





# AIRCRAFT ACTION REPORT

RESTRICTED  
(Reclassify when filled out)

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(OMIT THIS SHEET IF NO ATTACK WAS MADE)

REPORT No. 28

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

(a) Target(s) and Location(s) Shipping at Onagawa Wan (b) Time Over Target(s) 1630(-9) (Zone)  
(FOR SHIPS INCLUDE ALL IN AREA UNDER ATTACK)  
Sendai Area, Honshu

(c) Clouds Over Target None  
(BASE IN FEET, TYPE AND TENTHS OF COVER)

(d) Visibility of Target Haze and fog reduced visibility (e) Visibility 6 Miles  
(CLEAR, HAZY, PARTIALLY OBSCURED BY CLOUDS, ETC.) (MILES)  
5-Mark VIII

(f) Bombing Tactics: Type Glide Bomb Sight Used 2-None  
(LEVEL, GLIDE OR DIVE) (TYPE)  
6-All

Bombs Dropped per Run 1-2 plus 2 Spacing Select Altitude of Bomb Release 3000-2000  
(NUMBER) (FEET) (FEET)

(g) Number of Enemy Aircraft Hit on Ground: Destroyed 0 Probably Destroyed 0 Damaged 0

(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 Warehouse docks & small ship at wharf		2 VT-49	8-500# G.P. .025 fused.	3	Warehouse fired, docks damaged.
2 2 FTU's and 3 luggers, ESE of Onagawa Village.	FTU's 1500 tons	3 VT-49	10-500# G.P.	2 seen	Other drops not seen. No ships seen hit. At least some near misses.
4 SCS 100 yds off Onagawa village	1000 tons	2 VT-49	16-500# G.P.	At least one.	Direct hit topside amidships. Much debris probably sunk.
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).

- Both pilots planned to string their bombs across dock area as they crossed from land to over harbor, and bomb small craft tied up. Both runs slightly short, starting fires further inshore. No ships seen to be hit.
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- Destructive direct hit seen by second pilot, whose own drop was not observed.

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

No damage photographed.

S-E-C-R-E-T

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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

After a successful morning strike on 9 August at an airfield target which was to have been revisited, Torpedo Squadron FORTY-NINE'S target for the afternoon was changed to shipping which had been spotted in a cove North and East of Sendai and reported to consist, besides several merchantmen, of a CL, DD, 2-DE'S. From the time of launch until return from the target area, the strike was classified by our pilots as poorly organized and executed.

After the coordinator had spent almost an hour getting this flight together around the carriers, he headed his eighty-nine plane flight due west to Onagawa Wan, apparently preferring to go through the soup rather than fly over or under it. Upon reaching the target area he developed serious radio difficulties, but rather than pass the lead, he somehow contrived to convey instructions for his wingman to transmit. The San Jacinto flight was instructed to orbit and await instructions. Meanwhile other flights were sent in for repeated attacks and a deaf ear turned to FORTY-NINE'S request for an assignment. Finally they called to make runs on the local shipping targets remaining to be hit.

Visibility was poor because of haze and smoke from prior attacks, and aiming points selected with difficulty. Lt(jg) MacCollister, Ensigns Poulson and Milburn, after the former had circuted the harbor to the north for runs to seaward, picked up a cluster of merchant ships anchored a few miles along the harbor's South shore. While two bombs were seen to land in this concentration, no direct hit on the ships could be seen. It seems unlikely that less than two of these ships could have been damaged by hits or near misses, but smoke and splashes prevented assessment.

Lts(jg) Pruitt and Ferbert spotted a good-sized Sugar Charlie Sugar anchored just off shore in the village end of the harbor. Lt(jg) Pruitt saw his division mate get a clean hit, and estimated a "probable". The ship apparently was undamaged when attacked.

Lts(jg) Richards and Hester strung their bombs across the deck area onto a cluster of small craft "parked" at the foot of the village. Three fires in that area, set by planes from other carriers, were already blazing, and the first of each string from our planes each added another fire. One apparently caught a terminal warehouse with a highly inflammable contents, as it poured forth heavy black smoke. Another fire was set in the railroad switch yard. Dock facilities, while not extensive, were hit by the same string.

Rendezvous was effected 10 miles east of Kinkassan To, and this squadron flight returned with the coordinator's VT planes, at the relatively cloud-free 5,000 foot level.

Onagawa village, a pinpoint on the map(HO-V3 $\frac{1}{2}$ --15) ENE of Sendai, seemed to be a busy little transfer point for commerce between the Honshu rail system and small coastal freighters.

S-E-C-R-E-T

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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:

**Charles N. Fuller, Lt(jg), USNR, ACIO**

SIGNATURE

RANK AND DUTY

**Carl H. Peters, Lieut(A1), USNR, Comdg. 11 August 1945**

SIGNATURE

RANK AND DUTY

DATE