









# AIRCRAFT ACTION REPORT

RESTRICTED  
(Reclassify when filled out)

**CONFIDENTIAL**

(OMIT THIS SHEET IF NO ATTACK WAS MADE)

REPORT No. 83-45

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

(a) Target(s) and Location(s) Town of Makabe (b) Time Over Target(s) 0940-0950 (Zone) I  
(FOR SHIPS INCLUDE ALL IN AREA UNDER ATTACK)

(c) Clouds Over Target 3/10 Cumulus at 500 Feet  
(BASE IN FEET, TYPE AND TENTHS OF COVER)

(d) Visibility of Target Clear (e) Visibility 20  
(CLEAR, HAZY, PARTIALLY OBSCURED BY CLOUDS, ETC.) (MILES)

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

Bombs Dropped per Run 1 Spacing XX Altitude of Bomb Release 2500  
(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, serious, destroyed or sunk)
1 <u>Town of Makabe</u>	<u>XX</u>	<u>6</u> <u>VC-8</u>	<u>24 500# G.P. Bombs</u>	<u>24</u>	<u>Serious</u>
2 <u>T.A. 7558</u>			<u>2765 Rds. .50 Cal.</u>	<u>Many</u>	
3			<u>300 Rds. .50 Cal.</u>	<u>Many</u>	
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).

Instructions from CASCU, III Phibs Corps were to level the town of Makabe which was reported to be an enemy strong point housing many enemy troops. On the four (4) bombing runs many light A.A. flashes were observed from the cover of trees. Therefore, five (5) strafing runs were made using wing, turret and tunnel guns. All bombs landed in the town destroying buildings and starting fires. In several instances A.A. fire was seen to stop as the positions were strafed and it is believed considerable casualties were caused.

(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

Target was designated by grid map. All runs were made from East to West; push over at 4000 feet; release at 2500 feet, and pull out at 2000 feet. Strafing runs were carried down to 500 feet. Glide angle was about thirty (30) degrees. Instantaneous fuzing was used because of presence of troops and very light building types.

It is believed that considerable damage was caused by the strafing runs. This calls attention to the effectiveness of the TBM as a strafing as well as bomber. Further on the versatility of the TBM, Lieutenant Willis D. SHELLEY, (A1), USNR (129991), acted as Air Coordinator. Flying a TBM he investigated targets between runs at very low altitude.



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

**No material difficulty.**

**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

REPORT PREPARED BY:

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SIGNATURE RANK AND DUTY  
**ACE Officer**

H. D. HONSON, Lieutenant, U.S. Navy  
SIGNATURE RANK AND DUTY  
**Squadron Commander**

16 June 1945  
DATE