## AIRCRAFT ACTION REPORT





II. OWN AIRCRAFT OFFICIALLY COVERED BY THIS REPORT.  TYPE SQUADRON TAKING OFF ENGAGING ATTACKING TARGET (e) TAKING (g)  (a) (b) (c) ENGAGING TAKED (PER PLANE)  TOTHER U. S. OR ALLIED AIRCRAFT EMPLOYED IN THIS OPERATION.  TYPE SQUADRON NUMBER BASE TYPE SQUADRON NUMBER BASE  F6F-5 VF-49 7 USS SAN JACINTO F4U VFB-1 8 USS BENNINGTON  F6F-5P VF-49 1 USS SAN JACINTO TBH-3 VT-1 14  IV. ENEMY AIRCRAFT OBSERVED OR ENGAGED (By Own Aircraft Listed in II Only).  (a) (b) (c) (d) (e) (f) (g)	(e) Mission	Bomb A/C	at Mat	sushima A/	F, Honsh	u		( <b>f</b> ) Time (	of Return	( <b>-9</b> ) (Zone
TYPE SQUADRON (b) TAKING OF ENEAGRING OF ENEMY ACTOR TARGET CARRIED (PER PLANE)  (a) (b) TAKING OF ENEMY ACTOR TARGET CARRIED (PER PLANE)  (b) TAKING OF ENEMY ACTOR TARGET (PER PLANE)  (c) TOTHER U. S. OR ALLIED AIRCRAFT EMPLOYED IN THIS OPERATION.  TYPE SQUADRON NUMBER BASE TYPE SQUADRON NUMBER TYPE SQUADRON NUMBER TYPE SQUADRON NUMBER BASE TYPE SQUADRON NUMBER BASE TYPE SQUADRON NUMBER BASE TYPE SQUADRON NUMBER TYPE SQUADRON NUMBER BASE TYPE SQUADRON NUMBER SAST JACTINTO TRIM-3 VT-1 14 TYPE SQUADRON NUMBER TYPE SQUADRON NUMBER BASE TYPE SQUADRON NUMBER SAST JACTINTO TRIM-3 VT-1 14 TYPE SQUADRON NUMBER TYPE SQUADRON NUMBER TYPE SQUADRON NUMBER TYPE SQUADRON SAST TYPE SQUADRON PILOT OR GUNNER GUNS USED WHERE HIT, ANGLE		· ,								
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(a) TYPE ENEMY A/C  (b) DESTROYED OR DAMAGED BY:  (c) WHERE HIT, ANGLE	VFN	JEMY AIRC	PAFT DEST					isted in 11		(MILLO)
ENEMY A/C TYPE A/C SQUADRON PILOT OR GUNNER GUNS USED WHERE HIT, ANGLE	(a)				DAMAGED	H AIR AJ	WII All Cigit			(d)
None observed	ENEMY A/C	_ 1	SQUADRON	PILO	T OR GUNNER	GL	NS USED	WHE	RE HIT, ANGLE	DAMAGE
	None obs	erved	-							
			<del> </del>							
			1	1						

## AIRCRAFT ACTION REPORT

RESTRICTED (Reclassify when filled out)

2

REPORT No.

VI. LOSS OR DAMAGE, COMBAT OR OPERATIONAL, OF OWN AIRCRAFT (of those listed in II only). (Give Bureau serial number of planes destroyed) (d)
WHERE HIT, ANGLE (List armor, self-sealing tanks, equipment hit) CAUSE: TYPE ENEMY A/C,
TYPE GUN, OR OPERATIONAL CAUSE (b) (a) SQUADRON TYPE OWN A/C Bent. Minor .30 cal. and small flak Radar antenna port VT-49 TBM-3 Lodged in aileron. aileron shrapnel 6 9 10 12

VII. PERSONNEL CASUALTIES (in aircraft listed in II only; identify with planes listed in VI by Nos. at left).

§\$	

VIII. RANGE. FUEL. AND AMMUNITION DATA FOR PLANES RETURNING

(a)	(b)	(c)	(d)	(e)	(f)	(g)	TOTAL AMMU	NITION EXPEN	IDED	NO. OF PLANES
TYPE A/C	MILES	RETURN	AV HOURS	AV FUEL LOADED	AV. FUEL CONSUMED	30	.50	20MM	MM	RETURNING
TBM-3	145	147	5.0	401	328	***	285	***		8
		-								

IX ENEMY ANTI-AIRCRAFT ENCOUNTERED (Check one block on each line).

CALIBER	NONE	MEAGER	MODERATE	INTENSE
HEAVY — Time-fused shells, 75mm and over	X			
MEDIUM — Impact-fused shells, 20mm-50mm		X		
LIGHT — Machine gun bullets, 6.5mm-13.2mm		X		

X. COMPARATIVE PERFORMANCE, OWN AND ENEMY AIRCRAFT (use check list at left).

SPEED, CLIMB, at various altitudes

None encountered

TURNS
DIVES
CEILINGS
RANGE
PROTECTION
ARMAMENT

## AIRCRAFT ACTION REPORT

RESTRICTED

(OMIT THIS SHEET IF NO ATTACK WAS MADE)



filled	assify	
filled	out	

REPORT No.

XI. ATTACK ON EN	IEMY SHIPS OR	GROUND OBJECT	IVES (By Own Aircraft Listed	in II Only)	•
(a) Target(s) and Location	(S) A/C Mate	SUSHING A/F, HOPS INCLUDE ALL IN AREA	UNDER ATTACK) (b) Time Ove	er Target(s)	0915(-9) (Zone)
(c) Clouds Over Target_	one	(BASE IN FEET	TYPE AND TENTHS OF COVER)		
(d) Visibility of Target	light haze		BY CLOUDS, ETC.)	/isibility	(MILES)
(f) Bombing Tactics: Type	All the same of the same	(LEVEL, GLIDE OR DIVE)	Bomb Sight Us		
Bombs Dropped per Rui	n Four	Spacing _	L50 Ft. 300 Kts Altitude	of Bomb Rel	ease 3500-2000
(g) Number of Enemy Aire	craft Hit on Gro	ound: Destroyed	Probably Destroyed_	1	_ Damaged1
(h) AIMING POINT	(i) DIMENSIONS OR TONNAGE	(j) NO. A/C ATTACKING (k) SQUADRON	BOMBS AND AMMUNITION EXPENDED, EACH AIMING POINT	NO. HITS On Aiming Point	(n)  DAMAGE (None, slight, serious, destroyed or sunk)
1 Southwest loop & reveted pleass	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	VT-49	S-500# G.P. Inst. Fused	4 in revet's	1 burned
3 Revet's loop E. of runway	Irregular	7T-49	10-500# G.P. Inst. Fused	6 in	l destroyed l prob. destroyed
4					1 damaged.
5					
6					
7					
8					

- 1. EXHIBIT (A) showed "bombs away" shots taken through the bomb-bay window as bombs from the division leaders planes are seem to burst on plane revetments.
- 2. 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 bembing runs.

<sup>(</sup>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).

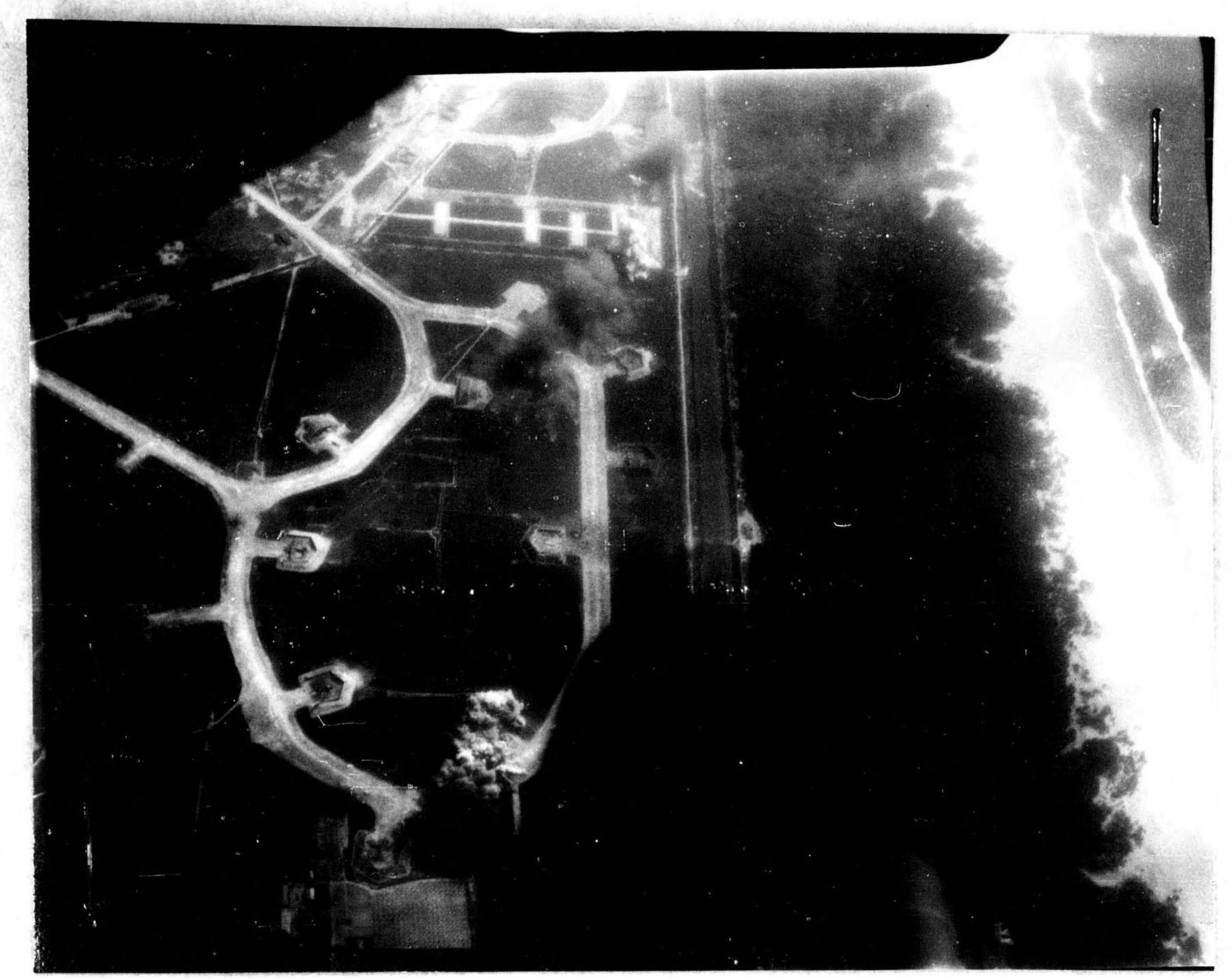


Exhibit (A)



Exhibit (B)

SECRET

TACTICAL AND OFFRATIONAL X11-DATA

REPORT No.

MAGNIAL BANK

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:

(Comment freely on performance or suitability, following check list at left.

Use additional sheets if necessary).

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, Matsushime. 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 hese cut visibility to 4 miles or so in the climb for altitude. The target erea 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) Fruitt, Bartlett and Ensign Seckinger, in runs from the North and Northeast. We 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 teamers.

Lieut. Livingsion, 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 revet-

ment, 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 efter 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 scud 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:

HOME

APPROVED BY: