

MG-61

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Report # 133

LIG (4)

AIRCRAFT ACTION REPORT

RESTRICTED
(Reclassify when filled out)

(OMIT THIS SHEET IF NO ATTACK WAS MADE)

REPORT No. 133

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

(a) Target(s) and Location(s) Kabogada #11, Rebaul #24 and Rebaul #14, New Britain (b) Time Over Target(s) 0928, 1058, 1058 (Zone)

(c) Clouds Over Target scattered cu. at 2000' tops to 5000' (BASE IN FEET, TYPE AND TENTHS OF COVER)

(d) Visibility of Target clear (e) Visibility 10 (MILES)

(f) Bombing Tactics: Type level Bomb Sight Used Mk. 15, Mod. 7 (LEVEL, GLIDE OR DIVE) (TYPE)

Bombs Dropped per Run All Spacing 25' Altitude of Bomb Release 10,500', 11,300', 10,000' (NUMBER) (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 Kabogada #11.	1700' x 1700'	9 WR-113	24 x 650# Depth Charges.		
2 Rebaul #24.	2000' x 900'	6 WR-133	18 x 650# Depth Charges.		See "g".
3 Rebaul #14.	2000' x 1400'	9 WR-113	27 x 650# Depth Charges.		
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.-24 x 650# DCHs hit in the target and post-strike photographs show at least six hits destroyed with more probably damaged.
- 2.-18 x 650# DCHs strung from the southeastern edge of the target to a point 2000' southeast causing damage to gardens in that area.
- 3.-21 x 650# DCHs fell in a pattern 2000' x 100' at a distance of approximately 1000' from the southwestern corner of the target for no apparent damage.
- 6 x 650# DCHs fell 2000' east of the target for unobserved damage.

Photographs attached:

- (2) (WR-113) (721) (0) (20") (10,000') (1025L) (25 June, 1945) (New Rebaul #14)
- (4) (WR-133) (154) (0) (20") (11,300') (1054L) (25 June, 1945) (Rebaul)
- (3) (WR-113) (217) (0) (20") (11,050') (0925L) (25 June, 1945) (Rebaul, 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
" " " 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
CALL PILOT
254B21 Cox
255B21 Leggie
256B21 Smith
257B21 MacLean
258B21 Orson
259B21 Thomas
260B21 Brueggemann
261B21 Gilbert
262B21 Ringler

433
CALL PILOT
266B21 Whitney
267B21 McLaughlin
268B21 Maher
269B21 Crocker
270B21 Monhennet
271B21 Arant

443
CALL PILOT
279B21 Anderson
280B21 Cronquist
281B21 Hooks
282B21 Tafel
283B21 Silberstine
284B21 Sieben
285B21 Stewart
286B21 Hawkins
287B21 Carter

WR-413 led off the three medium altitude strikes that were coordinated against New Britain on 25 June. Major Anderson led 9 FBs from the strip at 0756 to attack Kabagada #11, personnel and hut area with many active tracks. The planes carried 3 x 650# Depth Charges each. 24 explosives hit the target with after-strike photos showing six plus huts destroyed with others probably damaged. 3 bombs hung and were later jettisoned into the sea. Six Mitchells representing WR-433 in the day's strikes with Major Whitney leading, took off at 0827. 18 x 650# Depth Charges were dropped on the 50 plus hut and personnel area of New Rabaul #24. They strung out from a point on the southeast edge of the target to a point 2000' southeast causing damage to gardens along the trail. At 0858 Lt. Col. Cox led the WR-413 flight of 9 planes from Aisrau. The hut area at New Rabaul #14 was the object of attack. After-strike photos show all 27 x 650# DCGs to have missed the target, 21 landing about 1000' from the southeast corner of the area while 6 hit 2000' east of the target, all for no apparent damage.

All three flights took a course down the northeast coast of New Ireland via Anba and Cape Lameris. WR-413 attacked Kabagada #11 at 0924 on a magnetic heading of 174°, altitude of 10,500' making 153 knots (IAS). The return trip scheduled up the southwest coast of New Ireland was forced over to the northeast coast of Fangelawa Bay. The flight leader contacted the other squadrons to clear for the route back which brought all planes safely in by 1034.

WR-433 dropped on New Rabaul #24 at 1052. The run was on 130° magnetic from 11,300', speed of 155 knots indicated. Breaking to the right the return trip was up the southwest coast of New Ireland over Solapiu to base by 1105.

The drop on New Rabaul #44 was made by WR-413 at 1025 from 10,000' while indicating 155 knots. The run was on a heading of 125° magnetic. Breaking right the flight took the Solapiu Island route to Aisrau, landing at 1135.

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

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



(1375) (K. H. ... (New Zealand '49)



(CMB 33) (5:00) (1.500) (154) (50mc 15) (1.000)

5521 EASTMAN REGULAR SAFETY

5520 EASTMAN REGULAR SAFETY

5520 EASTMAN REGULAR SAFETY

