

AIRCRAFT ACTION REPORT

RESTRICTED
(Reclassify when filled out)

(OMIT THIS SHEET IF NO ATTACK WAS MADE)

CONFIDENTIAL

REPORT No. 16

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

- (a) Target(s) and Location(s) Okinawa Shima, east of Naha Town (b) Time Over Target(s) 1615-1 (Zone)
(FOR SHIPS INCLUDE AEL IN AREA UNDER ATTACK)
- (c) Clouds Over Target Cumulus - 5000 - 2/10
(BASE IN FEET, TYPE AND TENTHS OF COVER)
- (d) Visibility of Target Cloudy (e) Visibility 15
(CLEAR, HAZY, PARTIALLY OBSCURED BY CLOUDS, ETC.) (MILES)
- (f) Bombing Tactics: Type Glide Bomb Sight Used _____
(LEVEL, GLIDE OR DIVE) (TYPE)
- Bombs Dropped per Run Varying Spacing Varying Altitude of Bomb Release 2000'/100#
(NUMBER) (FEET)
- (g) Number of Enemy Aircraft Hit on Ground: Destroyed --- Probably Destroyed --- Damaged ---

(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 Highway Bridge, T.A. 7669 "q"	----	4 VC-91	8 - 500# Bombs 8 - Rockets 12 - 100# Bombs	Two	Serious
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).

The target area containing the highway bridge was bombed, and one 500# bomb hit at the northern approach to the bridge, and one 100# bomb hit the southern approach to the bridge. Both approaches were seriously damaged, and the bridge was put out of commission temporarily.

(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

The four TBM-3's which were launched at 1530-I for direct support over Okinawa Shima joined with four TBM's from the U.S.S. NATOMA BAY (CVE62), and proceeded to a point south of Takashiki Shima. They started at an altitude of 1000 feet due to heavy weather, but as ~~they~~ they approached the above point, the weather cleared and they increased their altitude to about 4000 feet.

Commander Air Support Control Units directed they attack a highway bridge in target area 7669 "Q", just east of Naha Town.

Eight TBM's proceeded to the target area, and made two runs on the bridge, both from south to north. The runs were in tail-chase formation, with pushover altitude of 5500 feet and an angle of dive of 45°. All bombs were dropped by manual release.

On the first run one 500# bomb hit squarely on the northern approach of ~~the~~ ^{and} next to the bridge. A large crater was made, and the northern end of the bridge was seriously damaged. Other bombs fell close by, but did not hit directly on the bridge. In the second run a 100# bomb hit the southern end of the bridge, and caused considerable damage to that end of the bridge.

The Air Coordinator flew a reconnaissance run over the bridge after the bombing, and pronounced it to be inoperational until major repairs were made on both approaches.

No enemy anti-aircraft fire was encountered at the target area, and no enemy aircraft was seen.

The following pilots flew this mission:

- Lt. R. F. Richards, Flight Leader
- Lt.(jg) J. W. Burch
- Ens. H. L. Peebles
- Ens. K. W. Neubauer

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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

None.

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:

APPROVED BY:

E. H. SPENCER, LT., A.C.I. OFFICER

SIGNATURE

RANK AND DUTY

F. M. BLANCHARD, LT., C.O.

SIGNATURE

RANK AND DUTY

30 Mar 45

DATE

W. PARKER, LT., A.C.I. OFFICER