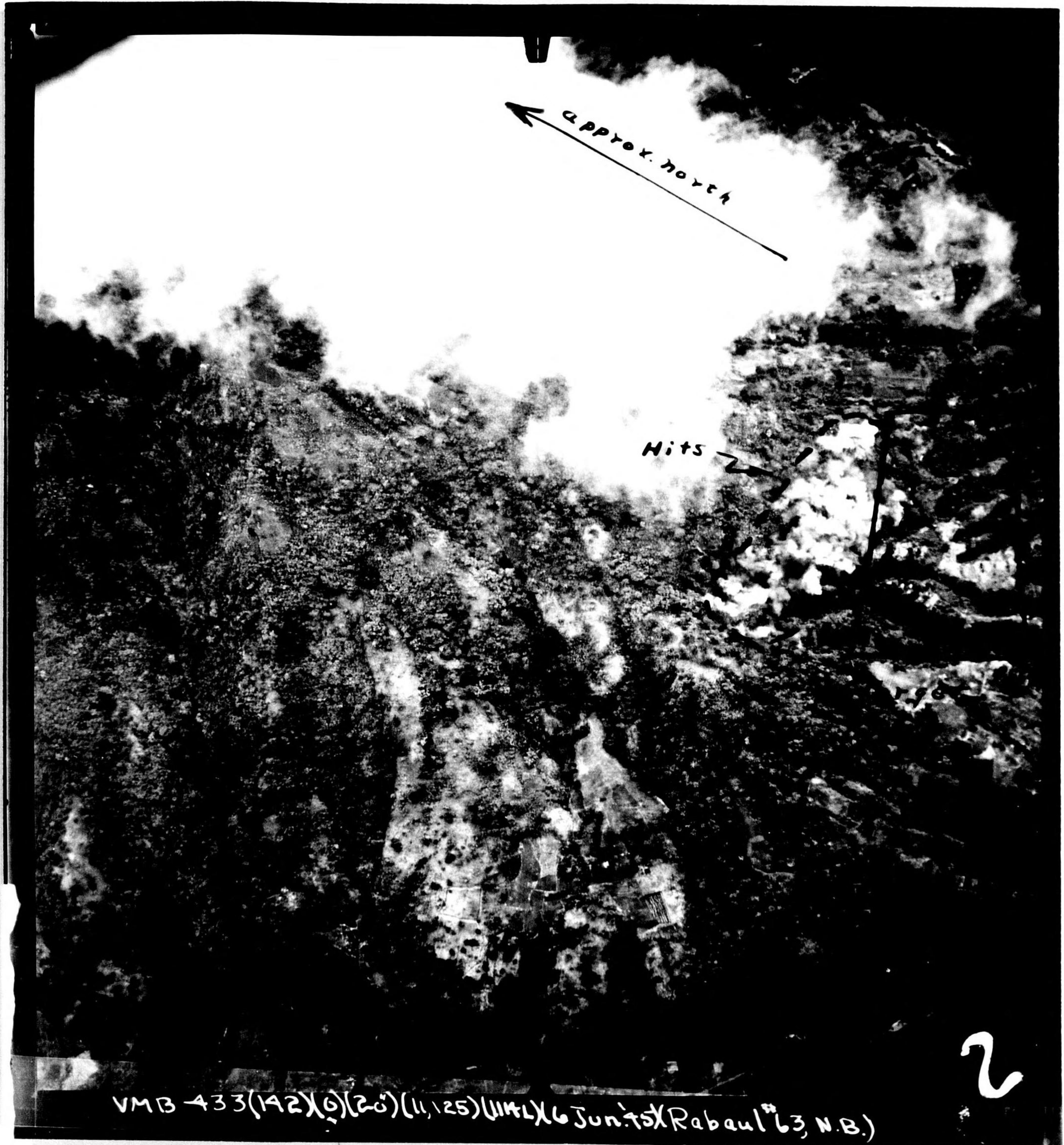
SIGNATURE

RANK AND DUTY

DATE



(ALMB 413-209) (2000) (10400) (11301) (6 JUNE 45) (NEW BRUNSWICK 61967)



← approx. north

Hits →

VMB 433(192)(6)(20)(11,25)UIMLX6 Jun 75 (Rabaul #63, N.B.)

2

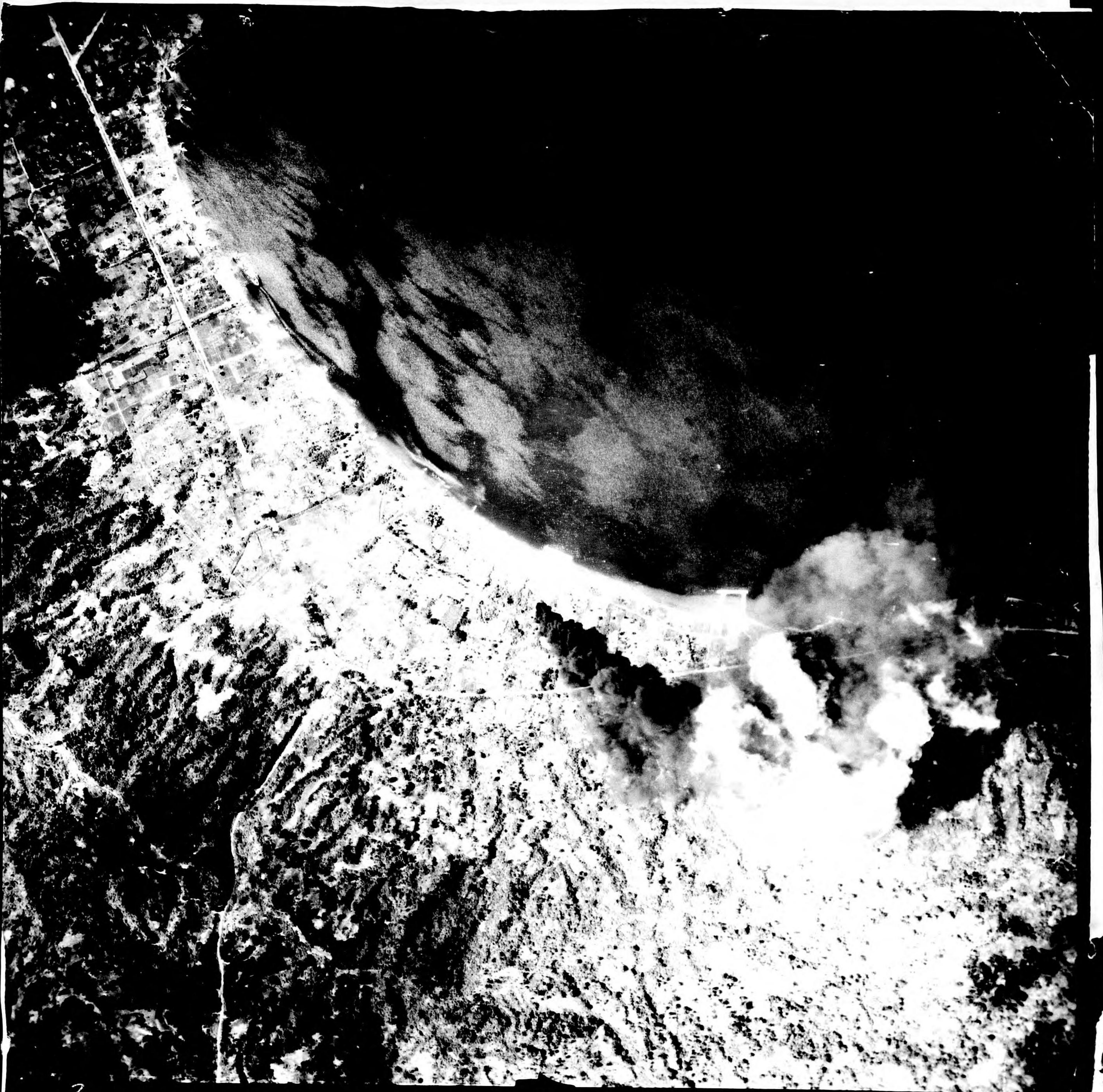
EASTMAN REGULAR SAFETY

EASTMAN REGULAR SAFETY



2

(VMB 443)(234)(0)(20") (12,000') (1104L) (6 JUN 45) (RABAUL #614#62, NO.)



3

(MAG 61 X 68 EX 12 X 13 X 50 X 1155 L X 6 JUNE 48 X RABAU, N.B.)