

MG-61

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Report #75

HC(4)

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# AIRCRAFT ACTION REPORT

~~CONFIDENTIAL~~

RESTRICTED  
Reclassify when  
filled out

(OMIT THIS SHEET IF NO ATTACK WAS MADE)

REPORT No \_\_\_\_\_

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

- (a) Target(s) and Location(s) Kavieng AA Positions, N. I. (b) Time Over Target(s) 1016h (Zone) \_\_\_\_\_  
(FOR SHIPS INCLUDE ALL IN AREA UNDER ATTACK)
- (c) Clouds Over Target Slight overcast alt approx at 8000'  
(BASE IN FEET, TYPE AND TENTHS OF COVER)
- (d) Visibility of Target Hazy to 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 21 Spacing \_\_\_\_\_ Altitude of Bomb Release 8,800-9,800'  
(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, Destroyed, or Sunk)
1 Medium and light AA & Command Post.		6 WR-413	6 x 2000 GP		
2 3 heavy AA positions		9 WR-433	9 x 2000 GP		
3 2 heavy AA positions		9 WR-443	9 x 2000 GP		
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 number of hits. For all targets give location and effect of hits, and identify by numbers above. Use additional sheets if necessary.)

- 3 x 2000 GPs landed NW of the target by 3000' along the road leading to the strip; no apparent damage. 2 x 2000 GPs landed SW of target by 1000' in an open area doing no apparent damage. 1 x 2000 GP landed unobserved.
- 9 x 2000 GPs hit NW of target by 4000' landing in the plantation area south of the road leading to the strip; no apparent damage.
- 6 x 2000 GPs landed approximately 400' north of 433's target; no apparent damage. 3 x 2000 GPs landed approximately 2000' further northwest in edge of woods; no apparent damage.

Photographs attached:

(5) (NAB-61) (25-A) (7) (24\*) (11500') (10214) (281er45) (Kavieng, N.I.)

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

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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

413		433		443	
CALL	PILOT	CALL	PILOT	CALL	PILOT
254B21	Cox	266B21	Smith	279B21	Gorman
255B21	Treacy	267B21	Wilcox	280B21	Graser
256B21	Geartart	268B21	Bothler	281B21	Wetsel
257B21	Henry	269B21	Loughran	282B21	Stewart
258B21	Hines	270B21	Watson	283B21	Hudson
259B21	Calund	271B21	Krenka	284B21	Blaisdell
		272B21	Bable	285B21	Kittelman
		273B21	Huston	286B21	Larson
		274B21	Fittner	287B21	Ross

The primary target was Vanakam #12, New Britain. Due to adverse weather conditions, the primary target could not be reached, and the secondary, Kavieng AA positions located south of southeast end of Kavieng Airstrip was the target of a coordinated medium level bombing attack by 3 PBJ squadrons.

Following the join up over Bairan, the flight with WIL 413 as lead squadron and LtCol Cox as flight leader, proceeded on a course of 145° magnetic to Selaplu Island, where a turn was made left to a course of 107° magnetic. Upon reaching Kant Bay, New Ireland, the flight leader elected to hit the secondary, Kavieng AA positions. The flight turned left on to a course of 027° magnetic with the flight in right echelon, squadrons javelined down. After going 5 miles inland, the formation turned into the bombing run.

WIL 413 made its bomb run at 165 kts, on a heading of 325° and at an altitude of 8,800'. Its target was medium and light AA positions together with direction finder and control unit position in the middle.

WIL 433 entered the bombing run at 165 kts, on a heading of 305°, and at an altitude of 8,800'. Its aiming point was the 3 eastern heavy AA positions on the right.

WIL 443 entered the bombing run at 165 kts, on a heading of 312° on a heading of 312° magnetic, and at an altitude of 9,800', and its target was the 2 western heavy AA positions.

Meager, heavy and medium, inaccurate AA fire was received from the positions and two positions northwest of Panapai Airstrip.

All squadrons broke to the left and the flight rallied 5 miles north of North Cape. After the flight was in formation it returned to base.

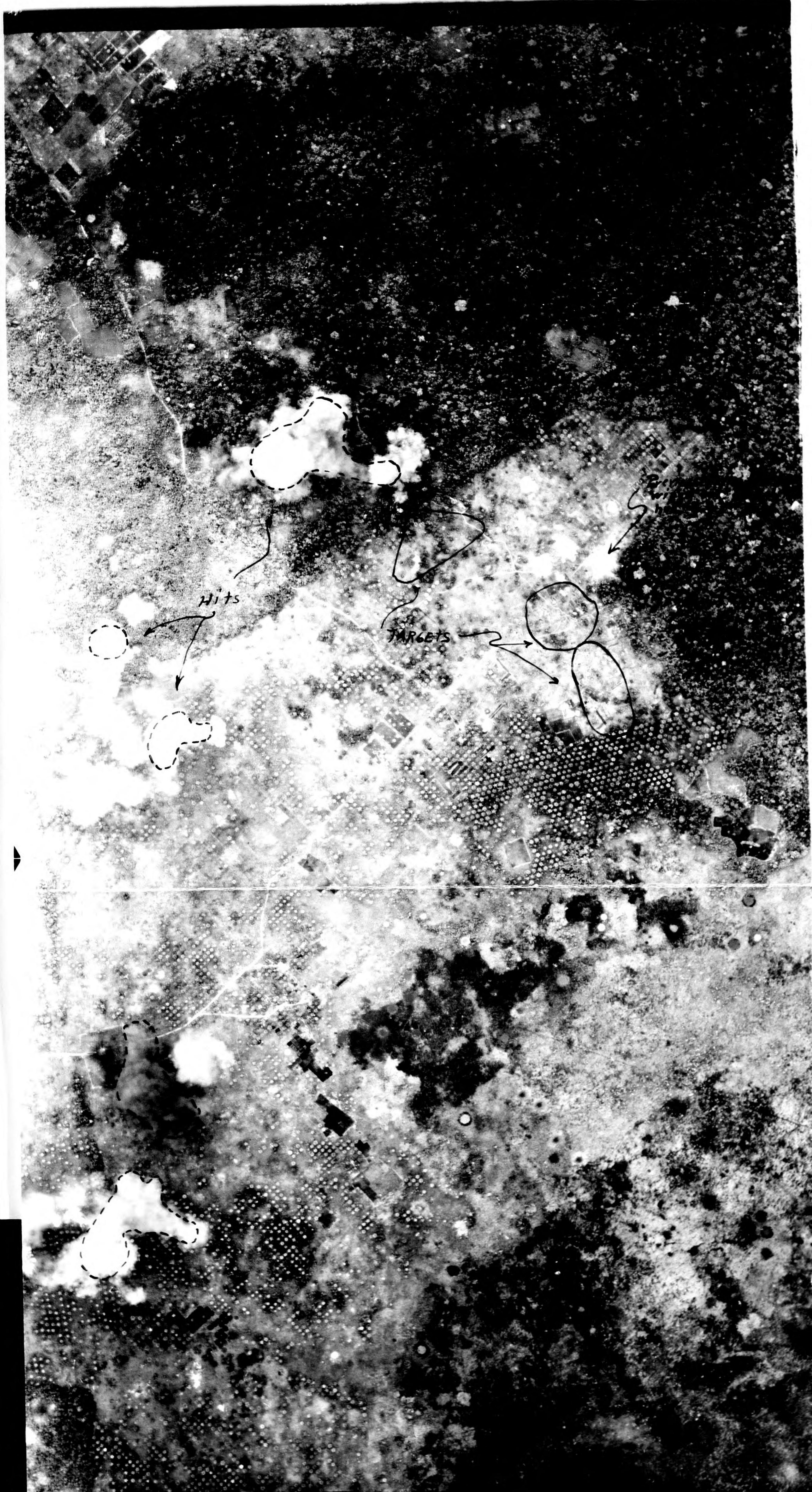
**R. R. CRUISE,**  
Capt., USMC,  
Group Intelligence Officer.

**P. K. SMITH,**  
Col., USMC,  
Group Commander.

REPORT PREPARED BY:

APPROVED BY:

SIGNATURE \_\_\_\_\_ RANK AND DUTY \_\_\_\_\_ SIGNATURE \_\_\_\_\_ RANK AND DUTY \_\_\_\_\_ DATE \_\_\_\_\_





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(MAF-61)(25-A)(V)(24)(11,500)(10214)(26 MARCH 45). KAVIENG, N.I. (CONFIDENTIAL)