

MG-61

149  
④

Report 145

LIC (4)



# AIRCRAFT ACTION REPORT

RESTRICTED  
(Reclassify when  
filled out)

## I. GENERAL

Ref: WR-113 34  
423 371  
433 229  
443 190 145

(a) Unit Reporting WAO-61 (b) Based on or at Nairom Island (c) Report No. 190 145

(d) Take off: Date 16 July, 1945 Time (LZT) 0821-0919L (Zone); Lat. 01° 35' S, Long 150° E

(e) Mission Coordinated medium altitude attack against Cape St. George  
Radar Station, U.S., Latitude 017, Longitude 150 (f) Time of Return 1131-1156 (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	WR-433	6	None	6	3 x 1000# GP	None: ALM-103 50% inst. 50%.01s Tail: ALM-10042 inst.
PBI-1	WR-433	9	None	9	12 x 50# Frag.	None: ALM-103 inst. Tail: ALM-10042 inst.
PBI-1	WR-433	9	None	9	3 x 1000# GP	None: ALM-103 50% inst. 50%.01s Tail: ALM-10042 50% inst. 50%.01s

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

TYPE	SQUADRON	NUMBER	BASE	TYPE	SQUADRON	NUMBER	BASE
PBY	WR-433	1	Nairom Island				
P40	WR-433	2	same				
PBI-1	WR-433	1	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 \_\_\_\_\_ (NIGHT, BRIGHT MOON, DAY, OVERCAST, ETC.) (k) Visibility \_\_\_\_\_ (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	GUNS USED		
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) Vunkanen #5, H.B., Cape St. George Radar Station, Rebasal #3, H.B., Kavieng, H.I. (b) Time Over Target(s) 1011-1101Z (Zone)

(c) Clouds Over Target CAU (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 Ht. 15, Mod. 7.

Bombs Dropped per Run 111 Spacing 25' - 50' Altitude of Bomb Release 10,000' - 10,750'

(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 Vunkanen #5, Rebasal, H.B.	2000' x 1100'	9 WIL-443	27 x 1000# GP's		
2 Cape St. George Radar Station.		6 WIL-433	16 x 1000# GP's		
3 Rebasal #3, H.B.	1100' diameter.	6 WIL-423	17 x 250# GP's		Sea "0".
4 Kavieng, H.I.		9 WIL-443	107 x 250# Frags.		
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.-27 x 1000# GP's fell in northern end of target striking just above tunnel entrances, clearing ravines<sup>2</sup> destroying two buildings in one ravine. Probably much other damage that is impossible to assess.
- 2.-16 x 1000# GP's exploded just south of the radar station for no observable damage.  
2 x 1000# GP's fell in sea off Cape St. George. No damage.
- 3.-23 x 250# GP's struck west end of target completely destroying the active storage area.  
23 x 250# GP's walked from 500' west of target to target.  
1 x 250# GP hung and was returned to base.
- 4.-107 x 250# Frags fell on the edge of the strip NW of target for no apparent damage.  
1 x 250# Frag hung and was dropped in water on way back to base. No damage.

Photographs attached:

- (2) (WIL-413 - 732) (0) (20") (11,000') (1101Z) (16 July 45) (Kavieng Hut Area.)
- (1) (WIL-433) (165) (0) (20") (10,300') (1015Z) (16 July 45) (Cape St. George Radar.)
- (2) (WIL-423) (241) (0) (20") (10,300') (1035Z) (16 July 45) (Rebasal #3.)
- (4) (WIL-443) (256) (0) (20") (10,900') (1011Z) (16 July 45) (Vunkanen #3, H.B.)

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



**AIRCRAFT ACTION REPORT**

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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  
Escort Tactics, Own  
Fighter Direction  
Use of Radar  
Night Fighting  
Recognition, Air craft

**ATTACK**

**OWN TACTICS**

Method of Locating Target  
Approach to Target  
Altitudes, Speeds  
Approach  
Dive  
Pull-Out  
Dive Angle  
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
24821	Cox	24221	Taylor	26621	Butler	27921	Gould
25321	Consent	24321	Haber	26721	Leiler	28021	Duaby
25621	Newland	24421	Jobe	26821	McLaughlin	28121	Garton
25721	Henry	24521	Leardi	26921	Sedlin	28221	Johnson
25821	Gilbert	24621	Van Horn	27021	Crocker	28321	Straley
25921	Menard	24721	Klopfenstein	27121	Wecyorek	28421	Riberstine
26021	Smith					28521	England
26121	Ullrich					28621	Cronquist
26221	Appel					28721	Kozlowski

Four coordinated medium altitude strikes were scheduled against New Britain and New Ireland targets 16 July.

Six Mitchells of WR-433 led by Captain Butler took off the Espirou strip at 0824 for an attack on the Cape St. George radar station on New Ireland. The squadron flew javelin down southeast along the northern coast of New Ireland to East Cape, then south to the target. The bombing run was made at a speed of 155 knots indicated, altitude of 10,200', while on a magnetic heading of 220°. The breakaway was to the right, rallying north of the target. All bombs fell long and southeast of the target. 16 x 1000# GP's falling just south of the radar station for unobserved results, and 2 x 1000# GP's falling in the water for no damage. All PW's were safely on the deck at Espirou by 1150.

Lt. Col. Cox of WR-413 led 9 of his PW's off the strip at 0844 for a strike on Kabogada #17. The formation flew vee, javelin down and took a course to Selapin Island. Here they executed a turn to 134° magnetic to Djaul Island where a rendezvous was had with WR-443. After the join up WR-413 led with WR-443 flying high and right in number 2 position. The formation took a course of 134° magnetic for 95 miles at which point the squadrons separated and headed for their individual targets. This squadron started its bombing run, but due to release failure no bombs were dropped, and since no second runs are allowed in this target area, the flight returned to Raving taking the huts along the airstrip for their target. The run was made at 10,000', 155 knots indicated on a magnetic heading of 135°. Bombs were away at 1104. 107 x 260# frags fell on the edge of the strip, northwest of the target for no apparent damage. 1 x 260# frag hung and was dropped in the water on the way back. All planes landed safely at 1139.

Five PW's of WR-443, led by Lt. Col. Gould took off at 0849 for Vanakenau #5 on New Britain. They flew javelin down to the target area via Selapin and Waton Island. Using Waton Island as a reference point the strike turned into a run of 153° magnetic, and bombs were away from an altitude of 10,750', speed of 155 knots indicated at 1011. 27 x 1000# GP's fell in the northern end of the target striking just above tunnel entrances, clearing ravines and destroying two buildings. The squadron broke right and rallied west of the Duke of York Islands. A course to Husu then up the east coast of New Ireland brought the strike in at 1134.

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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

REPORT PREPARED BY:

APPROVED BY:

Major Taylor led six PB's of WIL-423 in a strike on Babaul #3. The formation was composed of two, three plane sections, javalin down. They were airborne at 0920 and proceeded to Salapia Island and then turned southeast to the Ligan Peninsula. Here the flight turned left for the bombing run. Bombs were released at 1035 from 10,500' on a heading of 087° magnetic with a 155 knot indicated air speed. After the bombing the squadron broke left and returned to base by way of Muna Island. By 1156 all planes were safely on the deck at Emir. 23 x 250# GP's struck the west end of the target, completely de-roying the active storage area. 23 x 250# GP's walked from 500' west of the target to the target. 1 x 250# GP hung and was returned to base.

**E. B. CRUTSE,**  
Capt., USMC,  
Group Intelligence Officer.

**H. P. BUCKER,**  
Col., USMC,  
Group Commander.

SIGNATURE

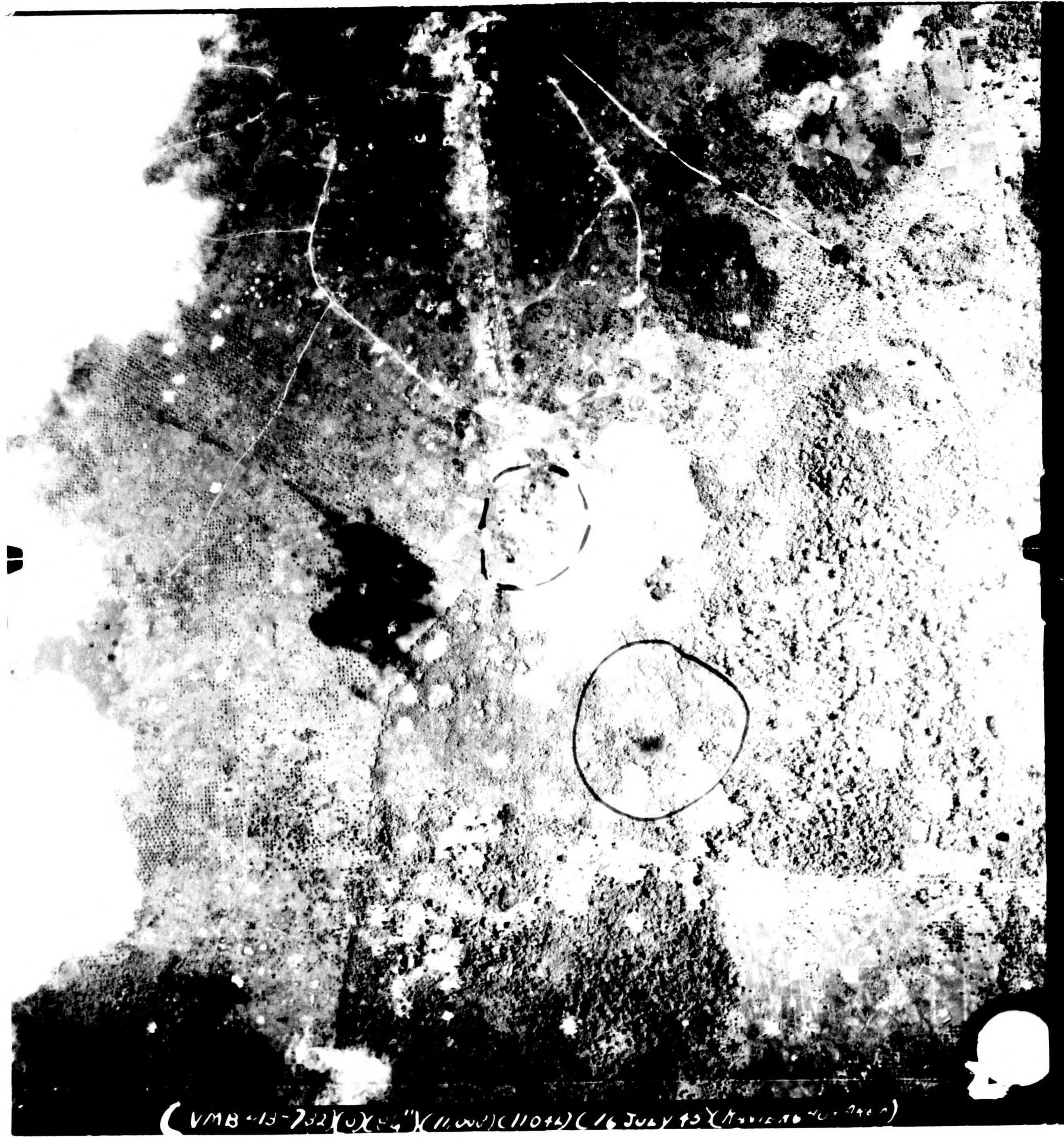
RANK AND DUTY

SIGNATURE

RANK AND DUTY

DATE





(VMB-13-732)(X-4)(11000)(11044)(16 JULY 45)(11-112-16-01-2400)





(1MB433X165X0X39X10200 X1015 1X16601445X500 St. George Kador)





(2) (V.I.D. 4-3) (241) (0) (20) (10300) (1035L) (16 July 45) Rebaul #3 Con-



