





# AIRCRAFT ACTION REPORT

3

(OMIT THIS SHEET IF NO ATTACK WAS MADE)

REPORT No. 27

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

- (a) Target(s) and Location(s) A/C Matsushima A/F, Honshu (b) Time Over Target(s) 0915(-9) (Zone)  
(FOR SHIPS INCLUDE ALL IN AREA UNDER ATTACK)
- (c) Clouds Over Target None  
(BASE IN FEET, TYPE AND TENTHS OF COVER)
- (d) Visibility of Target Slight haze (e) Visibility 6 to 8  
(CLEAR, HAZY, PARTIALLY OBSCURED BY CLOUDS, ETC.) (MILES)
- (f) Bombing Tactics: Type Glide Bomb Sight Used All Mark VIII  
(LEVEL, GLIDE OR DIVE) (TYPE)
- Bombs Dropped per Run Four Spacing 150 Ft, 300 Kts Altitude of Bomb Release 3500-2000  
(NUMBER) (FEET) (FEET)
- (g) Number of Enemy Aircraft Hit on Ground: Destroyed 7 Probably Destroyed 1 Damaged 1

(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 Southwest loop & reveted pleges	Irregular	3 VT-49	12-500# G.P. Inst. Fused	All in area	2 burned, plus 2 destroyed.
2 Revetted planes Northeast of Hgr.	Irregular	2 VT-49	8-500# G.P. Inst. Fused	4 in revet's	1 burned 1 destroyed
3 Revet's loop E. of runway	Irregular	3 VT-49	10-500# G.P. Inst. Fused	6 in revet's	1 destroyed 1 prob. destroyed
4					1 damaged.
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).

- EXHIBIT (A) showed "bombs away" shots taken through the bomb-bay window as bombs from the division leaders planes are seen to burst on plane revetments.
- EXHIBIT (B) taken in retirement, shows smoke from various revetments along the southern boundary of the field area, along which VT-49 planes made their bombing runs.

(p) Were Photographs Taken? Yes Photographs of Damage, When Taken, Should Be Attached By Staple.

**S-E-C-R-E-T**

VT 49

ACA-1 #27

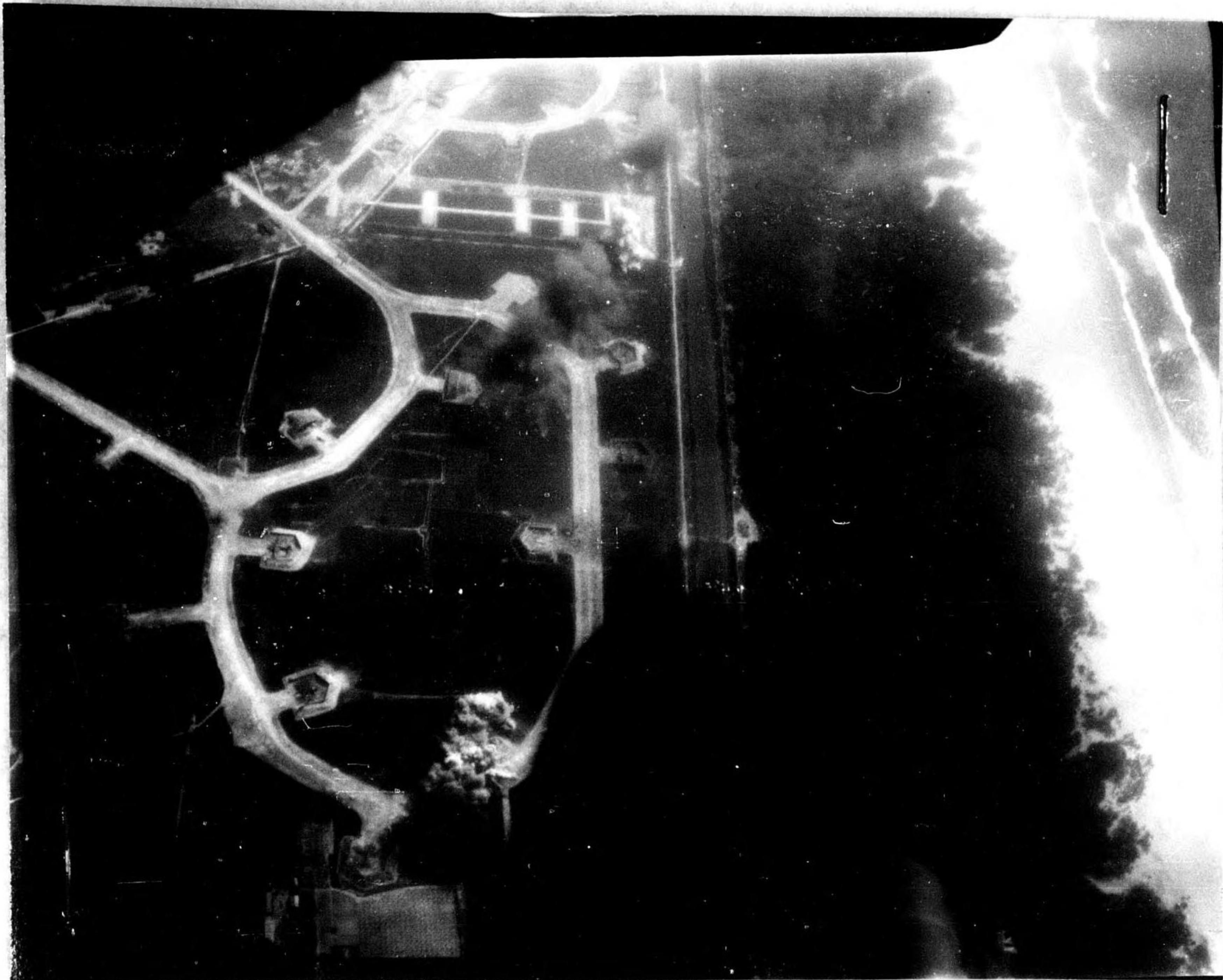


Exhibit (A)



Exhibit (B)

SECRET

# AIRCRAFT ACTION REPORT

## 5 TACTICAL AND OPERATIONAL XII-DATA

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(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

REPORT PREPARED BY:

APPROVED BY:

At 0715 on 9 August Lieut. Peters led an eight plane flight into relatively unknown Japanese territory in Northeastern Honshu, for a strike on a major airfield northeast of Sendai, Matsushima. The sixteen planes from the San Jacinto joined up with the coordinator and thirty-one planes from three other carriers. A 7,000 foot layer of haze cut visibility to 4 miles or so in the climb for altitude. The target area was reached in a little over an hour, due West of the take-off point and this squadron was instructed to go in last, meanwhile orbiting east of the field at 13,000 feet.

No targets were assigned, but from field photographs studied prior to take-off areas had been designated for attention, barring instructions from the coordinator.

Lieut. Peters and Ensign Coffey, his wingman, covered a long thin dispersal strip and observed, on retirement after a look for hidden aircraft in nearby Yamato village, one plane burning and at least one destroyed by bomb blast. Runs were NE to SW.

A larger, more extensive area east of the field and south of the hangar area was hit by Lt(jg) Pruitt, Bartlett and Ensign Seckinger, in runs from the North and Northeast. No fires were started, but a direct hit in one filled revetment was observed and one or more planes probably destroyed by good area coverage with the quarter tonners.

Lieut. Livingston, with Lt(jg) MacCollister and Ensign Poulson, in runs over the Southwest loop from the Northwest quadrant, got a well-done from the coordinator as they burned two, blasted one out of its revetment, and destroyed one more twin engine plane.

The intense, medium and light A/A reported by earlier strikes was not seen, only three pilots reporting meager fire. One plane was very slightly damaged.

All bombing runs took the planes over the water, and rendezvous with haze and light clouds up to 10,000 feet, effected to the south of Kinkasan Light after some difficulty because of the poor visibility just off shore.

The fighters having made additional strafing runs, the strike planes joined up, returning below the 2,000 foot cloud to land five hours after take-off.

Pilots were unanimous in stating that they had never hit an enemy airfield with so many planes. Although some were duds, others, which first looked inoperative, were identified at the end of the dives as camouflaged or netted to look damaged. In several cases one revetment had one twin-engined Betty and several Nells, the latter with wings removed, packed in.

This was a much more satisfactory type of aircraft target for the Avenger pilot than previous assignments, where often no planes could be spotted in the target glide.

### MATERIAL DAMAGE:

NONE

Charles H. Fuller, Lt(jg), USNR, ACIO

Carl H. Peters, Lieut(A1), USNR, Comdg., 9 August 1945.

SIGNATURE

RANK AND DUTY

SIGNATURE

RANK AND DUTY

DATE

**S-E-C-R-E-T**