

AIRCRAFT ACTION REPORT

RESTRICTED
(Reclassify when filled out)

(OMIT THIS SHEET IF NO ATTACK WAS MADE)

CONFIDENTIAL

REPORT No. 4-45

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

(a) Target(s) and Location(s) Caves in hill S.E. of Naha Target Area 7263 L
Personnel on road in Target Area 7561 (b) Time Over Target(s) 1605-20 I (Zone)
(FOR SHIPS INCLUDE ALL IN AREA UNDER ATTACK)

(c) Clouds Over Target 8/10 stratus clouds at 200 feet
(BASE IN FEET, TYPE AND TENTHS OF COVER)

(d) Visibility of Target Targets 8/10 obscured at any altitude over 2000 (e) Visibility 1/2
(CLEAR, HAZY, PARTIALLY OBSCURED BY CLOUDS, ETC.) (MILES)

(f) Bombing Tactics: Type Slide Bomb Sight Used None
(LEVEL, GLIDE OR DIVE) (TYPE)

Bombs Dropped per Run 2 Spacing 40 (ADJUSK) Altitude of Bomb Release 2000
(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	(l) BOMBS AND AMMUNITION EXPENDED EACH AIMING POINT	(m) NO HITS On Aiming Point	(n) DAMAGE (None, slight, serious, destroyed or sunk)
		(k) SQUADRON			
1		5			
<u>Caves on Ridge</u>	<u>XX</u>	<u>VC-3</u>	<u>16-500# G.P.</u> <u>1600 Rds. .50 Cal.</u>	<u>?</u>	<u>?</u>
2		1			
<u>2 Japanese soldiers</u>	<u>XX</u>	<u>VC-3</u>	<u>500 Rds. .50 Cal.</u>	<u>?</u>	<u>Both claimed killed</u>
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).

The first target designated was a series of caves in a hill in Target Area 7263 L on Okinawa just south of the city of Naha and about 1000 yards west of Naha Airfield. The runs were made from above the overcast and attempts were made to run and drop through the very few openings that existed in the clouds. It is felt that the bombing was inaccurate due to cloud conditions. All bombs were observed to fall in the general area although no direct hits were made.

After the bombing of the cave area Lt. Norman D. HOBSON, U.S.N. (93710), flying and FM-2 as Target Coordinator was ordered to proceed to low altitude below the 200 feet overcast and try to find enemy personnel on roads in area generally due south of the city of Naha. He discovered two (2) enemy soldiers on a road in Target Area 7561 about four (4) miles south of Naha. He strafed these men and claims both of them were killed.

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

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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
Flexible Gunnery, Own
Escort Tactics
Fighter Direction
Use of Radar
Night Fighting
Recognition, Aircraft

ATTACK

OWN TACTICS

Method of Locating Target
Approach to Target
Altitudes, Speeds
Approach
Dive
Pull-Out
Dive Angle
Strafing
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

Method of locating target was by target grid maps guided by GASCO and the Air Coordinator. Approach runs were made from the North with push over at 5000 feet and release at 2000 feet. Pull out was made at 1500 feet with retirement up through the overcast on instruments toward the South. Attempts were made to dive through the holes in the clouds but this was almost impossible due to the scarcity and small size of such holes. Glide angle was generally maintained at thirty (30) degrees. No enemy anti-aircraft fire was observed. It is impossible to determine the results of the bombing. Three (3) of such runs were made.

The two (2) enemy soldiers killed by Lt. W. D. Hodson were observed visually from an altitude of 150 feet. The strafing run was begun immediately and was made along the road. The Japanese soldiers did not leave the road but merely crouched down in the center. For them this was unfortunate.

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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

Plane #24 flown by Lt.(jg) Richard K. BURKE, (A1), USNR (223792), did not release its bombs electrically. The plane was equipped with Mark 8 shackles. The bombs were loaded on stations 9, 10, 11, and 12 and stations 1, 3, 4, and 6 were locked. Thus the electrical impulse went to the lower four (4) shackles first. The bombs were later released manually.

Plane #16 flown by Lt. W. D. Hodson had an inoperative microphone which caused some delay, but he replaced it with a spare one he had and continued on his mission. His rocket release button was also damaged causing two (2) misfires.

REPORT PREPARED BY:

R. E. Courtney

SIGNATURE

ACI Officer

APPROVED BY:

H. D. HODSON, Lieutenant, U.S. Navy

SIGNATURE

Squadron Commander

3 June 1945

DATE