

WAG-61

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Report #144

IIc(4)

AIRCRAFT ACTION REPORT

RESTRICTED
(Reclassify when filled out)

(OMIT THIS SHEET IF NO ATTACK WAS MADE)

REPORT No 144

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

- (a) Target(s) and Location(s) Reboul #10, N.B., Cape St George Radar Station, Vanakana #9, Vanakana #13, N.B. (FOR SHIPS INCLUDE ALL IN AREA UNDER ATTACK) (b) Time Over Target(s) 1001-1029L (Zone)
- (c) Clouds Over Target 2-3 tenths SC at 7000' (BASE IN FEET, TYPE AND TENTHS OF COVER)
- (d) Visibility of Target clear (e) Visibility 10 (MILES)
(CLEAR, HAZY, PARTIALLY OBSCURED BY CLOUDS, ETC.)
- (f) Bombing Tactics: Type level Bomb Sight Used BR.15, Mod.7. (LEVEL, GLIDE OR DIVE) (TYPE)
- Bombs Dropped per Run All Spacing 25-30' Altitude of Bomb Release 9,600-11,200' (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 <u>Reboul #10 New Britain.</u>	<u>2100' x 400'</u>	<u>6 WRA-423</u>	<u>18 x 1000# GP</u>		
2 <u>Cape St George Radar Station</u>		<u>6 WRA-433</u>	<u>18 x 1000# GP</u>		
3 <u>Vanakana #9 N.B.</u>	<u>2000' x 1100'</u>	<u>9 WRA-443</u>	<u>27 x 1000# GP</u>		<u>See "a".</u>
4 <u>Vanakana #13 & Kara Plantation, N.B.</u>	<u>1600' x 900'</u>	<u>9 WRA-413</u>	<u>72 x 250# GP</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.-18 x 1000# GP struck center of target completely destroying 3 large fuel tanks and the big revetted building at the rear of Taboi wharf. Blast and fires have cleared the area for some distance about the former position of the tanks.
- 2.-17 x 1000# GP fell in the sea to south of the target. 1 x 1000# GP hit shore to south of target. No apparent damage. Poor result was caused by malfunction of bombsight. Drift knob on sight would not work causing sight to drift off target.
- 3.-27 x 1000# GP hit in target area. The large building was probably damaged and a direct hit was made on three buildings 200' south of the large building. Entire area around buildings has been completely cleared of trees, and wreckage can be seen indicating that there were possibly more buildings than previously observed. Several well kept gardens in the area were also destroyed.
- 4.-64 x 250# GP struck in target area completely destroying 15 buildings and damaging five. The main road was cratered in two places and entire center section of target was wiped out, debris scattered throughout the area. Probably more buildings were destroyed or damaged but could not be counted because of being hidden under the trees.
- 8 x 250# GP were dropped on Kara Plantation for unobserved damage. These bombs were not dropped on primary target because bomb release was out of order when over the target.

(Cont'd next page)

- (p) Were Photographs Taken? yes Photographs of Damage, When Taken, Should Be Attached By Staple.

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REPORT No. 114

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

- (a) Target(s) and Location(s) _____ (b) Time Over Target(s) _____ (Zone) _____
(FOR SHIPS INCLUDE ALL IN AREA UNDER ATTACK)
- (c) Clouds Over Target _____
(BASE IN FEET, TYPE AND TENTHS OF COVER)
- (d) Visibility of Target _____ (e) Visibility _____
(CLEAR, HAZY, PARTIALLY OBSCURED BY CLOUDS, ETC.) (MILES)
- (f) Bombing Tactics: Type _____ Bomb Sight Used _____
(LEVEL, GLIDE OR DIVE) (TYPE)
- Bombs Dropped per Run _____ Spacing _____ Altitude of Bomb Release _____
(NUMBER) (FEET) (FEET)
- (g) Number of Enemy Aircraft Hit on Ground: Destroyed _____ Probably Destroyed _____ Damaged _____

(h) AIMING POINT	(i) DIMENSIONS OR TONNAGE	(j) NO A/C ATTACKING	(l) BOMBS AND AMMUNITION EXPENDED EACH AIMING POINT	(m) NO HITS On Aiming Point	(n) DAMAGE (None, slight, serious, destroyed or sunk)
		(k) SQUADRON			
1					
2					
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(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).

Photographs attached:

- (2) (WB-423) (240) (0) (20") (10,000') (1000L) (15 July 45) (Reboul #10)
 (1) (WB-433) (164) (0) (20") (9,400') (1023L) (15 July 45) (Cape St. George Radar)
 (1) (WB-443) (255) (0) (20") (11,600') (1021L) (15 July 45) (Funkensen #9)
 (3) (WB-413) (731) (0) (21") (11,200') (1029L) (15 July 45) (Funkensen #13)

(p) Were Photographs Taken? _____ Photographs of Damage, When Taken, Should Be Attached By Staple.

yes

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REPORT No. 144

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		423		433		443	
CALL	PILOT	CALL	PILOT	CALL	PILOT	CALL	PILOT
254B21	MacLean	242B21	Taylor	266B21	Dethier	279B21	Anderson
255B21	Usher	243B21	Van Horn	267B21	Coleman	280B21	Steben
256B21	Oxson	244B21	Monroe	268B21	Swinford	281B21	Weeks
257B21	Bruggestress	245B21	Deard	269B21	Pittner	282B21	Craser
258B21	Appel	246B21	Nicolas	270B21	Woodward	283B21	Wilson
259B21	Sanford	247B21	Ostrander	271B21	Mackin	284B21	Joy
260B21	Smith					285B21	Stewart
261B21	Nelson					286B21	Carter
262B21	Newcomb					287B21	Fruitt

The Group's targets for 15 July 45 were: Cape St. George, New Ireland, and the Rabaul and Vunakansu areas on New Britain, on which there were four coordinated medium level attacks.

Major Taylor, executive officer of WVR-423, led his six PWs off the strip at 0837 for their assigned target, Rabaul #10. They flew javelin down sections of ves to their primary by way of Selapiu Island in the southern part of New Archipelago, then to Duke of York Islands. Here the flight turned southwest to the Gredner Islands, and then across the Matupi causeway on the bombing run. The bombs were dropped at 1001 from an altitude of 10,200' on a course of 295° magnetic at an indicated speed of 155 knots. The flight broke right and returned by way of Muna Island on the northeast coast of New Ireland to land at Haireu at 1122. All 18 half ton GPs struck the center of the target completely destroying 3 large fuel tanks and the big revetted building at the rear of Tabei wharf. Blast and fires have cleared the area for some distance about the former position of the tanks.

Six PWs of WVR-433 led by Captain Dethier took off from Haireu on a medium altitude bombing attack on the radar station located at Cape St. George New Ireland. The squadron proceeded southeast down the northern coast of New Ireland to East Cape, then to the target. The formation to and over the target was javelin down. The bombing run was made at a speed of 155 knots, altitude 9600' while on a heading of 240° magnetic. Bombs away at 1018, after which the flight broke left rallying north of the target and all Mitchells were safely on the deck at 1202. 17 of the 1000# GPs fell in the sea south of the target, while 1 GP hit the shore south of the target. The poor results were caused by a malfunction of the bomb sight, i.e.; the drift knob on the sight would not work causing the sight to drift off the target.

Major E. E. Anderson was up at 0835 to lead nine planes of WVR-443 on a medium altitude strike on Vunakansu #9. The Selapiu - Duke of York Islands route brought the squadron into the target area. On the bombing run the flight took a course of 331° magnetic at an altitude of 11,100' and a speed of 155 knots indicated. The bombs were away at 1021 and the flight broke right to Baluona Point and ralled midway between Praed Point and the Duke of Yorks. A Lake was clearly seen on the Vunakansu strip. After rally the flight took a course for Muna Island then up the east coast of New Ireland to land at Haireu by 1135. The customary javelin down formation was used throughout. The bombing results were as follows: All 27 half tonners hit in the target area. The large building was probably destroyed and a direct hit was made on 3 buildings just south of the large structure. The entire area around the buildings has been completely cleared of trees and wreckage can be seen that indicates that there were possibly more buildings than previously observed. Several gardens in the area were also destroyed.

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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

PROTECTION

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

Captain Mac Leon led nine WB-413 PBJs off the Emirau strip at 0905 for a medium altitude strike on Vanakasa #13. The squadron flew javelin down in vee formation to Salapiu Island and there took a 119° magnetic heading to Watom Island where the bombing run was started. The run was made on a heading of 193° magnetic at an altitude of 11,200' and an indicated air speed of 155 knots. Bombs were away at 1029 and the squadron broke right taking a course to Huru Island. One plane failed to drop on the primary due to release trouble and received permission to drop its load of 8 x 250# on Karu Plantation. Results were not observed. From this point the flight winged its way home on a course of 300° magnetic with all planes on the deck by 1147. The bombing results were as follows: 64 x 250 GPs struck in the target area completely destroying 15 buildings and damaging 5. The main road was cratered in 2 places, and the entire center of the target was wiped out. 8 x 250# GPs were dropped on Karu Plantation as indicated above.

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

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

REPORT PREPARED BY:

APPROVED BY:

SIGNATURE

RANK AND DUTY

SIGNATURE

RANK AND DUTY

DATE



XVMB-423X240(0)(20'X10200'X1000L X 15 July 45) Rabdul #10 Cont.



EASTMAN RE

EASTMAN REGULAR SAFETY

REGULAR SAFETY

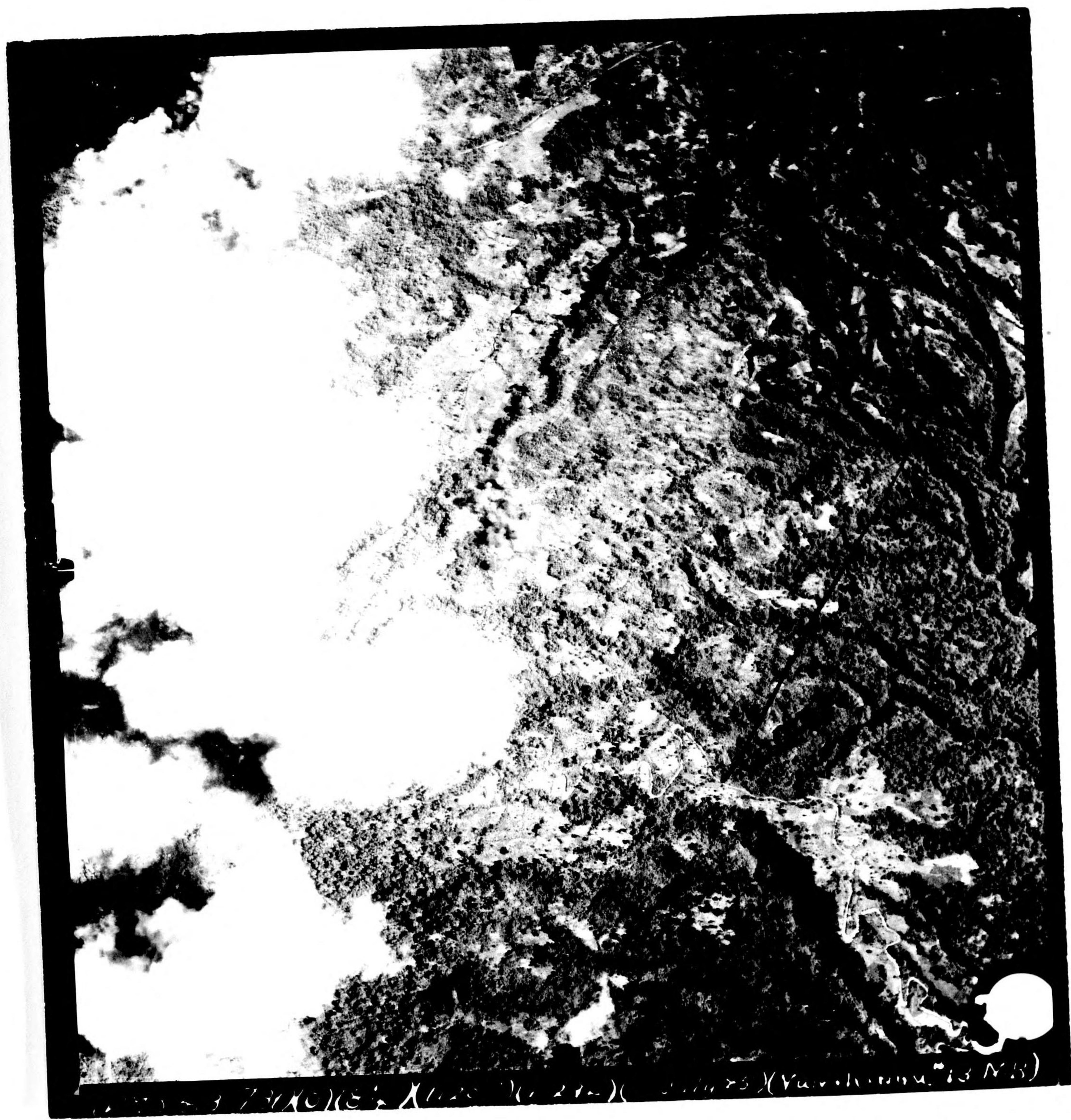
(VMT-435)(164)0(20)(8400)(0234)(15JUN 45)(L.A.P.C.)(George - Hanks)



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