



**ONE FW-190 DESTROYED:** A P-47 of a two-plane element got strikes on this Nazi, 10 October; then his wing

man, whose ciné-camera made these pictures, fired two bursts, at 200 and 100 yards. Results: obvious.

## FIGHTERS OVER WILHELMSHAVEN

### Pilots' Encounter Reports Describe Battles With Single- and Twin-Engine Enemy Aircraft

SEVERAL interesting encounter reports have been received from P-47 pilots who covered the heavy-bomber mission to Wilhelmshaven, 3 November.

Leader of one flight reports as follows on a series of encounters near the target: "I was leading Postgate Blue Flight and flying at about 27,000 feet when we first sighted the Forts near Essen. As we approached the last box of Forts, I noticed P-38s all over the sky; most of them on the left side of the bomber formation. We were coming in on the left side of the bombers and about one mile away from them, when I first saw four P-38s weaving along the side of the Forts with an Me-109 trailing them. The 109 was weaving behind the P-38s trying to get in a position to fire. All this was taking place on the left side of our formation.

"I peeled down to attack and began to chase the Me-109, flying directly behind him. He was taking evasive action, but evidently did not see us because he did no violent work whatsoever. I waited until I had closed to about 400 yards, and then opened fire. I observed many hits on his wings and fuselage, and, when I had ceased to fire, he was smoking. I passed alongside him and pulled up to the left. The Me-109 started a left turn and headed for clouds about 5,000 feet below.

"At this time my element leader had positioned himself for an attack. I circled and came into position just behind my element leader; off to his right as he began to fire. I fired a couple of bursts too. This time there were many hits all over the Me-109. Pieces flew off in all directions. As we peeled away from the 109, my wing man from

underneath and I from above, I saw it burst into flames, roll over on its back, and the pilot bail out. The Me-109 then went on down, burning fiercely. This combat began about 27,000 feet and ended at 18,000 feet."

Postgate Blue 3 adds the following details to this encounter report:

"Blue Leader started stalking the Me-109... He opened fire and I saw many strikes along the 109's left wing and wing root. The Me-109 turned left and at this time someone said, 'He's getting away. Somebody take him.' I thought Blue Leader said this and replied, 'Okay, I got him.'

"The enemy aircraft was diving towards shore and some cloud cover about 5-6,000 feet below. I cut inside his turn and started closing fast. Too fast, in fact, so I closed the throttle as I came within range. I opened fire at about 400 yards and kept closing. I saw hits all over him and pieces flying off. There was also a small explosion.

"I came so close that I nearly hit him as I went underneath. I then looked back and saw him roll over on his back and spin down in flames. Just before he disappeared into the clouds, I saw the pilot bail out and his chute open."

**BLUE LEADER** then continues the narrative:

"I broke away to the right and again set course, trying to catch up with the bombers. My wing man and I headed west for several minutes until we sighted a large box of B-24s. As we came up on them I did an orbit right, thinking there were enemy aircraft on my tail. This put us in a

position to the rear of the

I then spied another attacks with rockets at the bombers.

We started after it, he proved to be an Me-11 had started after the 1 B-24s. I came up directly at about 400 yards. both engines and the fuselage away from the enemy looked into his cockpit

At that time both pilot were looking at us. around, grabbed his gun as my wing man's bullets hit the left wing the same time.

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**FROM ANOTHER** pilot this report: "I was flying with a formation of Me-2 number. They were about 45 degrees to attacked them from I opened fire on the

**A CURRENT** American into reality by the nautics, according

The joke concerning what was going remarked: "Must trouble—look how home."

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position to the rear of the B-24s and on the same level.

"I then spied another enemy aircraft making attacks with rockets at the rear of the last bunch of bombers.

"We started after it, heading almost due north. It proved to be an Me-110. When we reached it, it had started after the left hand lower bunch of B-24s. I came up directly astern of it and opened fire at about 400 yards. Again I saw many hits in both engines and the fuselage. I passed about 20 feet away from the enemy aircraft and, just as I looked into his cockpit, my wing man opened fire.

"At that time both the rear gunner and the pilot were looking at us. The rear gunner twirled around, grabbed his gun, and started to aim just as my wing man's bullets hit the enemy aircraft. His shots hit the left wing and the rear gunner at the same time.

"I peeled up and around and started to deliver a second attack. By this time the enemy aircraft was smoking from both engines and was heading for the clouds in a southerly direction. I opened fire from about 400 yards, closing to point blank. This time I saw a maze of flashes. The enemy aircraft belched black smoke and my ship was covered with oil from the Jerry. As I broke up and away I noticed the right engine was in flames from the prop spinner back. The Me-110 went over on its back and disappeared into the clouds. We assumed a two-man formation and returned to our base uneventfully.

"I believe the reason I had to make two passes at each enemy aircraft was because three of my guns had malfunctioned and did not fire."

**FROM** ANOTHER pilot in another flight comes this report:

"I was flying White 3 when our flight attacked a formation of Me-210s and 110s. about ten in number. They were bouncing the Fords from about 45 degrees to right of astern. Our flight attacked them from up-sun and dead astern. I opened fire on the Me-210 at approximately 350

or 400 yards and fired one long burst, closing very rapidly. The burst caught him right in the middle, causing numerous strikes and flashes. The enemy aircraft exploded and burst into flames. I flew through the burning pieces of the enemy aircraft just after it exploded.

"I broke off this attack and began another on an Me-110. The first burst brought many strikes in the cockpit and wing root section of the right wing. This burst was at about 300 yards. I followed, closing rapidly. The enemy aircraft burst into smoke and started down at about 22,000. My second and third bursts missed, I think, but the fourth burst caught him in the center section. I saw many strikes and a burst of flame and smoke. It continued straight down, pouring smoke from the center section. I broke off the attack at approximately 13,000 or 14,000 feet."

**ANOTHER** PILOT who claims an Me-110 describes his kill as follows:

"I was flying Blue 3 of Wakeford squadron, when the squadron leader called and said, 'Bogies at 3 o'clock, low; let's go down.' I turned left and started down—there were about 6 P-47s doing down after them almost abreast. The leader got to them first and I saw him get one, then I closed and picked out an Me-110. I fired one 30-degree deflection shot at about 300 yards and then came in to line astern and fired until I almost rammed into him. I fired 900 rounds of ammunition. I set his engine on fire and pulled over to the side and up as I went past.

"I then rolled to go to get another shot and saw him spiralling down. A long trail of flame and smoke was coming from his left engine and wing almost up to the fuselage.

"We were then down at about 15,000 feet and I started to go after another, but was called back by the squadron leader. As I went back up I saw three twin-engine planes going down in flames. I climbed back up to 30,000 and came home. During the engagement the enemy aircraft took no evasive action that I observed, except during turns."

## And Now They're Towing 'Em Home

**A** CURRENT American joke has been translated into reality by the U.S. Navy's Bureau of Aeronautics, according to a report received last week.

The joke concerns the farmer who, after watching what was going on at a glider training field, remarked: "Must be having a lot of engine trouble—look how many planes they have to tow home."

When an experimental scout bomber was grounded at Akron, Ohio, by engine trouble, the Naval Aircraft Factory decided to try towing it

back to Philadelphia instead of knocking it down and hauling it back by truck.

After tests at the factory on towing a similar plane, a PBV-5A (Catalina) was dispatched to Akron. A 300-foot nylon towline was attached to a standard tow fitting which was installed on the propeller hub of the grounded plane. A quick-release lanyard was run to the pilot's cockpit.

The PBV took off with the scout bomber in tow, and the 345-mile trip back to the factory was made without incident at about 125 m.p.h.



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# INTELLIGENCE SUMMARY

FOR WEEK ENDING 14 NOVEMBER 1943

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