

MG-61

149
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Report # 121

IC (4)

2

AIRCRAFT ACTION REPORT

RESTRICTED
(Reclassify when
filled out)

Ref: VMB-413 312
433 202
443 166

I. GENERAL

(a) Unit Reporting NAG-61 (b) Based on or at Emirau Island (c) Report No. 121
 (d) Take off: Date 7 June, 1945 Time (LZT) 0745L (Zone); Lat 01° 36' S. Long 150° E.
Coordinated medium altitude bombing attack against
 (e) Mission Rabaul 31, Vanakasa 24, and Kabagada 5, New Britain (f) Time of Return 1150L (Zone)

II. OWN AIRCRAFT OFFICIALLY COVERED BY THIS REPORT.

TYPE (a)	SQUADRON (b)	NUMBER			BOMBS AND TORPEDOES CARRIED (PER PLANE) (f)	FUZE, SETTING (g)
		TAKING OFF (c)	ENGAGING ENEMY A/C (d)	ATTACKING TARGET (e)		
PBI-1	VMB-413	1	None	1	3 x 650 M-37 DG 8 x 250 GP M-57	Nose: AN-M-103 inst. Tail: AN-M-100A2 .025 D.
PBI-1	VMB-433	6	None	6	8 x 250 GP M-57	Nose: AN-M-103 inst. Tail: AN-M-100A2 inst.
PBI-1	VMB-443	6	None	6	8 x 250 GP M-57	Nose: AN-M-103 inst. Tail: AN-M-100A2 inst.

III. OTHER U. S. OR ALLIED AIRCRAFT EMPLOYED IN THIS OPERATION.

TYPE	SQUADRON	NUMBER	BASE	TYPE	SQUADRON	NUMBER	BASE
PBI-5A	VFB 53	1	Emirau Island				
F4U	NZ #25	2	Same				

IV. ENEMY AIRCRAFT OBSERVED OR ENGAGED (By Own Aircraft Listed in II Only).

(a) TYPE	(b) NO OBSERVED	(c) NO. ENGAGING OWN A/C	(d) TIME ENCOUNTERED	(e) LOCATION OF ENCOUNTER	(f) BOMBS, TORPEDOES CARRIED; GUNS OBSERVED	(g) CAMOUFLAGE AND MARKING
None			(ZONE)			
			(ZONE)			
			(ZONE)			

(h) Apparent Enemy Mission(s) _____
 Did Any Part of _____
 (i) Encounter(s) Occur in Clouds? _____ If so, Describe Clouds _____
(YES OR NO) (BASE IN FEET, TYPE AND TENTHS OF COVER)
 Time of Day and Brilliance _____
 (j) of Sun or Moon _____ (k) Visibility _____
(NIGHT, BRIGHT MOON; DAY, OVERCAST; ETC.) (MILES)

V. ENEMY AIRCRAFT DESTROYED OR DAMAGED IN AIR (By Own Aircraft Listed in II Only).

(a) TYPE ENEMY A/C	(b) DESTROYED OR DAMAGED BY:			(c) WHERE HIT, ANGLE	(d) DAMAGE CLAIMED
	TYPE A/C	SQUADRON	PILOT OR GUNNER		
None					

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(OMIT THIS SHEET IF NO ATTACK WAS MADE)

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

(a) Target(s) and Location(s) **New Rabaul #31, Vanakanau #24 and New Rabaul #35, New Britain.** (b) Time Over Target(s) **31:1012L, 24:0910L, 35:1027L** (Zone)

(c) Clouds Over Target **Vanakanau and New Rabaul #35 2/10 cu. at 2000'. New Rabaul #31 clear.**

(d) Visibility of Target **clear. N.B. #35 partially obscured by clouds.** (e) Visibility **10** (MILES)

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

Bombs Dropped per Run **All** (NUMBER) Spacing **20'** (FEET) Altitude of Bomb Release **10,400-11,400'**

(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 No. 31, New Britain	1800' x 1200'	5 VMB-413	32 x 250 GPs 3 x 650# Depth Charges		
2 Vanakanau No. 24, New Britain	1200' x 1200'	6 VMB-433	48 x 250# GPs		See "e"
3 New Rabaul No. 35, New Britain	1500' x 1500'	6 VMB-443	48 x 250# 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.-24 x 250# GPs landed in the eastern and southeastern portions of the target doing probable damage to a group of twelve plus huts.
8 x 250# GPs landed east by 100' of the eastern edge of the target.
3 x 650# DGs landed in the target near what appeared to be a stores area.
After-strike photographs had cloud shadow over the target making an accurate assessment impossible.
- 2.-48 x 250# GPs surrounded the smoke bomb which marked the approximate center of the target and no bombs landed outside the designated area. The heavy vegetation that covered the land was opened in many places and after-strike photographs revealed probable damage to ten huts and one building 50' x 50'.
- 3.-48 x 250# GPs covered an area 800' x 400' in the middle of the target where stores have been reported to be.

Photographs attached:

- (1) (VMB-413 - 710 (0) (20") (10,400') (1012L) (7 June, 45) (New Rabaul #31)
- (2) (VMB-433 - 143 (0) (20") (10,500') (0919L) (7 June, 45) (Vanakanau #24)
- (3) (VMB-443 - 233 (0) (20") (10,100') (1031L) (7 June, 45) (Rabaul #35, 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

413		433		443	
CALL	PILOT	CALL	PILOT	CALL	PILOT
254B21	Hines	266B21	Whitney	279B21	Anderson
255B21	Thomas	267B21	Leder	280B21	Kozlowski
256B21	Olsen	268B21	Coleman	281B21	Gronquist
257B21	Gearhart	269B21	Sadkin	282B21	Brazeal
258B21	Fischburg	270B21	Maker	283B21	Burk
		271B21	Mendenhall	284B21	Johnson

Three squadrons took off on a coordinated medium altitude bombing attack against Vanakana #24, New Rabaul #31 and Kabagada #5, New Britain. All three targets are composed of huts and personnel areas. Kabagada #5, being clouded out, was not attacked, so the secondary, New Rabaul #35, a storage and personnel area, on New Britain, was hit.

24 x 250# GPs out of 32 dropped over New Rabaul #31, by VMB-413, hit in the target with 3 x 650# Depth Charges causing damage to what appeared to be a stores area and to a group of more than a dozen huts. After strike photographs of this target had cloud shadows over the target making an accurate assessment impossible. VMB-433, over Vanakana #24, dropped all of its 48 x 250# GPs in the smoke bomb that marked the center of the target. Vegetation was cleared away in a large area and after-strike photographs show that damage was done to 10 huts and one 50' x 50' building. VMB-443, over Rabaul #35, the secondary, dropped its load of 48 x 250# GPs in the middle of the target where stores are reported to be.

VMB-433, led by Major Whitney, took off at 0745 and proceeded southeast down the northern coast of New Ireland, crossed at Cape Namoreda, south to the Duke of York Islands, southwest to Kulon Plantation, New Britain and to the target. The formation to and over the target was a column of vees, stepped down. Smoky Joe was notified and he dropped his smoke bomb right in the approximate center of the target. The bombing run was at a course of 288° magnetic at 11,400' and a speed of 157 knots (IAS). Bombs were away at 0919 and the break was to the right. The return to base was up the southern coast of New Ireland and all planes were safely on the deck at 1044.

VMB-413 took off at 0858. On pre-flight, of the lead aircraft, engine trouble was discovered and lead turned over to Captain Hines by Major Mendenhall. The squadron took a magnetic course of 145° for 70 miles, 128° for 100 miles and 105° for 20 miles, thence into the bombing run of 130° magnetic at 10,400' and a speed of 160 knots (IAS). All bombs were away at 1012. The break was to the right and the flight headed back to home base on a course of 302° magnetic for 115 miles and then 325° magnetic to base and a safe landing at 1121.

VMB-443, led by Major Anderson, took off at 0905 and headed for Steffen Straits then southward to a point just west of Waton Island and hence into the bombing run on the primary target. However, a message from the photo plane stated that the target clouded over so in view of this the flight leader chose the secondary of Rabaul #35, New Britain.

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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

Aarmor; 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

Continuing on an easy turn around Watom Island the flight went into the bombing run of 090° magnetic at 10,800' and a speed of 155 knots (IAS). The bombs were away at 1027. A javelin down formation was used both in the run and the route. The formation broke left around Tawui Point and skirted the coast back to Kabagada to check over the primary, but clouds still obscured it. The west coast route to New Hanover was used for the return to base. One plane developed engine trouble here and left the formation to make a safe and early landing. The balance of the planes landed safely at 1150.

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

S. W. RALSTON,
Lt. Col., USMC,
Group Commander.

REPORT PREPARED BY:

APPROVED BY:

SIGNATURE

RANK AND DUTY

SIGNATURE

RANK AND DUTY

DATE



(VMB-433)(143)(0)(20)(09196)(10,500)(1-June 45)(Unakonda-2)

