

**BAKA SUICIDE ROCKET BOMB
OKINAWA 1945-46
8TH AIR FORCE HEADQUARTERS
SAKUGAWA, OKINAWA**

MXV7 Ohka Cherry Blossom (Baka) Rocket Bomb



**PHOTO BY WILLIAM BIEWANGA 1ST PHOTO RECON SQDN FLIGHT "C"
ON OKINAWA 7 AUG, 1945 TO 20 FEB 1946**

**WEBSITE EMAIL - NOTE REFERENCE TO THE BAKA BOMB ON DISPLAY AT
8TH AF HQ**

301st Bomb Wing 301st Bomb Wing/Kadena AB 1946

Bill Choate wrote on 2005-08-20 00:00:00.0

Comments: Am I crazy or what? My memories of Okinawa in 46 and 47 was the 301st Bomb Wing and the 8th Air Force station at Kadena. General Ennis Whitehead was Wing Commander. Nowhere can I find anything that say the 301st was on Okinawa at that time.. Incidentally, when you turned off Hwy One at the entrance to 8th AF Hq, there was a Baka Bomb on display

REVISED 5 SEPT 2013

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112th SEABEES WEBSITE PHOTO

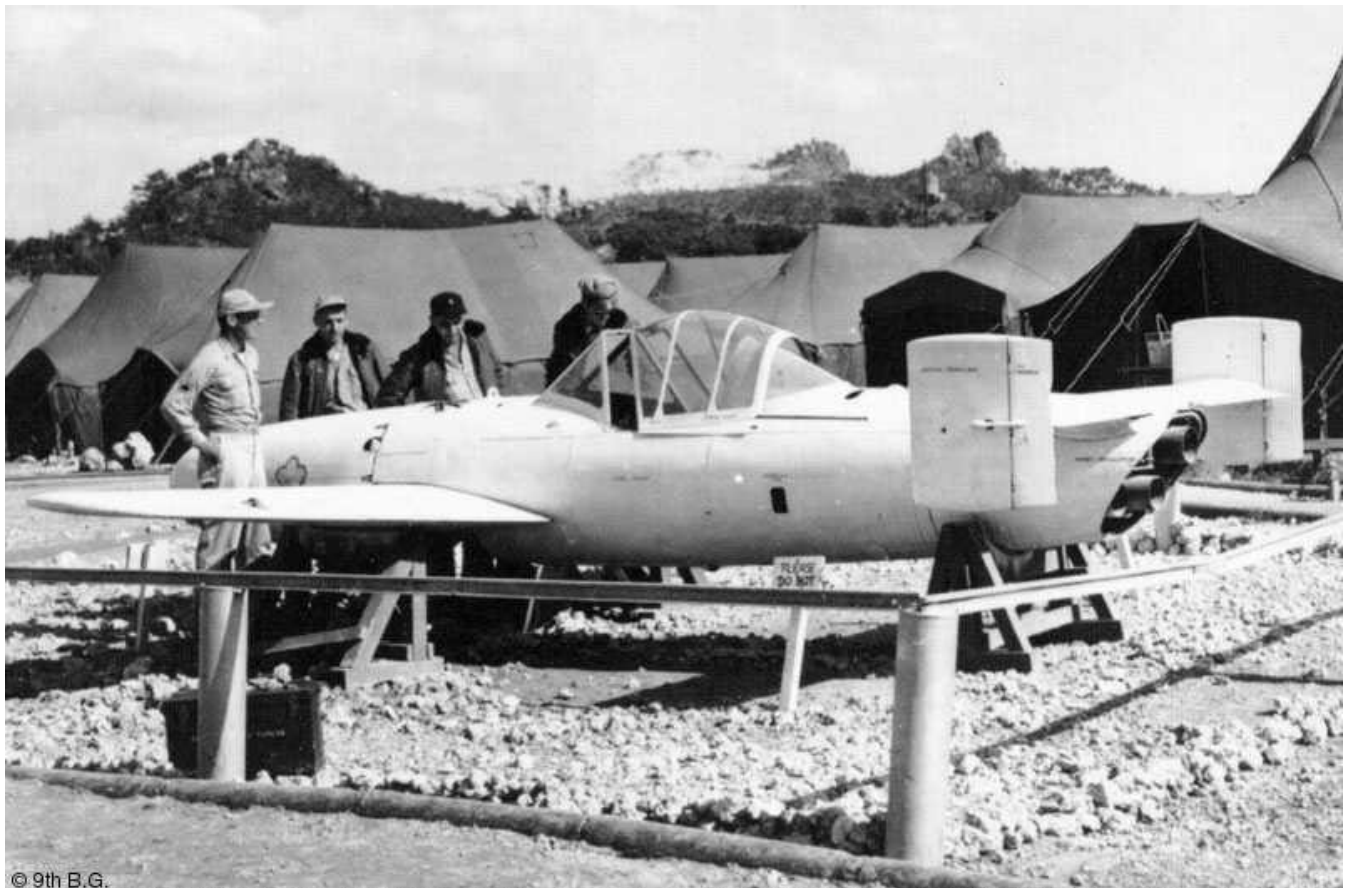


There is something new under the sun--on Okinawa. In the States, from time immemorial, it has been the custom to convey newlyweds away in some unusual form of transportation, but it remained for Eighth Air Force personnel to arrange a baka-bomb ride for Colonel and Mrs. W.T. Smith after their wedding Saturday. The baka-bomb, captured intact during the invasion, normally is on display at Eighth Air Force Headquarters. (8th AF PRO Photo by Goldberg)

**BAKA BOMB AT 8TH AAF HQ AS HONEYMOON
TRANSPORTATION FOR WEDDING
DAILY OKINAWAN MILITARY NEWSPAPER 21 MAY 1946**



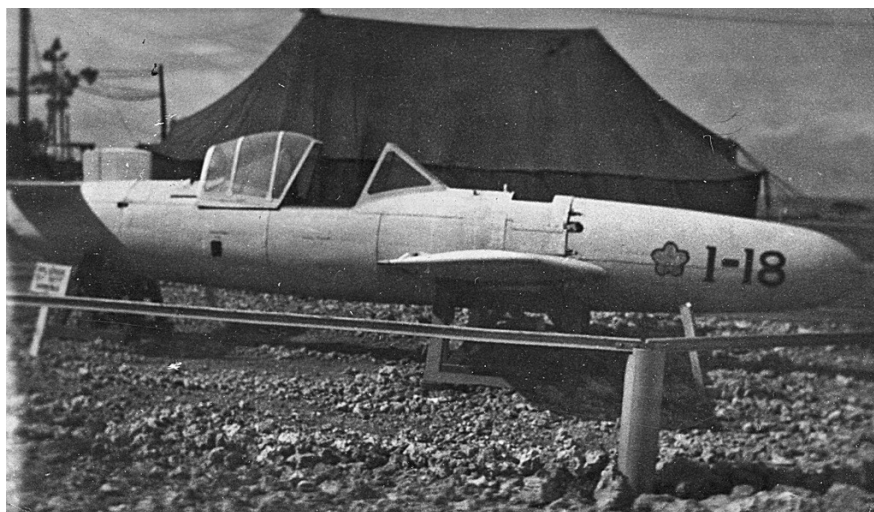
I-18 AT 8TH AAF HQ



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I-18 AT 8TH AAF HQ

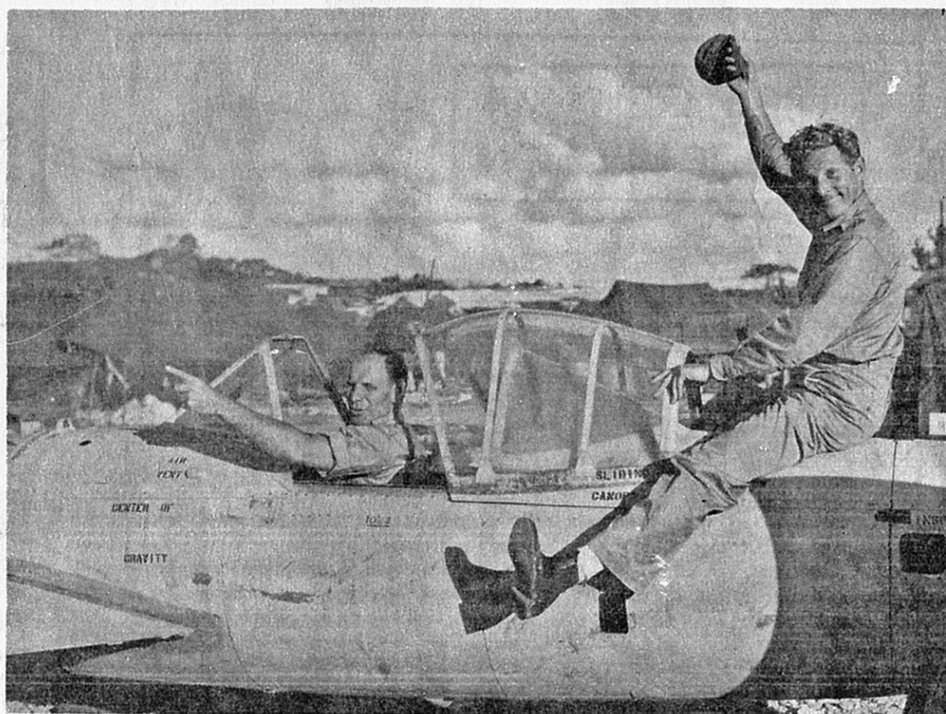
I-18 AT 8TH AAF HQ KADENA
PHOTOS FROM 465TH FIGHTER SQ. GI ALBUM





PINETREE AIR BASE - 8TH AAF HQ - 1945-46

SUPER-FORT



JUST AS CRAZY.....

(Super-Fort Photo)

They aren't Baka pilots, but Leo "Lippy" Durocher, left, manager of the Brooklyn Dodgers, and Danny Kaye, Hollywood comedian, are just as crazy. Clowding on a Japanese suicide plane, Durocher and Kaye kept personnel of Eighth Air Force in stitches during their recent USO showing.

SUPERFORT MAGAZINE - FIRST OKINAWA EDITION 10 NOV 1945

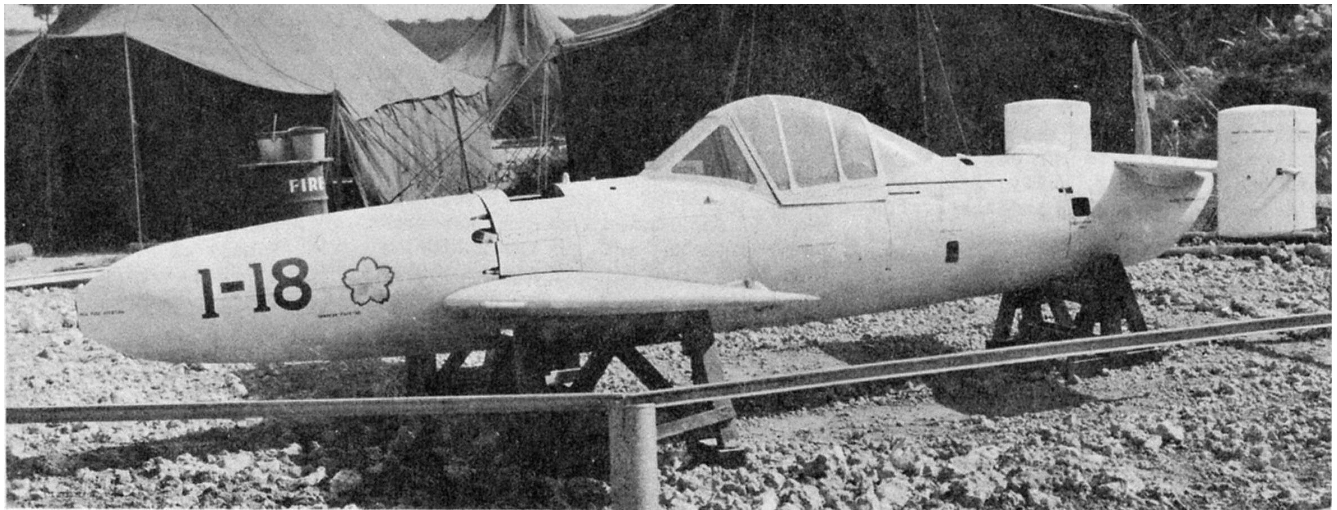


PHOTO FROM 24 NOV 1945 ISSUE OF "SUPER-FORT"
8TH AAF HQ BI-WEEKLY NEWS MAGAZINE

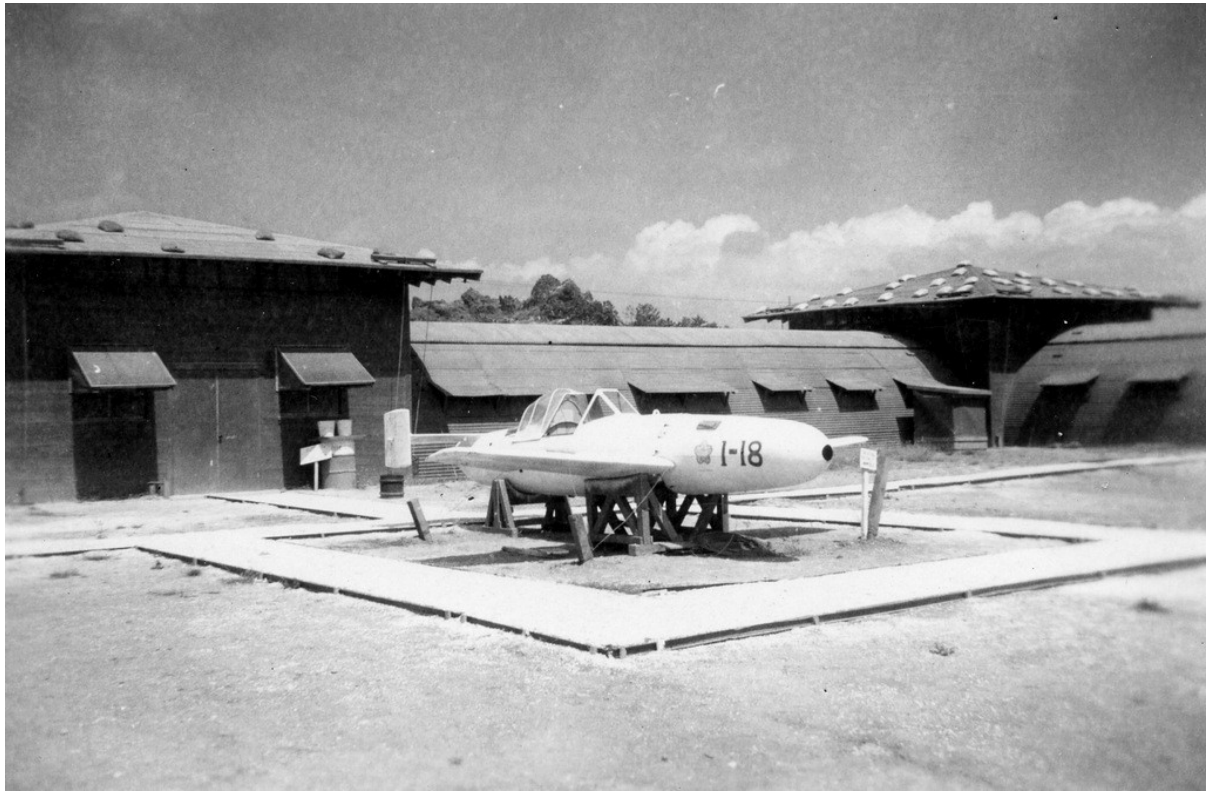


8th Air Force Headquarters

PHOTO FROM 24 NOV 1945 ISSUE OF "SUPER-FORT"
8TH AAF HQ BI-WEEKLY NEWS MAGAZINE - RED ARROW POINTING AT
THE I-18 BAKA BOMB

AT SOME POINT IN TIME THE BAKA BOMB WAS MOVED FROM THE INITIAL DISPLAY AREA IN FRONT OF THE 8TH AAF HQ TENTS TO THE REAR OF THE NEWLY CONSTRUCTED 8TH AF HQ BUILDING







HISTORY OF THE "BAKA" ROCKET BOMB

The Yokosuka MXY-7 Ohka, (櫻花 (Shinjitai: 桜花) "cherry blossom", Hebon-shiki transcription Ōka,) was a purpose-built, rocket powered human-guided anti-shipping kamikaze attack plane employed by Japan towards the end of World War II. The United States gave the aircraft the name Baka (Japanese for "fool" or "idiot").

It was a manned flying bomb that was usually carried underneath a Mitsubishi G4M "Betty", or Yokosuka P1Y Ginga "Frances" (guided Type 22) bombers to within range of its target; on release, the pilot would first glide towards the target and when close enough he would fire the Ohka's rocket engine and guide the missile towards the ship that he intended to destroy. The final approach was almost unstoppable because the aircraft gained tremendous speed. Later versions were designed to be launched from coastal air bases and caves, and even from submarines equipped with aircraft catapults, although none was actually used in this way. It appears that the operational record of Ohkas includes three ships sunk or damaged beyond repair and three other ships with significant damage. Seven US ships were damaged or sunk by Ohkas throughout the war.

The design was conceived by Ensign Mitsuo Ohta of the 405th Kokutai, aided by students of the Aeronautical Research Institute at the University of Tokyo. Ohta submitted his plans to the Yokosuka research facility. The Imperial Japanese Navy decided the idea had merit and Yokosuka engineers of the First Naval Air Technical Bureau (Kugisho) created formal blueprints for what was to be the MXY7. The only variant which saw service was the Type 11, and was powered by three Type 4 Mark 1 Model 20 rockets. 150 were built at Yokosuka, and another 700 were built at the Kasumigaura Naval Air Arsenal.

The only operational Ohka was the Type 11. Essentially a 1,200 kg (2,646 lb) bomb with wooden wings, powered by three Type 4 Model 1 Mark 20 solid-fuel rocket motors, the Type 11 achieved great speed but with limited range. This was problematic, as it required the slow, heavily-laden mother aircraft to approach within 37 km (20 nmi; 23 mi) of the target, making them very vulnerable to defending fighters. There was one experimental variant of the Type 11, the Type 21, which had thin steel wings manufactured by Nakajima.

ALL INFORMATION ON THE BAKA ROCKET BOMB IS FROM WIKIPEDIA.COM

HISTORY OF THE "BAKA" ROCKET BOMB AT THE BATTLE FOR OKINAWA

1 April 1945: Six "Bettys" attacked the U.S. Fleet off Okinawa. At least one made a successful attack, with its Ohka hitting one of the 406 mm (16 in) turrets on West Virginia, causing moderate damage. Alpine, Achernar, and Tyrrell were also hit by kamikaze aircraft, but it is unclear whether any of these were Ohkas from the other "Bettys". None of the "Bettys" returned.

12 April 1945: Nine "Bettys" attacked the U.S. Fleet off Okinawa. Mannert L. Abele was hit, broke in two, and sank. Witnessed by LSMR-189 CO James M. Stewart. Jeffers destroyed an Ohka with AA fire 45 m (50 yd) from the ship, but the resulting explosion was still powerful enough to cause extensive damage, forcing Jeffers to withdraw. Stanly was attacked by two Ohkas. One struck just above the waterline, with the charge punching through the other side of the hull before detonating, causing little damage to the ship, and the other Ohka narrowly missed and crashed into the sea, knocking off the Stanly's ensign in the process. One Betty returned.

14 April 1945: Seven "Bettys" attacked the U.S. Fleet off Okinawa. None returned. None of the Ohkas appeared to have been launched.

16 April 1945: Six "Bettys" attacked the U.S. Fleet off Okinawa. Two returned, but no Ohkas hit their targets.

28 April 1945: Four "Bettys" attacked the U.S. Fleet off Okinawa at night. One returned. No hits.

4 May 1945: Seven "Bettys" attacked the U.S. Fleet off Okinawa. One Ohka hit the bridge of Shea, causing extensive damage and casualties. Gayety was also damaged by a near-miss by an Ohka. One "Betty" returned.

11 May 1945: Four "Bettys" attacked the U.S. Fleet off Okinawa. Hugh W. Hadley was hit and suffered extensive damage and flooding. The vessel was judged beyond repair.

25 May 1945: 11 "Bettys" attacked the U.S. Fleet off Okinawa. Bad weather forced most of the aircraft to turn back, and none of the others scored hits.

Specifications (Type 11)

General characteristics

Crew: One

Length: 6.10 m (20 ft 0 in)

Wingspan: 5.10 m (16 ft 8 in)

Height: 1.20 m (3 ft 11 in)

Wing area: 6 m² (65 ft²)

Loaded weight: 2,140 kg (4,720 lb)

Powerplant: 3× rocket motors , 2.60 kN (587 lbf) each

Performance

Maximum speed: 804 km/h (500 mph)

Range: 36 km (23 mi)

Wing loading: 356 kg/m² (72 lb/ft²)

Thrust/weight: 0.38

Dive speed (3×Rocket motors Full-Boost): 1,040 km/h (650 mph)

Armament

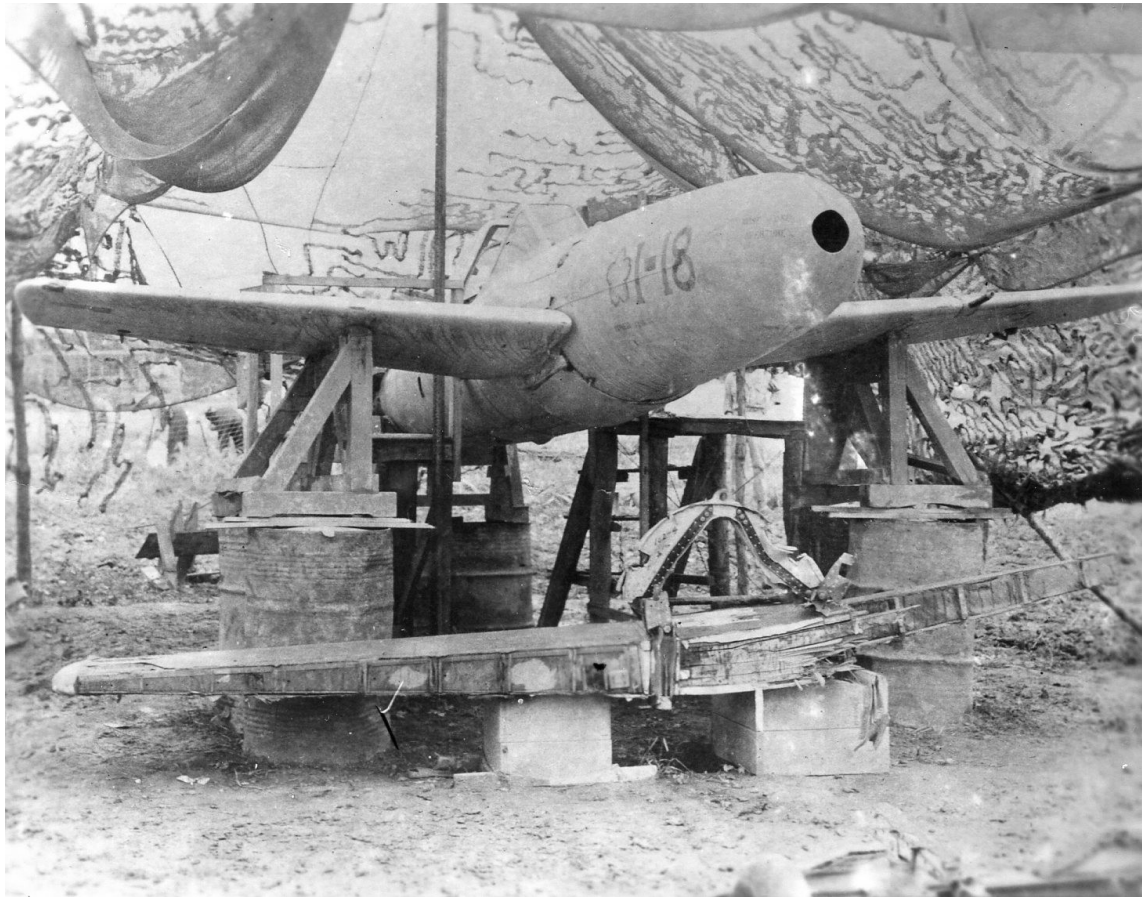
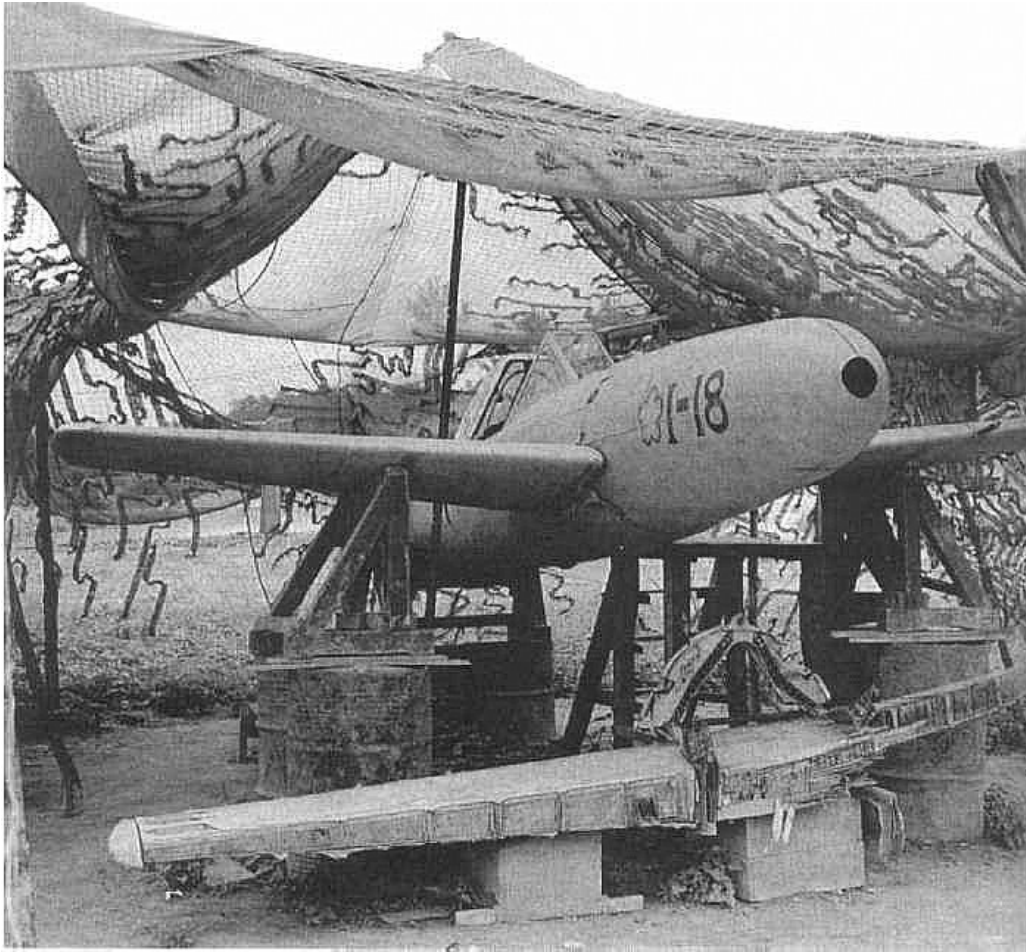
1,200 kg (2,646 lb) Ammonal warhead

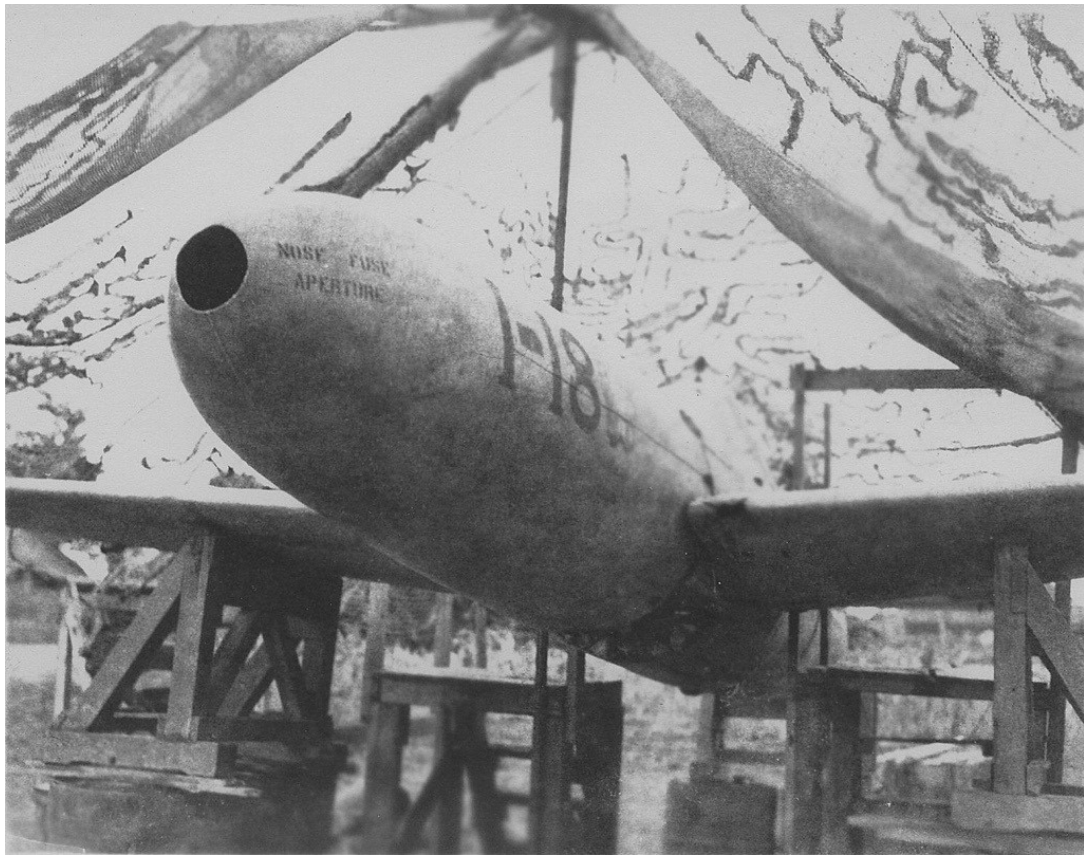
**ADDITIONAL PHOTOS OF THE BAKA ROCKET BOMB BEFORE IT WAS PUT ON
DISPLAY AT 8TH AIR FORCE HEADQUARTERS ON OKINAWA
MXY7 Model 11 Manufacture Number 1049 Number I-18 captured April 1, 1945
at Yontan Airfield, Okinawa**



Richard L. Notestine of ACORN 35 with I-18 in 1945.

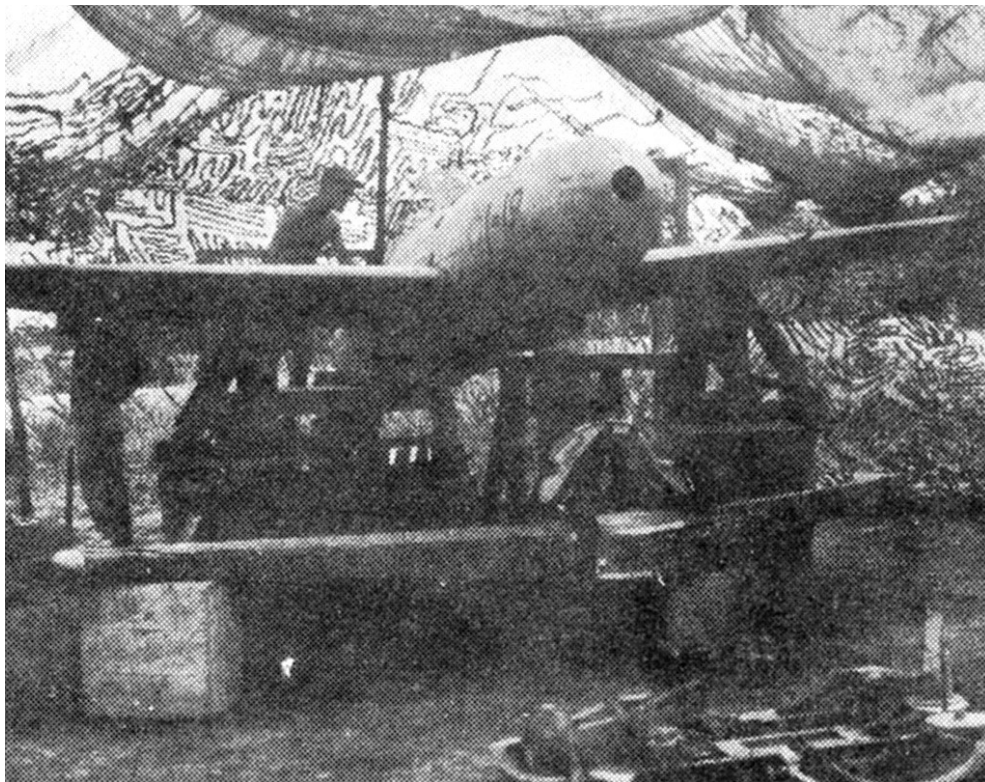




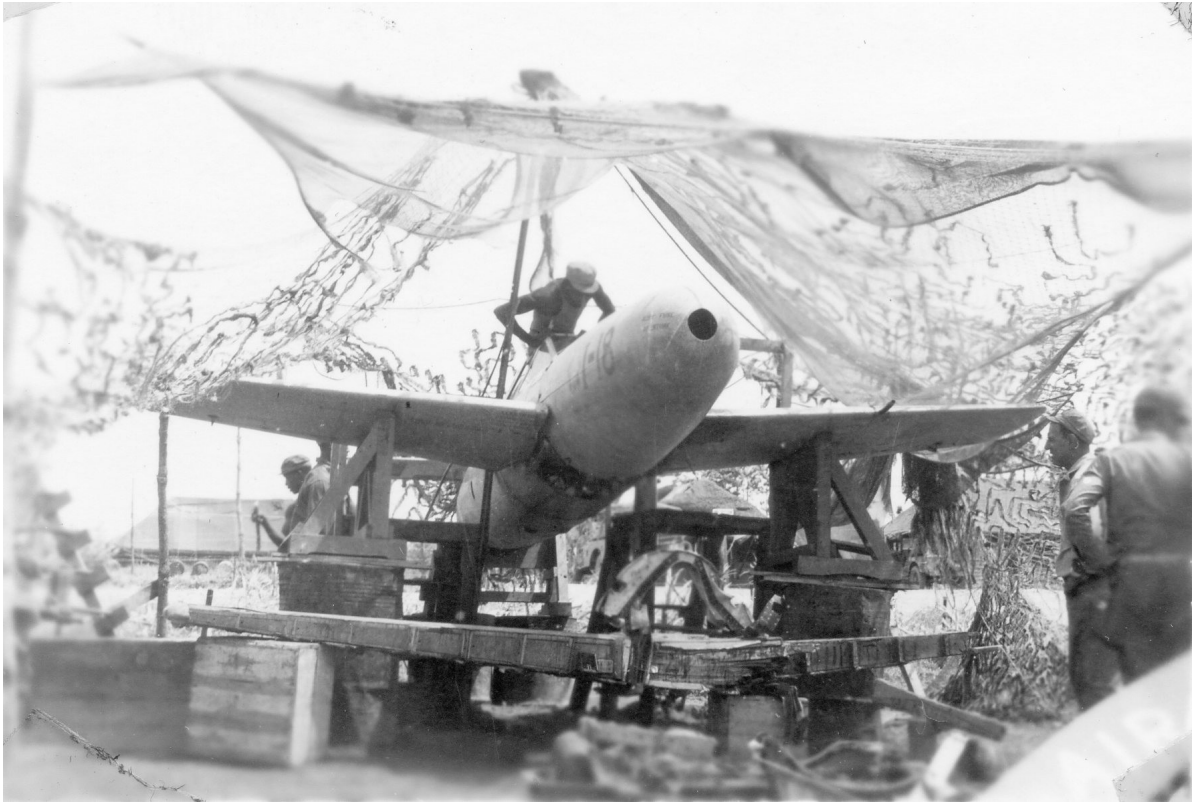




**PHOTO FROM "PHOTOGRAPHIC INTERPRETATION SQUADRON ONE - OKINAWA"
PUBLISHED ON OKINAWA IN OCT. 1945**



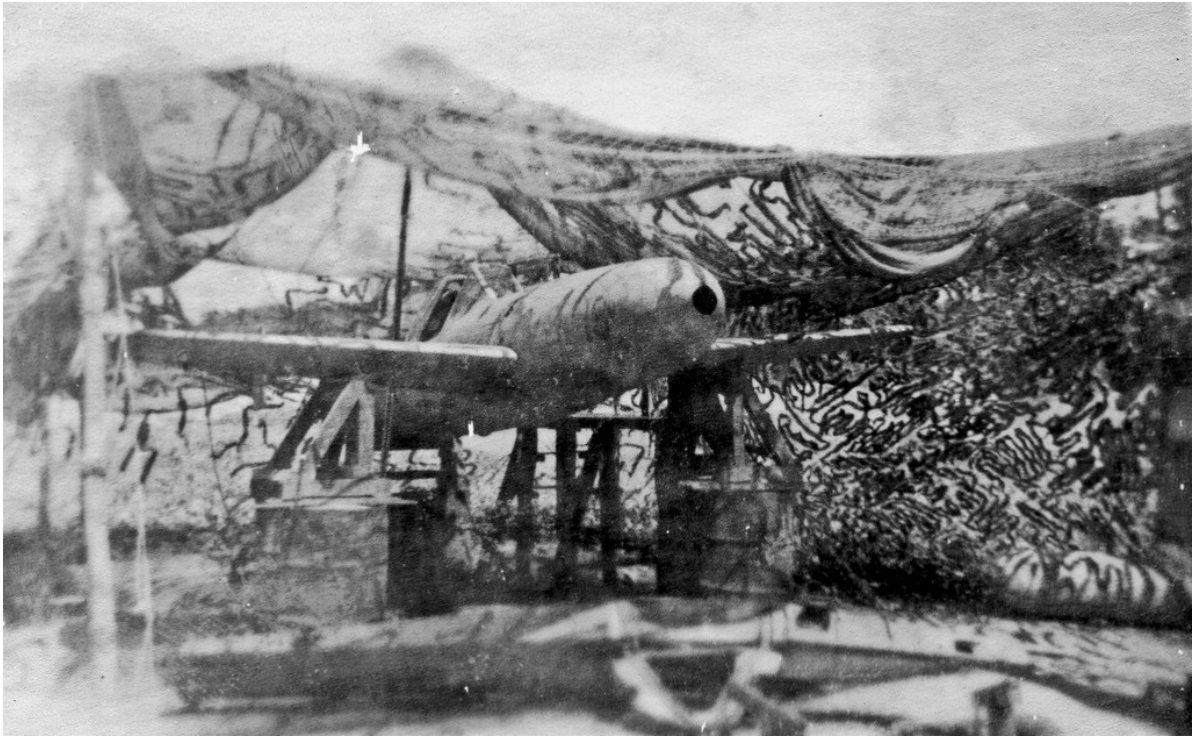
**PHOTO FROM "OKINAWA MEMORIES NAVAL SUPPLY DEPOT"
PUBLISHED ON OKINAWA IN 1946**



ORIGINAL GI PHOTO



ORIGINAL GI PHOTO



ORIGINAL GI PHOTO 1945



ORIGINAL GI PHOTO 1945



ORIGINAL GI PHOTO 1945



ORIGINAL GI PHOTO 1945



ORIGINAL GI PHOTO 1945

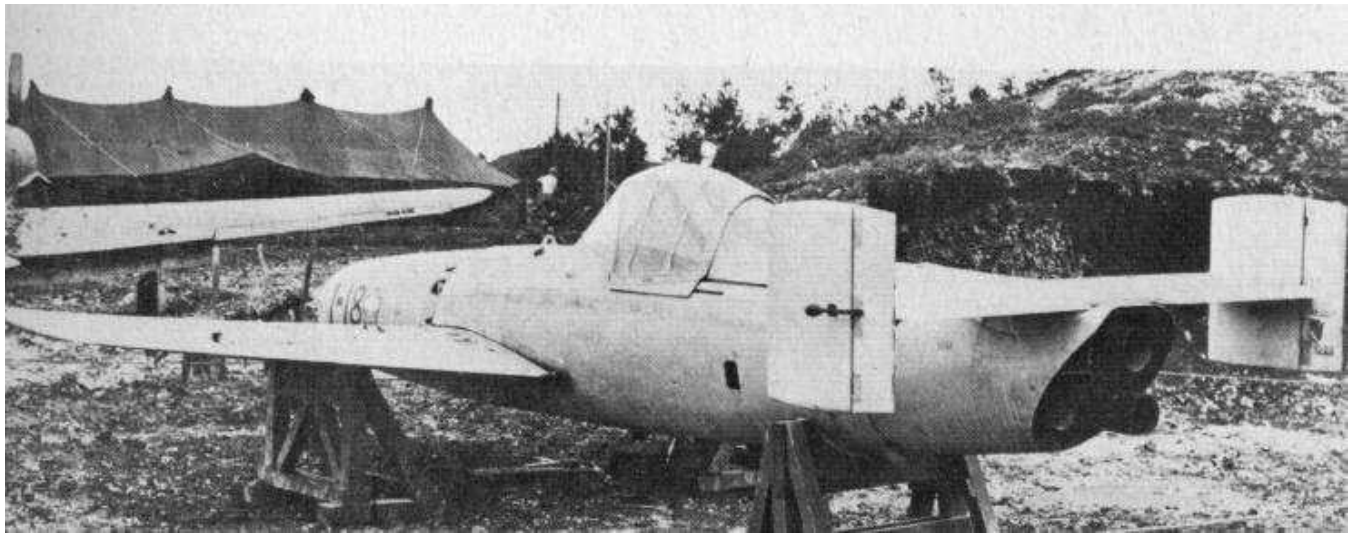


ORIGINAL GI PHOTO 1945











**I-18 AT "PLANES OF FAME AIR MUSEUM"
CHINO, CALIFORNIA**

**INFORMATION ON I-18 AND HOW IT ENDED UP IN THE “PLANES OF
FAME AIR MUSEUM” IN CHINO, CALIFORNIA**

Re: OHKA

Tuesday, June 9, 2009 11:45 AM

From:

"William Hamilton" <bill.hamilton@planesoffame.org>

To:

"Donn Cuson" <dcuson@yahoo.com>

Hi Donn,

I spoke with our founder, Ed Maloney, and he said that our OHKA is indeed original and came from Okinawa, where it was captured. The reason I thought it was a replica is that Ed said our OHKA went on a bond drive tour in 1945 after it was captured. To make it easy to transport, the wings were cut off, and then mounted with two tubes that just slid into the fuselage. When I saw that, I assumed it was a replica, but in fact, it was the result of those who toured with it needing a quick disconnect for the wings. They also took out the engines and put fake wooden nozzles in their place. This is the other reason I thought it was a replica. But I'm happy to tell you that it is authentic and only suffered a few modifications in 1945 so it could be taken on the bond drive.

When Ed found it, parts of it were scattered all over a field, and part of the instrument panel had been torn out and used as kindling wood for someone building a fire! Such was the nature of things after the war when nobody cared about these things anymore. Many of the aircraft in this museum have similar stories and it's a miracle any of them survived. Most were in terrible condition until they were lovingly restored by our volunteers- only limited funds prevents us from doing more. I'm always extremely thankful Ed Maloney was able to save as much as he did and hope someday we'll be able to restore the rest of them too.

Bill Hamilton