

MG-61

1419
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Report #1412

#IC(4)

AIRCRAFT ACTION REPORT

RESTRICTED
(Reclassify when filled out)

(OMIT THIS SHEET IF NO ATTACK WAS MADE)

REPORT No 142

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

(a) Target(s) and Location(s) Kabagada #13, Rabaul #16, Funakanau #21, Rabaul #4, New Britain. (b) Time Over Target(s) 1010-1105L (Zone)
(FOR SHIPS INCLUDE ALL IN AREA UNDER ATTACK)

(c) Clouds Over Target 2-3 tenths cu. bases 1500' tops 4000'.
(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 20-50' Altitude of Bomb Release 10,000-11,100'
(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 Kabagada #13, N.B.	900' x 1200'	6 WR-423	72 x 260# Frags.		
2 Rabaul #16, N.B.	1800' x 2500'	9 WR-413	108 x 260# Frags.		
3 Funakanau #21, N.B.	1200' x 1500'	6 WR-433	18 x 1000# GPs.		See "o".
4 Rabaul #4, N.B.	1200' x 1700'	9 WR-443	72 x 250# GPs.		
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.-55 x 260# Frags. fell just south of the target.
17 x 260# Frags. fell in Keravia Bay when due to mechanical failure some bombs released as the bomb bay doors opened. No apparent damage to target.

2.-94 x 260# Frags. in target.
2 x 260# Frags. fell in the water east of the target.
12 x 260# Frags. salvaged in woods, south of Namatanai Airstrip. The post-strike photographs disclose the following damage within 43,000 square yards of the target. The destruction of a possible tunnel entrance adjoining the coast road, the destruction of five buildings, cratering roads and gardens.

3.-18 x 1000# GPs fell approximately 300 feet short and southeast of the target. There was no apparent damage to the target.

4.-32 x 250# GPs fell on the northeast edge of the target.
32 x 250# GPs extending to a point 300 yards southeast of the target.
8 x 250# GPs jettisoned off Tawad Point. Two huts 420 yards east of the target were the only buildings hit by the bomb load.

Photographs attached:

- (2) (WR-423) (238) (0) (5 1/2") (11,100') (1030L) (12 July 45) (Kabagada #13)
- (2) (WR-413 - 130) (0) (8") (10,200') (1010L) (12 July 45) (Rabaul #16)
- (3) (WR-433) (0) (20") (11,000') (1010L) (12 July 45) (Funakanau, N.B.)
- (3) (WR-443) (254) (0) (20") (10,700') (1109L) (12 July 45) (Rabaul #4)

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

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REPORT No. 142

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 Fighting Tactics
Use of Jamming

COMMENTS AND RECOMMENDATIONS

Bombing Tactics
Torpedo Tactics
Effectiveness of Bombs, Torpedoes
Selection of Targets
Fuzeing
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	Mac Lean	242B21	Taylor	266B21	Sadkin	279B21	Anderson
255B21	Ingberg	243B21	Linea	267B21	Simons	280B21	Joy
256B21	Newland	244B21	Rice	268B21	Coleman	281B21	Wilson
257B21	Henry	245B21	Hopper	269B21	Dethier	282B21	Johnson
258B21	Gilbert	246B21	Monroe	270B21	Swinford	283B21	England
259B21	Menard	247B21	Huber	271B21	Woodward	284B21	Graser
260B21	Leggie					285B21	Kozlowski
261B21	Ullrich					286B21	Fruitt
262B21	Conant					287B21	Johnson

Gazelle Peninsula and Vanakansu provided the targets for to-day's 4 coordinated medium altitude strikes.

WR-423, with Major Taylor in the lead of six PBJs was the first squadron off the Emirau strip, departing at 0757. Their objective was Kabagada #13.

After a delayed take off by the last 4 planes the squadron flew in two sections, javelin down formation on a course of 119° magnetic for 190 miles down the NE coast of New Ireland to Cape Namorada where it turned to 173°. The run on the target was made at a heading of 100° magnetic, the bombs were released at 1020 from an altitude of 11,100 feet with an indicated 155 knots airspeed. With bombs away the formation broke left for return to the base, all planes arriving back at Emirau by 1147. 55 bombs fell just south of the target. 17 bombs fell in Keravia Bay when due to mechanical failure some bombs released as the bomb bay doors opened. No damage to the target could be assessed.

Nine Mitchells of WR-413 were led from the strip at 0835 by Captain Mac Lean, having for their primary Rabaul #16. The flight joined up on WR-433 and flew in a right echelon javelin down formation along the coast of New Ireland. 39 miles from Nabute the squadron broke right from the formation and proceeded to its bombing run on a course of 300° magnetic, from 10,200 feet with bombs away at 1010. The formation over the target was a vee, javelin down. Breaking right the formation took a course to Munu Island. Near Namatanai one plane jettisoned 12 bombs in a wooded area south of the strip. The bomb bay doors stuck on the primary run. Results of these hits were unobserved. 94 bombs fell in the target and 2 fell in the water east of the target. At Munu Island the squadron rejoined on WR-433 and proceeded to base on a course of 300° magnetic. All planes landed safely at 1136.

Captain Sadkin led six PBJs of WR-433 off the deck at 0835. Following take off the squadron proceeded down the northern coast of New Ireland to Cape Namorada, then south over Duke of York to Kabanga Bay to target, Vanakansu #21. The formation to and over the target was javelin down vee. The bombing run was made at a speed of 160 knots, altitude of 11,000' while on a magnetic heading of 290°. All 18 half tonners fell approximately 300 feet short and southeast of the target. All planes were safely on the deck at Emirau by 1132.

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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

Major E.E. Anderson took off at 0942 to lead nine planes of W.B. 443 on a strike at the difficult Rabaul #4. The flight took the Salapiu Island route and flew a course of 126 degrees magnetic, to reach a point off Mission Point on the west side of Talili Bay. The run was set up on 097° magnetic, at 10,200' with an indicated speed of 160 knots. The load was away at 1105 for the following results. 32 bombs on the northeast edge of the target, 32 extending to a point 300 yards southeast of the target, 8 jettisoned off Tawui Point. Two huts 420 yards east of the target were the only buildings hit by the bomb load. A break to the left brought the flight to a rally point approximately 10 miles north of Tawui Point. The squadron then turned on a course of 356° magnetic for Mupu Island, and thence up the northern coast of New Ireland, landing safely at 1224.

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

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

REPORT PREPARED BY:

APPROVED BY

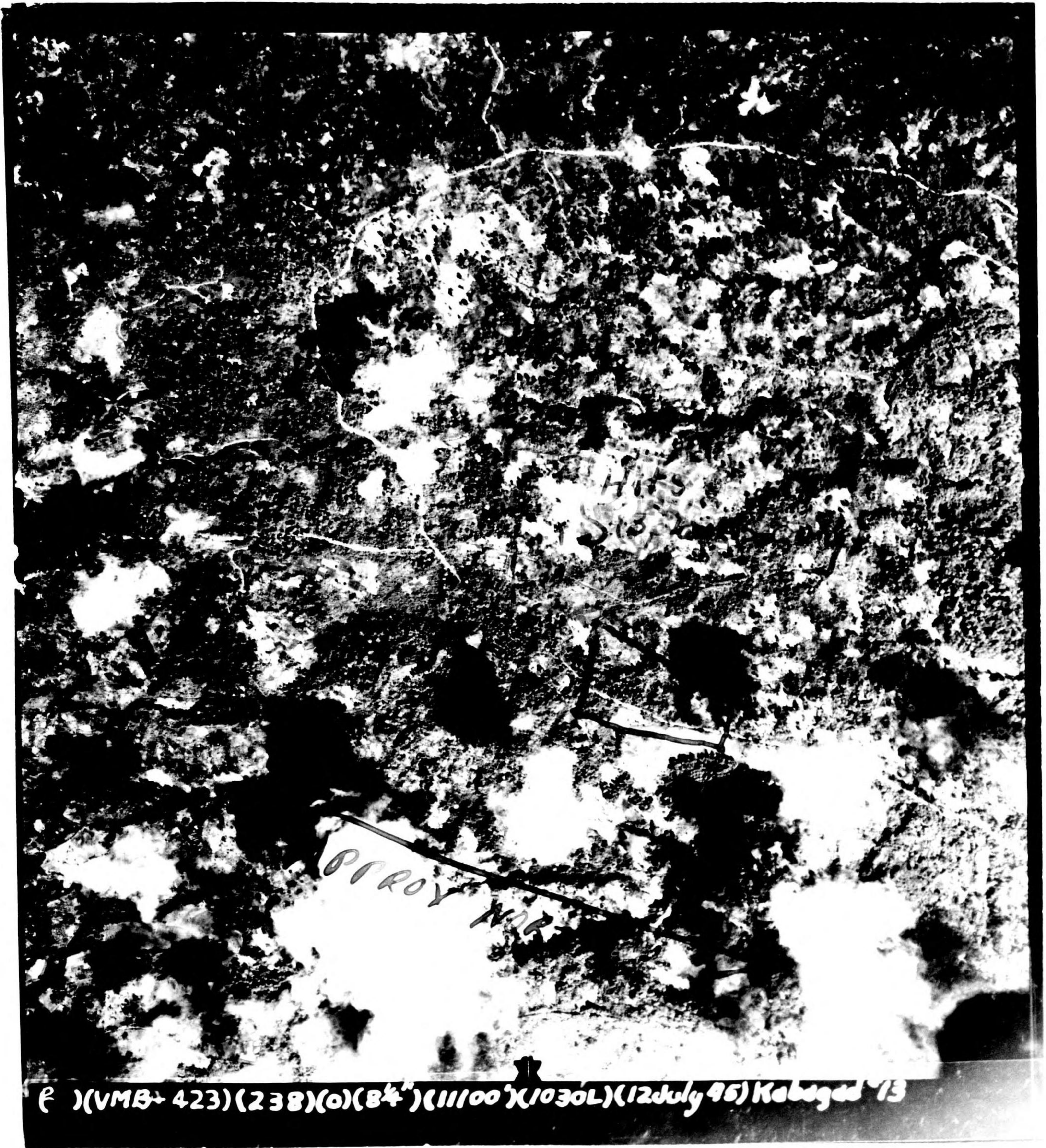
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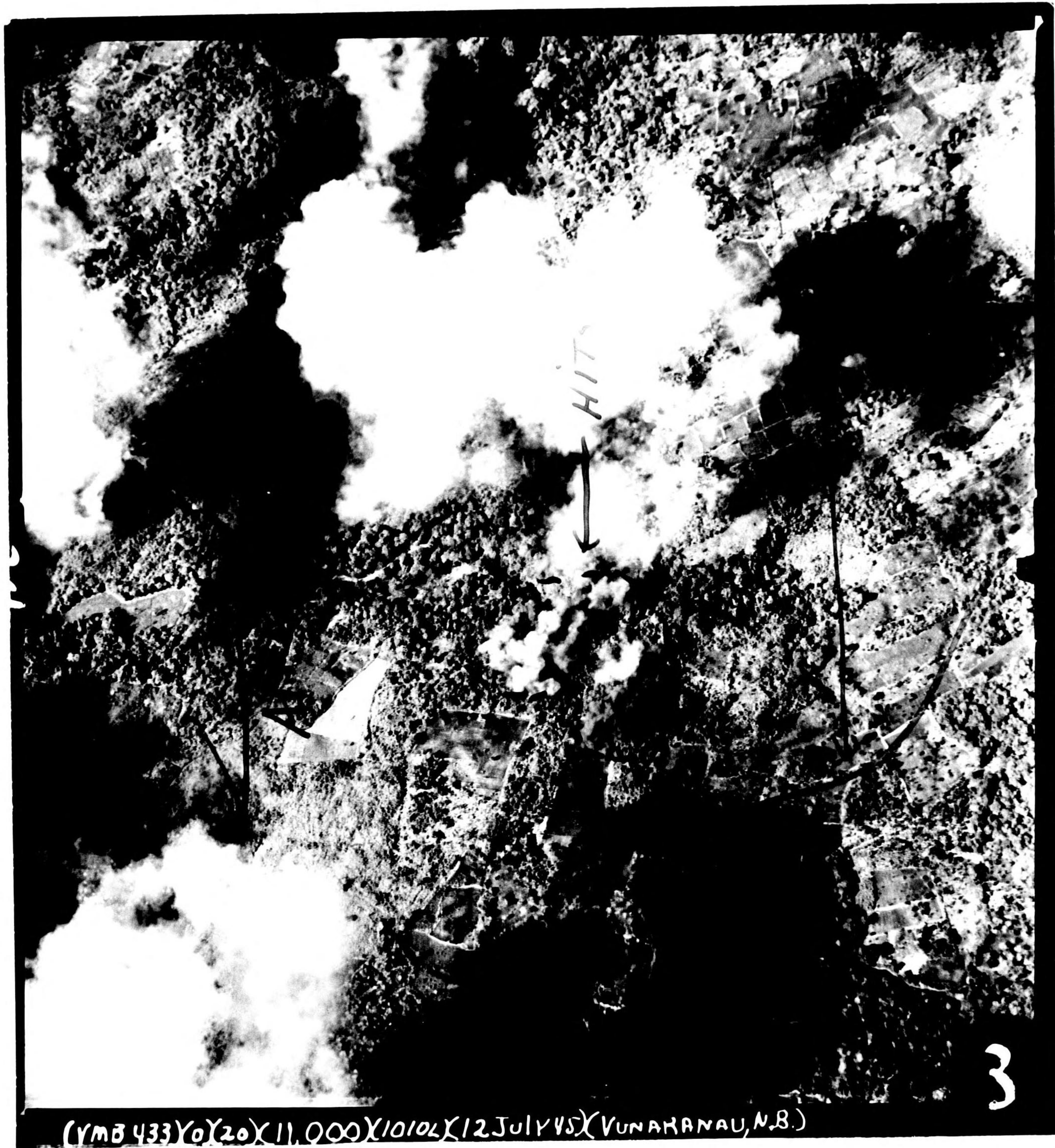
DATE



(VMB-423)(238)(0)(84)(11100)(1030L)(12 July 45) Kaboged '13



(VMB 415-13) (18 1/2) (10200) (10102) (1015) (1015) (1015)



(YMB 433 Y 020 X 11,000 X 10102 X 12 JULY 45 X VUNAHANAU, N.B.)



(YMB453) (254) (6) (20") (10700") (11092) (12 JULY 65) (NASA/C 14 NB)

3