

AIRCRAFT ACTION REPORT

~~RESTRICTED~~
(Reclassify when filled out)

CONFIDENTIAL

(OMIT THIS SHEET IF NO ATTACK WAS MADE)

REPORT No. 24

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

- (a) Target(s) and Location(s) Trench area west of Yonabaru (b) Time Over Target(s) 1215-1300 (Zone) (I)
(FOR SHIPS INCLUDE ALL IN AREA UNDER ATTACK)
- (c) Clouds Over Target 2500 cumulus 9/10
(BASE IN FEET, TYPE AND TENTHS OF COVER)
- (d) Visibility of Target Slightly hazy (e) Visibility 7
(CLEAR, HAZY, PARTIALLY OBSCURED BY CLOUDS, ETC.) (MILES)
- (f) Bombing Tactics: Type High speed glide Bomb Sight Used Mark VIII
(LEVEL, GLIDE OR DIVE) (TYPE)
- Bombs Dropped per Run 1 Spacing select Altitude of Bomb Release 800-1000
(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 Installations on 2 adjacent hills	600' x 600'	9	36 x 500 /GP	36 in area	Extensive
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).

Bombs were dropped on caves and installations on 2 hills and the area was observed to be fairly well blasted.

(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

Torpedo Twelve planes after reporting in to CASCU orbited over the central part of the island until directed to the target. They were ordered to bomb Jap installations and caves on two hills in grid area S265, west of Yonahama. Runs were made from west to east and southwest to northeast with one bomb being dropped at a time.

Planes went low in to the target and secured excellent accuracy on the area with all bombs dropping on the designated hills.

Lieut. JARP was the first to drop and on his first bomb CASCU reported "That missed an AA position just 10 feet to the south". On his next run he reported "That bomb was directly on the position."

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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

The plane piloted by Lt. Curtis HAMILTON, executive officer of the squadron, had motor failure on take-off and plunged into the drink.

Repeated practice on ditching procedure paid off well on the occasion since each man knew exactly what he was to do and all three were out of the plane before it had started to settle. They then climbed into their raft and were picked up by a destroyer without getting wet above the waist. The plane stayed afloat for 1 minute and 40 seconds.

After washing and pressing their clothes the destroyer put the 3 men back aboard the carrier and they were there in plenty of time to welcome back the flight with which they had started.

REPORT PREPARED BY:

APPROVED BY:

H.M. REEDY, Lt(jc), USNR
SIGNATURE **AGI Officer**

RANK AND DUTY

THOMAS B. HILLISON, Lt-Comdr., USNavy
SIGNATURE **Commanding**

RANK AND DUTY

5 May 1945

DATE