

VMB-423

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Report # 205

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AIRCRAFT ACTION REPORT

Form ACA-1
Sheet 1 of 5

CONFIDENTIAL

I. GENERAL

(a) Unit Reporting VMB423 (b) Based on or at Green Island (c) Report No. 308
 (d) Take off: Date 13 February 40 Time 1930-1932 ; Lat 04°33' Long 154°14'
 (e) Mission Night strike on Hanatani, N.I. (f) Time of Return 2148-2147

II. OWN AIRCRAFT OFFICIALLY COVERED BY THIS REPORT

TYPE	SQD	No.	BASE	WEAPONS	BOMBS AND TORPEDOS	FUSELAGE
(a)	(b)	(c)	(d)	(e)	(f)	(g)
PBJ-1D	VMB423	2	None	2	2 X 1000 / GP	AN-N-103
PBJ-1J	VMB423	3	None	1	2 X 1000 / GP	AN-N-103

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

TYPE	SQD	No.	BASE	TYPE	SQD	No.	BASE
None							

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 CARRIED; GUNS	(g) CAMOUFLAGE; MARKINGS
None			(zone)			
			(zone)			

(h) Apparent Enemy Mission(s) _____
 Did Any Part of Encounter(s) _____
 (i) Occur in Clouds? _____ If so, Describe Clouds _____
 Time of Day and _____ (Yes or no) (base in feet, type, tenths cover)
 (j) Brilliance 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)

(a) TYPE A/C	(b) Destroyed or Damaged By: Pilot or gunner	(c) Guns used	(d) Damage Where hit angle: Claimed
None			

AIRCRAFT ACTION REPORT

Report No.

VI. LOSS OR DAMAGE, COMBAT OR OPERATIONAL, OF OWN AIRCRAFT (of those in II only)

(a) Type Own A/C	(b) Sqd.	(c) Cause	(d) Where hit, Angle	(e) Extent of Loss or Damage
1	:	:	:	:
2	:	:	:	:
3	:	:	:	:
4	:	:	:	:
5	:	:	:	:
6	:	:	:	:
7	:	:	:	:
8	:	:	:	:
9	:	:	:	:
10	:	:	:	:
11	:	:	:	:
12	:	:	:	:
13	:	:	:	:
14	:	:	:	:

VII. PERSONNEL CASUALTIES (in aircraft listed in II only identify by use of VI.)

(a) No.	(b) Sqd.	(c) Name, Rank or Rating	(d) Cause	(e) Condition or status
	:	:	:	:
	:	:	:	:
	:	:	:	:
	:	:	:	:
	:	:	:	:
	:	:	:	:
	:	:	:	:
	:	:	:	:
	:	:	:	:
	:	:	:	:
	:	:	:	:
	:	:	:	:

VIII. RANGE, FUEL, AND AMMUNITION DATA FOR PLANES RETURNING

(a) Type A/C	(b) Miles Out	(c) Miles Return	(d) Av. Hours In Air	(e) Av. Fuel Loaded	(f) Av. Fuel Consumed	(g) Total Ammo Expended:		(h) # Planes Returned
						30	50	20MM : MM
	:	:	:	:	:	:	:	:
	:	:	:	:	:	:	:	:
	:	:	:	:	:	:	:	:
	:	:	:	:	:	:	:	:
	:	:	:	:	:	:	:	:
	:	:	:	:	:	:	:	:
	:	:	:	:	:	:	:	:
	:	:	:	:	:	:	:	:
	:	:	:	:	:	:	:	:

IX. ENEMY ANTI-AIRCRAFT ENCOUNTERED (Check one block on each line)

Caliber	None	Meager	Moderate	Intense
HEAVY				
MEDIUM				
LIGHT				

X. COMPARATIVE PERFORMANCE, OWN AND ENEMY AIRCRAFT

No enemy aircraft encountered.

AIRCRAFT ACTION REPORT

RESTRICTED
(Reclassify when filled out)

(OMIT THIS SHEET IF NO ATTACK WAS MADE)

CONFIDENTIAL
REPORT No 205

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

(a) Target(s) and Location(s) Nanatanai, New Ireland (b) Time Over Target(s) 2030 (Zone)

(c) Clouds Over Target .7 cover (BASE IN FEET, TYPE AND TENTHS OF COVER)

(d) Visibility of Target Hazy (e) Visibility 15 miles

(f) Bombing Tactics: Type Level Bomb Sight Used D-8 & Nordup

Bombs Dropped per Run 2 Spacing 170 Altitude of Bomb Release 8,000

(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 <u>Nanatanai, New Ireland</u>		<u>3</u> <u>YMB-423</u>	<u>6 X 1000 # GP</u>	<u>See (c)</u>	
2					
3					
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.)

Of the bombs dropped sixty percent of the bombs hit the target with forty percent hitting short of the target. Results were generally unobserved.

(p) Were Photographs Taken? No Photographs of Damage, When Taken, Should Be Attached By Staple.

AIRCRAFT ACTION REPORT

RESTRICTED
Reclass. when
justified
CONFIDENTIAL
REPORT No. **205**

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

Plant Servicing Equipment
Personnel Facilities

CALL	PILOT	T/O GREEN	T/O/T	P/C GREEN
331B21	WILHITE	1930	2030	2146
*332B21	CLARK	1930		2010
333B21	MEYER	1931	2030	2146
334B21	TAYLOR	1931	2030	2146
335B21	HOPPER	1932	2030	2147

*332B21 returned to base due to operational trouble.

Captain WILHITE, led five PBVs on a night strike against Namatanai, New Ireland. The strike was planned for four planes in right echelon with the pathfinder plane, flown by Lieutenant HOPPER, in left echelon on the leader. However, Lieutenant CLARK was forced to turn back and the strike was made by three planes in right echelon and the pathfinder plane.

The flight was airborne by 1932 and joined up as described above, proceeded to Feni Islands where a turn was made to a course of 290° magnetic and proceeded to a point about five miles off Cape Namaroda. The pathfinder plane broke to the left, on the signal of the flight leader, over Sae Bay and circled behind Namatanai and dropped the flares south east of the target from 7,000 feet. After dropping the flares Lieutenant HOPPER flew to a point about five miles off Cape Namaroda then turned on a heading of 300° magnetic climbing to 8,500 feet.

The balance of the formation continued on the course of 300° magnetic for three minutes at which time the leader broke to the left over Ramat Bay with other planes breaking off successively at one minute intervals for the bomb run. Bombs were released at 2030 from 8,000 feet on a heading of 130° magnetic. Two bombs were jettisoned at sea and two bombs were returned to base.

After the bomb run the planes returned to base individually and all were safely on deck at Green by 2147.

Of the bombs dropped sixty percent of the bombs hit the target with forty percent hitting short of the target. Two bombs hung and were jettisoned. Results were generally unobserved.

No anti-aircraft fire was encountered.

No photographs were taken.

(All times in this narrative are local).

REPORT PREPARED BY:

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Intelligence Officer

APPROVED BY:

NORMAN J. ANDERSON
LtCol., USMC
Commanding Officer

SIGNATURE

RANK AND DUTY

SIGNATURE

RANK AND DUTY

DATE