

MG-41

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Report # 123

HC(4)

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# AIRCRAFT ACTION REPORT

RESTRICTED  
(Reclassify when filled out)

(OMIT THIS SHEET IF NO ATTACK WAS MADE)

REPORT No 123

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

(a) Target(s) and Location(s) Panapai Bivouac Area, N.I.,  
Vunakanau #3 & Tobera #10, N. B. (b) Time Over Target(s) 1137L  
1106L (Zone)  
1143L  
(FOR SHIPS INCLUDE ALL IN AREA UNDER ATTACK)

(c) Clouds Over Target All targets 3/10 to 5/10 cu. at 2000', tops to 4000'.  
(BASE IN FEET, TYPE AND TENTHS OF COVER)

(d) Visibility of Target Targets partially obscured by clouds. (e) Visibility 8  
(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 25' Altitude of Bomb Release 10,600'  
(NUMBER) (FEET) (FEET)

(g) Number of Enemy Aircraft Hit on Ground: Destroyed None Probably Destroyed None Damaged None  
10,200'

(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 Panapai Bivouac Area, New Ireland.	1960' x 900'	5 WB-433	60 x 100 GPs		
2 Vunakanau #3, New Britain.	2100' x 1050'	6 WB-413	48 x 250 GPs		See "c".
3 Tobera #10, New Britain.	2100' x 1100'	6 WB-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.-30 x 100# GPs landed in the western section of the target clearing the area but no damage is observed.
- 30 x 100# GPs landed south of the target by 150' and west of the target by 200' for no damage.
- 2.-48 x 250# GPs dropped on the target, but due to cloud cover actual distinction and results are unknown. Smoke was seen to rise to 3000' from the target area.
- 3.-45 x 250# GPs made a pattern 400' square in the very middle of the designated target, but post-strike photographs failed to reveal any wreckage.
- 3 x 250# GPs fell 200 yards west of the target. Bombs were detected by striking bomb bay doors when they were released.
- 4.-12 x 100# GPs hung and were returned to base.

Photographs attached:

- (2) (WB-433) (145) (0) (20") (10,600') (1137L) (10 June 45) (Panapai, N.I.)
- (2) (WB-443) (237) (0) (20") (10,300') (1145L) (10 June 45) (Tobera #10, N.B.)

(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
  - Needling 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	Mendenhall	266B21	Whitney	279B21	Anderson
255B21	Ingberg	267B21	Leder	280B21	Livingston
256B21	Newland	268B21	Crocker	281B21	Carter
257B21	MacLean	269B21	Sadkin	282B21	England
258B21	Menard	270B21	Menhennet	283B21	Bark
259B21	Bouscaren	271B21	Butler	284B21	Ko-levski

Three squadrons participated in coordinated strikes against three separate targets. Funakansu #3 was struck by WIR-413. Forty-eight bombs caused smoke to rise 3000' over the target area although cloud cover prevented accurate count of the results. WIR-443 took Tebera #10, a supply dump located about two miles west of the Rapopo Airstrip, as its target. 45 x 250# GPs cleared a square 400' across the center of the target while 3 bombs were deflected by striking the bomb bay doors when released and hit 200 yards west of the target. Photographs failed to reveal any wreckage on the target. After being clouded off of Kabagada #6 and Rabaul #63, the designated primary and secondary targets, WIR-433 proceeded to the Panapai Bivouac Area on New Ireland. 30 x 100# GPs were laid in the western section of the target, 30 more landed south and west of the target about 175', while 12 hung up and were returned to the base. No damage was observed.

Led by Major Whitney, WIR-433 was the first squadron to leave the base at 0916. Six PBJs were in the squadron. The route to the target was over Selapiu to Watom Island. Being weathered off its primary and secondary targets the squadron returned up the coast of New Ireland to Panapai Bivouac Area where the bombs were released on a heading of 282° magnetic, from 10,600' at 158 knots (IAS). One plane failed to release and the bombs were returned to base. All planes were down at the base by 1209.

Major Mendenhall led six PBJs of WIR-413 which took off at 0935. The route took the squadron between New Hanover and New Ireland, down the coast of New Ireland for 142 miles, thence turning toward Watom Island the run was made on a magnetic heading of 023° from 11,800' at 160 knots. On the return trip five mirror flashes were seen at 2° 33' S. Lat., 150° 49' E. Long. Safe landing was accomplished by 1217.

The last squadron to leave the base was WIR-443 at 0955. Major Anderson led six Mitchells down the Buna Archipelago where they turned from the briefed route to investigate the mirror flashes that had been reported by WIR-413. After twenty minutes search with negative results the formation proceeded to the Duke of York Islands, where a turn to 216° magnetic was made to the initial point, ten miles from Cape Gazelle. A javelin down formation was used throughout the operation. The run was executed on a heading of 240° magnetic at 10,200' with a speed of 155 knots. Bombs were away at 1143. Braking right rally was made. The hydraulic system of one of the planes had been disrupted as the result of the bombs striking the bomb bay door. Consequently he left the formation with escort and flew straight to the base where he landed at 1303. The balance of the squadron flew reciprocal courses and reached the base at 1313.

REPORT PREPARED BY:

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APPROVED BY

H. P. RECKER,  
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SIGNATURE	RANK AND DUTY	SIGNATURE	RANK AND DUTY	DATE
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(V1985-5)(OX 20) 17600 (11374) (20 JUNE 45) ANAPAI, N.I.



