

VMB-423

158  
⑨

Report # 191

# 0(9)

5





# AIRCRAFT ACTION REPORT

(OMIT THIS SHEET IF NO ATTACK WAS MADE)

RESTRICTED  
(Reclassify when filled out)  
**CONFIDENTIAL**

REPORT No **191**

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

(a) Target(s) and Location(s) **Rabaul truck park #9A, N. B.** (b) Time Over Target(s) **0909 (L)** (Zone)

(c) Clouds Over Target **.2 cloud cover over target area.**

(d) Visibility of Target **Clear** (e) Visibility **30 miles**

(f) Bombing Tactics: Type **Level** Bomb Sight Used **Mark 15**

Bombs Dropped per Run **2 & 3** Spacing **150 feet** Altitude of Bomb Release **10,500-11,000**

(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)
<b>Rabaul truck park #9A</b>		<b>7 VMB-423</b>	<b>16 X 1000# GP</b>	<b>See</b>	<b>(e)</b>
2					
3					
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).

**The pattern of the bomb hits with relation to the target are shown on the attached photographs.**

(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

CALL	PILOT	T/O GREEN	T/O/T	P/C GREEN
301B21	LtCol. ANDERSON	0800	0909	0957
302B21	GRIFFITTS	0800	0909	0957
303B21	ECKHARDT	0801	0909	0958
304B21	BATES	0801	0909	0958
305B21	JONES, B.M.	0802	0909	0959
306B21	IVIE	0802	0909	0959
*307B21	IVERSON	0803	0909	1000

\* Captain IVERSON flew as leader of the New Zealand Ventura Squadron participating in the strike.

Lieutenant Colonel ANDERSON, Commanding Officer of VMB-423, led seven PBJs and eight PVs of NZ-2 in a medium altitude daylight raid on Rabaul truck park #9A.

The formation was composed of six PBJs, of VMB-423 in two, three plane sections, as the first squadron, and one PBJ and eight PVs, in three, three plane sections, as the second squadron. Captain IVERSON in a PBJ, flew as leader of the PVs, which do not carry bombsights, so that he could do the sighting for the second squadron.

The flight was airborne by 0803 and joined up as described above. The formation then proceeded to Cape Gazelle on 270° magnetic heading, turning to 272° magnetic to a point opposite Raluena Point from where the bombing run was made.

The bombing run of the formation was made at 0909 on a heading of approximately 343° magnetic. The formation was stepped up with the first squadron at 10,500 feet and the second squadron at 11,000 feet.

After passing the bomb release line, the formation broke away to the right and proceeded back to Green with all the planes safely on the deck by 1000.

No anti-aircraft fire encountered.

The pattern of the bomb hits with relation to the target are shown on the attached photographs.

(All times in this narrative are local).

REPORT PREPARED BY:

WARD D. MARTIN APPROVED BY:  
Capt., USMCR  
Intelligence Officer

NORMAN J. ANDERSON  
LtCol., USMC  
Commanding Officer

SIGNATURE

RANK AND DUTY

SIGNATURE

RANK AND DUTY

DATE

