"The enemy aircraft were painted very gaudily, having yellow, blue and green spinners. Several had a bright yellow banner about two feet wide on the end of each wing."

Comment: Maybe they're trying to look fierce.

"There were several enemy aircraft all around us. When I looked back I could see no P-47s, so I broke off my attack without firing and passed an FW head on. A P-47 with QI markings came diving down on the enemy aircraft I had just left, and followed him down with several FWs following behind him. I dove down into the turmoil and picked out an FW 190 with a belly tank. He broke right and I opened fire at about 500 yards and hit him with about 1 3/4 rings deflection, strikes being seen on the fuselage and right wing. I followed him down, closed to point blank range."

Comment: The old fashioned dog-fight isn't completely out but it does go a lot faster. A good show when the pilots can break up a concerted enemy attack. However, it's still wise to look before you leap.

"In my opinion, the FWs with rockets and belly tanks were positioned behind the bombers, while several more were dispatched above and in the overcast to take care of our fighters. All enemy aircraft seemed very eager to attack fighters and forget about the bombers."

Comment: Always keep top cover to deal with these e/a that are protecting the rocketed aircraft. Break-up these first and then the bombers danger is cut in half.

"I saw 3 e/a below the bombers in a rat race and went down to attack them. I turned inside their circle and closed on the last e/a, the other 2 split S-ing down. I took a 1/2 radii lead and opened fire at 150 to 300 yards, with a one second burst and saw strikes over the fuselage and wing roots. I closed to 20 to 50 yards, giving the e/a three more short bursts, observing hits and one explosion. I then broke off because I could no longer see the e/a due to the smoke."

Comment: There's no doubt about how "good" that Hun is now! But don't let the Hun sneak up on you like this. When somebody behind you breaks this time, reason for it. This Hun learned the hard way!

"I gave him a two second burst at 800 yards with 3 radii lead to force him to level out, which he did and continued to dive down at 45 degrees. I tackled on his tail and held my fire until I was approximately 300 yards from him. I was closing rapidly so I started firing and continued firing until I had to pull up to the left to avoid ramming him. I observed strikes on both wings from the fuselage to the engines. I also observed an explosion in the port engine. As I pulled up to the left, I saw the port wing badly damaged and burning."

Comment: This Hun made a mistake. Don't reverse a turn in evasive action especially if someone is firing at you.
"Looking back I saw four (4) FW 190s attacking a bunch of B-17s almost directly behind us. I broke left and got behind Bombers, closing on last FW. FW passed Bombers, and Bombers concentrated their fire on me. I took evasive action until they stopped shooting and again went after the FW, which was diving away to the right. Noticing that I wasn't gaining on him, I released my belly tank and followed him to about 18,000 feet.”

Comment: You won't catch a FW190 with a belly tank dragging along, and it's usually a very wise idea to get rid of that belly tank when an engagement is imminent. Give yourself the breakup—not the Hun.

"I was leading Blue Flight, abreast of Yellow Flight—and to their left. Red Flight was to the right of Yellow Flight. I saw the Huns to the right of Red Flight, and saw Red Flight start down on their bounce. I also started down in a steep right turn. I did not think Red Flight could close on the Huns and tried to cut them off with my flight, however, I could not pull my turn in tight enough and they disappeared under my wing. I then rolled over into a left turn and saw Red Flight below me, shooting at a FW 109. The Hun was pouring smoke and Red leader was pouring lead into him. I saw no more Huns in the vicinity, so pulled up to 24,000 ft. with my flight to give top cover."

Comment: Good head work. If you can't get a crack yourself, protect somebody else who can. A long as the Huns go down, it doesn't matter who does the shooting.

"The two e/a above turned down on Capt -------- whereupon I flew up into them, firing a very short burst into the lead ship. Both planes rolled over, dove down and headed for the deck."

Comment: Nice work wingman. I hope the Captain bought you a beer.

"Leading White flight, on the way home at 15,000 ft. I heard a call for Red flight to break. I looked right and saw Red four breaking for the deck. I called for Red flight to break, and they did. At the same time I saw 4 e/a, one of which I positively identified as a FW 190, following Red flight down. We started down after them, and the e/a broke off their attack, and zoomed back into the sun. They had altitude, and we were low on gas. We all broke for the deck with the Huns after us. With four other of our eight ships, we crossed out over Dunkirk at zero altitude. The flak was light, intense and accurate."

Comment: That's really hanging together and protecting each other. Good teamwork. When you're on the deck after clear of towns, etc., especially on the coast—'cause the flak is 'light, intense, and accurate’!"
"Then, after continuing in the skid for a bit, the enemy aircraft went into a slow spiral and went down smoking. I claim this FW 190 destroyed."

Comment: Here we go again - maybe his engine was loaded up - maybe he just poured the coal to it - at least he's not a certain destroyed.

WHEN THE BLACK SMOKE COMES OUT
DON'T CHEER AND SHOUT - HE MAY BE JUST "POURING ON THE COAL"
"I observed about two miles to the right an \(120\) on number two man in a flight of four P-38s, the second element of which directly over his head and in no position to help him. I took my element down and closed on the \(120\) who was following the P-38 at fifty yards. Shooting while closing, I observed a big explosion on the \(120\). I had fired last at 128 yards at five degree deflection. The \(120\) went off, and down apparently out of control, smoking heavily. During my shooting, I observed the \(120\) making hits on the right engine of the P-38."

Comment: Four pairs of eyes just staring straight ahead. That \(120\) couldn't have shot all of them down if it hadn't been for the pilot keeping his fingers well out.

"I was flying spare to "------" squadron and had nearly reached the Dutch coast. Nobody had dropped out of formation so I turned out. About 20 miles from the Dutch coast I was flying at 22,000 feet when I saw two P-38s flying north at 17,000 feet. After looking around for more enemy planes I positioned my bank and dove at the two 190s. When I started to close they turned starboard. I cut my throttle and tried to cut inside of them. I pulled my nose in line of flight of the 190s (the number two 190) until well after he was obscured from vision by my nose. I fired two bursts of one-half and one second and straightened out and dove and saw something fall from the number two's starboard wing, which appeared to be a panel or sheet of metal. The 190s dived for the Dutch coast and I headed for home in a steep glide."

Comment: Here is something for "spotter" to watch out for. It was a damn good shot— and you had a good bounce. But remember those flak are pretty easy, too. So don't get sucked in, "spotter".

"I heard Lt ----- report the fact that a plane was damaged and someone was approaching him from 6 o'clock. I wagged my wings to relieve his mind and pulled up beside him. He requested me to stay with him for he was low on gas, out of ammunition and the greater part of his starboard horizontal stabilizer shot away. I escorted him on course of 320 degrees 3-13; behind his tail. At approximately 1620, I noticed some flak bursts, 100 yards away at 8 o'clock. Twice among this flak I saw a large bright red cloud of smoke, that favored for a long time and was visible many miles away. This was unusual, so I kept looking around and eight minutes later we were intercepted by 6 P.38s. They came 180 degrees from our course and 2,000 feet below. We were at 13,000 feet and I called them in to Lt ----- advising him to open throttle wide and descend, on course, at 2,000 feet per minute. The e/a continued underneath us and channeled to left and came around behind us. We had 40 gallons of gas left but we continued our high speed for five minutes and out ran the e/a. We then throttled back and weaned our kites back over the channel at 7,000 feet. At 1440 hours Lt ----- expressed opinion that he would not make it and asked me to transmit a fix when we bailed out. I agreed and informed him of the presence of three air rescue launches directly below. He then reported land dead ahead and safely reached a field on the coast."

Comment: "Let's be buddies" goes the old song, but believe me here is the best example of it. Good handwriting in outwitting the Hun—a damn nice job of helping a fellow pilot in trouble.
"JU 68, ME 109, and ME 210 were seen about 25,000 feet preparing to attack bombers from six o'clock. A diving attack from 28,000 feet was made coming in at eight o'clock on the ME 210. I closed until the 210 filled one-half of the ring sight. By this time my position was six o'clock from him and I fired about five seconds then broke up to the left with the rest of the formation."

Comment: Well, do tell me more. Five seconds of fire frittered away and the Hun got away scot free. And since when has a 210's wing span become so flat or so. Damn it, one engine nozzle should have filled the sight ring!

HE WHO SHOOTS FROM FAR AWAY LET'S JERRY FIGHT ANOTHER DAY!!!

Not only that, it's a lot of damned foolishness.

CONFIDENTIAL
"As I did so, I observed a ME 109 on my wing man's tail about 50 yards behind him. I called him on the R/T, warning him and advised him to skid until I could position myself for an attack.

Lt ----- took violent evasive action, doing dives, zooms, skids, rolls and various other maneuvers, but the German continued to follow about 50 yards behind, firing continuously. In the meantime, I moved to a position about 400 yards behind the ME 109 and using full throttle I was able to work up on his tail to a position about 150 yards behind him. I had already fired about three or four large deflection shots of about one or two second's duration at the German but without any noticeable results.

Finally Lt ----- tried a skidding barrel roll, but the ME followed and put a long burst into Lt ----- 's right engine causing heavy brown smoke to pour out. At about the same time, I had closed to within approximately 150 yards of the German and followed them both into the roll. As the German fired at Lt -----, I fired a five second burst at no deflection from an inverted position into the ME 109. His engine burst into flames and pieces of the plane flew all over the sky. I passed within 40 or 50 feet of him and observed fire from the engine streaming back over the fuselage.

Lt ----- feathered his right engine and was able to make it to our home base. He also witnessed and corroborates the foregoing statements."

Comment: Now there was damn good teamwork and an educative piece of flying by the wingman; it's very seldom one gets away from a bog only 50 yds. behind. Now the point: Don't let that man get that close behind that's why your neck is put on a swivel. Use it! It's the proper procedure for the wingman to prevent the element leader from surprising the other man.

"The ME 109 was so intent on following the P-38 he did not notice Captain -----, who was in position to start shooting at about 200 yards. He closed to 125 yards about ten degrees deflection still shooting when I noticed an explosion on the ME 109."

Comment: Now you can see what happens when you keep before you look and don't even look after sitting there a while. It's a lesson that Hun never learned.

"I saw a P-47 in a climbing turn, at about 19,000 feet, with an FW 190 on his tail. I peeled off from 22,000 feet with my wing man (then Blue Four) and dove and fired on the enemy aircraft. He went into an aileron roll and I followed him, firing short bursts."

Comment: Just in the nick of time. A good deed is returned tenfold.

"As I turned right, a single ME 109 passed in front and below me and attempted to attach himself to the tail of a flight of P-47s."

Comment: It's an old trick of the Hun to sneak into a formation slowly - and get out quickly after the damage is done.

This time it didn't work."
"I was about to open fire when a P-47 pulled up in front of me and continued to follow the two e/a. I reasoned that my wing man had over run me in the turn and I continued to cover him as we dove in a violent spiral. At 15,000 feet I called to the lead P-47, addressed him as ------ and ordered him to "Pull up and let them go."

Lt ------ answered, stating he was still on my wing and behind me, and the lead P-47 continued in its dive following the two ME 109s into a break in the clouds. I pulled up and made several turns in an effort to locate the unknown P-47 and started home."

"As we closed in on the 3 FW 190s from the rear they started a turn to the right. Major ------ took the middle one of the three and I took the one on the left of his. I opened fire at about 600 yards the first burst, then closing to approximately 250 to 300 yards I gave him another burst. I saw no present strikes. Just before I shot at the FW 190 the second time I saw the FW 190 which Major ------ was shooting at break into flames and start a very steep dive."

"Before I could get into range, the #3 e/a chopped his throttle and broke into us. My #1 broke right and I fired at the ME 109 from a 30 degree angle head on, and then passed over him. He half-rolled down and I rejoined my flight."

"I was flying Red 3 and was not aware of the attack until White leader called in to break. I broke straight down to the left in a violent aileron roll; and the enemy didn't attempt to follow me. I pulled out of my dive and came out on the deck."

"Comment: A good lesson on how to break properly. Notice he did it violently!"
"As I started down the formation started breaking up and turning around, and 109's were coming in on me from a higher altitude covering the 210's, so I broke my dive and turned into the 109's, which in turn broke down and out."

**Comment:** A damn good job of breaking up a superior enemy formation and it's quite common for Hun twin fighters to be escorted. So flights cooperate and cover each other.

"We were escorting the bombers out from Munster when Yellow Three reported a/a attacking a straggler at 180 degrees to us. He made a 180 degree turn and saw two flights of F-47's orbiting approximately 3,000 feet above him stragglers. They were doing nothing to prevent the attacks being made by two BF 109's, so we dove through both flights and headed for the E/A's."

**Comment:** Maybe they were just there as official observers; when protecting a straggler see that he gets damn good protection. But don't round him up and make him feel good and safe—maybe he can nurse it back and thus think how good you'd feel.

"After the bombers and started home, in the vicinity of Baren, I spotted ten ME 109's below me and off to my left, at 22,000 feet. I called them in but evidently my transmission was not heard, so I started down to attack.

Just as I was about 2,000 yards away from the last two stragglers I saw another ME 109 coming out of a cloud layer. It was painted a light blue and carried a belly tank. Flying off to my right, he appeared to be a better target, so I skidded over and got on his tail. I opened fire at 600 yards and closed rapidly. Heavy strikes were seen all over both wings and the fuselage and, as I closed to about 100 yards, the e/a exploded and large pieces flew off in all directions.

As I flew through the huge ball of flame and smoke that was thrown up, I saw that the Jerry's right wing had come off and the main body of the e/a was tumbling down, end over end, on fire. I saw no chute as he disappeared into the overcast at 13,000 feet. By speed at the time of the attack was about 300 m.p.h., indicated, at an altitude of 18,000 feet. Circling back, I saw the other e/a split Sting-down through the clouds."

**Comment:** I came; I saw; I conquered. Just shows how one AIC (one in this case) can really bust up a formation. The Hun evidently thought he had been really bounced and being a Hun, he played it safe and scrambled—nice shooting and good head work.

"The Important Thing is the Cooperation"
"There was a single FW 190 below us with a checkerboard cowling. He was obviously bait for a flight of two a/f that were above him and 9 o’clock to us. We made a pass at him; I was No. 4 in Blue flight, and unobserved my element leader, Captain -----, fired at him. I also fired a short burst, but deflection was 70 degrees, and I couldn’t get sufficient lead. We broke left into a/f above us. They did get on our tails and fired at me. Due to my canopy being iced over, I could not see them, but felt strikes on the plane. Evasion was violent skidding. They were driven off by two F-35s who bounced them from 9 o’clock, high, and they rolled below the overcast."

Comment: Three little fishes bit the bait and but for the grace of God look the shaker damn near got him. When the plane’s hot you don’t have to pick your finger on it to prove it, do you. Better do something about that canopy ice - cause you sure fly around with 3 strikes against you.

"Flight dove down and took position on a 210’s tail and I opened fire at about 400 yards, closing rapidly. I observed at least six explosive 20 M4 hits on his tail surfaces and right wing with initial fire."

Comment: Now here’s a guy who needs his sight - and his ammunition too.

"I was flying #3 in Red Flight, Lt ----- leading, Lt ---- flying #4, my wing man. We spotted four ME 109s in a 4 o’clock position, very low. I called my leader but he didn’t see them so he told me to go down and he would follow. We came in from dead astern and I opened up at about 325 yards and closed to about 200 yards. I saw hits on both sides and on the cockpit, engine and wing roots. The plane blew up and pieces flew off from the explosion."

Comment: Well, when they blow up they’re sure as hell going down - pretty good. Nice work and good cooperation from the flight leader who was willing to let somebody else take the lead if he couldn’t see the trim.

"We found a Fort straggler about 17,000 feet altitude near Tilberg and my flight escorted it out about 30 miles west of Walcheren and the other F-47 left early, probably low on gas. The Fort had both left engines feathered and slight damage to his tail. We left it at 31,000 feet and as we left we noticed that they were throwing things out to lighten the ship.

Comment: That’s when a fellow needs a friend."
"I was not in position to bounce, but Blue Flight made a perfect bounce on them and I saw only the enemy leader escape."

Comment: Very good teamwork. White leader did not try to shoot the pilot from Blue flight who made a beautiful bounce. White leader saw the whole show he was evidently in good position as protective cover.

"We were attacked a number of times from the rear by about 16 enemy fighters and had a running fight for about 40 or 50 miles when I decided to run for home and stop breaking into the enemy."

Comment: Just above that a good cool head always looking and breaking into an attack is pretty safe. A nice bit of flying and tactics.

"I saw an FW 190 above and to my right flying 90 degrees to me, toward the bombers, as he crossed my nose I turned left pulled my sight through him and opened fire at about 500 yards. He broke left jettisoning his belly tank and half rolled down. I followed him in the roll, still firing, and saw many strikes in the vicinity of his cockpit. I saw his canopy fly off after I hit him but I believe it was due to my fire because I believe the pilot was dead. As I broke off my attack and climbed to the left, the FW 190 went down smoking, burning and out of control. I saw him go through the clouds at a terrific speed still on fire."

Comment: When you know how to use that deflection you get results like this. Nice shooting — and it takes practice.

"In raid on Munster, November 11, 1943, one P-47 was observed to shoot down two enemy aircraft. The navigator, right waist gunner, and tail gunner all saw one of the e/a crash. The second e/a was seen going down smoking with the P-47 on its tail by the tail gunner and the right waist gunner. The P-47 seemed to do just half of the lazy eight after shooting down the first aircraft, when it was on the tail of the other. This occurred at 1445 hours at 5148' N and 0520' E (approx). Both of the e/a were FW 190s. The e/a were attacking our formation of B-17s from 6 o'clock low when the P-47 dove on one of the e/a and knocked it down. He then attacked the tail of the other e/a. This fight took place at approximately 15,000 feet."

Comment: This is the kind of confirmation that really counts.

"When we went down after them they went into a Lufberry. As I closed in on one of them a 190 behind started shooting at me but he was out of range. I heard my wing man, F/O — say I was clear so I continued to close. My first shots were behind and low but as I closed I scored hits on the left side of the fuselage, dead astern, and the left wing. A large piece flew off his ship and nearly hit me. He levelled off smoking and I ceased firing and pulled off to the right. He jettisoned his canopy and bailed out to the right."

Comment: A cool and calm wingman who saw things as they really were. It's teamwork that does a good job.
"The engine was very rough, coughed a lot and cut out an estimate of 40 times but always momentarily. As I reached mid-channel I had cut it back to 30 inches Hg. and 2,000 rpm. The engine was much rougher and the vibration intense. Finally I had to cut it back to 23 inches Hg. and 1,400 rpm. The pitot tube was vibrating an arc of approximately 1 foot and the instrument panel four inches. It was impossible to read any of the instruments and I expected the engine to disengage itself from the aircraft at any time. About ten miles from the coast the engine stopped completely and I finally got it started by priming, turning the emergency fuel pressure clear on and engaging the starter. I had glided down to 2,000 feet and was starting to bail out when it caught again. Due to excellent vectoring, I reached my home base and landed just before the gas supply was exhausted."

Comment: A damn near effort and some good thinking on keeping the old power plant going. They'll tell quite a beating and still get home.
"I had a 90 degree deflection shot at a ship crossing by me. I held fire as this e/a was closely followed by a Thunderbolt from our Red Flight."

Comment: Too many fingers spoil the pie - and a burst here might have spoiled a 12-47!

"I took over the flight with Red 2 tagging on behind. Red 2 couldn't keep up so I took my wing man back to give him protection. We couldn't find Red 2 and by this time it was too late to catch up with the squadron, so we turned back for home."

Comment: Woe unto the straggler for his days over the enemy land are numbered - and yes, verily it is worse than what for he detracts from the strength of the squadron additional men whose primary job is to protect the bombers not some "Red 2", straggling along behind.

"Another R-38 or one engine joined up with me and Captain ---- was still escorting both of us while there were from six to twelve LOs in the vicinity. A B-17 straggler joined up with us and that was three ships Captain ---- had to protect by himself. I pulled all the power on my good engine that I could without damaging it and gradually pulled away from the other two damaged ships. I last saw them flying together on the same course just as we crossed the Zuider Zee, but evidently not being bothered by further attacks.

I would like to say at this time that Captain ---- did the impossible in protecting three damaged planes and in getting them safely out of enemy territory."

Comment: You said it, buddy!

"I saw one JU 88 coming up for a stern rocket attack at bombers. Asking for cover from the lead element we went down for a 2,000 feet stern bounce. The JU 88 turned off to the right slightly. When he saw we were coming he fired both rockets and started in a straight shallow dive. I started firing at 500 yards and closed into 300 yards, at which time his right engine blew up in a sheet of flame and a large smoke trail came out. He fell off to the right in a steep spin, and I broke off to the left and climbed back to the bombers. My wing man was with me all the way."

Comment: Now that's the way to do it. Pick your spot, press the tit and close up - another good Hun.

"There was a single Focke-Wulf 190 with checkerboard markings below us, and he was obviously bait for a flight of e/a that was sitting up above him. We made a pass at him to see if he would go down, and he did not go down. I fired a burst at him at 90 degree deflection. I couldn't go down to him because this flight of e/a was sitting up above waiting for my flight to make a bounce and then they would jump on our tails. They would have hit us as soon as we bounced him."

Comment: And you were exactly right. That's using the old maggin.