The port # 249

ILC(8)

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6590

012318 RESTRICTED (Reclassify when filled out)

CONFIDENTIAL

I. GENERAL

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		None			None	
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REP	ORT No	240
1701	OK 1 140	

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

(a) (b) (c) (c) (d) (d) (List armor, self-sealing tanks, equipment hit)

(Give Bureau serial number of planes destroyed)

VII. PERSONNEL CASUALTIES (in aircraft listed in II only; identify with planes listed in VI by Nos. at left).

(a) (b) (c) (d) (e) (e) (ONDITION OR STATUS

CAUSE CONDITION OR STATUS

VIII. RANGE, FUEL, AND AMMUNITION DATA FOR PLANES RETURNING (e) AV FUEL LOADED NO. OF PLANES RETURNING (b) MILES OUT AV. HOURS (c) MILES AV. FUEL (g) TOTAL AMMUNITION EXPENDED (a) TYPE .50 .30 20MM A/C RETURN IN AIR CONSUMED MM 280

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

CALIBER

NONE

MEAGER

MODERATE

INTENSE

MEDIUM — Impact-fused shells, 20mm-50mm

X. COMPARATIVE PERFORMANCE, OWN AND ENEMY AIRCRAFT (use check list at left).

SPEED, CLIMB,
at various altitudes

TURNS
DIVES
CEILINGS
RANGE
PROTECTION
ARMAMENT

LIGHT — Machine gun bullets, 6.5mm-13.2mm

No enemy aircraft encountered

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(OMIT THIS SHEET IF NO ATTACK WAS MADE)



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						S INCLUDE					
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В	omb	s Drop	ped p	er Run	VAUNDE	RYL	Spacing	Variet,	Altitude	of Bomb Rele	ease 10, (FEE)-11,
N	lum	ber of	Enem	ny Aircraft	Hit on Gro	ound: Des	troyed	Proba	ably Destroyed		_ Damaged
	All	(h) MING PO	INT		(i) MENSIONS OR TONNAGE	(j) NO. A/C	ATTACKING	BOMBS AND	AMMUNITION H AIMING POINT	(m) NO. HITS On Aiming Point	DAMAGE (None, slight, serious, destroyed or sunk)
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LI	ea					VMB	413		111	see(o)	see(o)
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(p) Were Photographs Taken?Photographs of Damage, WhenTaken, Should Be Attached	By S	Staple
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REPORT No 040

XIII. MATERIAL DATA. (Comment freely on performance or suitability, following check list at left. Use additional sheets if necessary)

ARM	AMENT "	, -

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:

	Use additional sheets if hec	essary).		
254B21	BRONLEEWS	TTO 1945	2030	2205 2205
255B21	HELMKE MAG LEAN	1945 2056	21.25	2205
256B21 257B21	INGBERG	2056	2225	2309 0145
259321 259321	DOUBCAREN	0001	0025	01 45

Six planes from this squadron heckled the Kavieng area from Kavieng Town to Balgai Air Field, between 2030 to 2225 and 0025 to 0115.

The first two planes were over the target from 2030 to 2125, the second two planes covered the target from 2125 to 2225 and the last two planes were over the target from 0025 to 0115.

A total of twenty seven bombing runs were made during the night. The runs were made on varied courses and altitudes between 10,000 to 11,500 feet. The usual procedure was followed, one plane heckled and one covered 1000 feet above.

The area from Kavieng Town to the Balgai area was well covered by a total of 12 x 500 pound GP instantaneous bombs. 12 x 250 pound incendiary clusters, 10 x 500 pound incendiary clusters and 2 x 100 pound incendiary clusters.

Results were very good, one large fire was started in the woods, 2000 yards south east of the Panapai strip which continued to burn until the last plane was off the target. Four small fires were started in the wooded area, 1500 yards north of the Kavieng strip and five other small fires were started 2000 feet worth east of the Kavieng strip!

All planes hit the deck safely, the last two planes on the deck at 0145.

(All times in narrative are love)

REPORT PREPARED BY:

APPROVED BY:

EDWARD W. KRAUSE latit. USMCR ASS'T INTELLIGENCE OFFICER ROBERT B. COX LtCol. USMCR COMMANDING OFFICER

APPROVED BY:

SIGNATURE

RANK AND DUTY

SIGNATURE

RANK AND DUTY

DATE

ALLSET - MFD. BY THE EGRY REGISTER CO., PATENTED