

S K I P B O M B I N G A T T A C K
O N
J A P A N E S E C O N V O Y

B Y
F I R S T L I E U T E N A N T
M E L V I L L E W . F I S H E R

NINETIETH BOMBARDMENT SQUADRON (D)
THIRD BOMBARDMENT GROUP (D)

10 March, 1943

SIIP BOMBING ATTACK

Report on skip bombing attack on Jap convoy 60 miles east of Salamaua, on March 3, 1943 at 1515, by a B-25C-airplane No. 793 piloted by M. W. Fisher, 1st Lt., A.C. with F/Sgt. Stephen, RAAF, as co-pilot and S/Sgt. P. W. Malito as gunner.

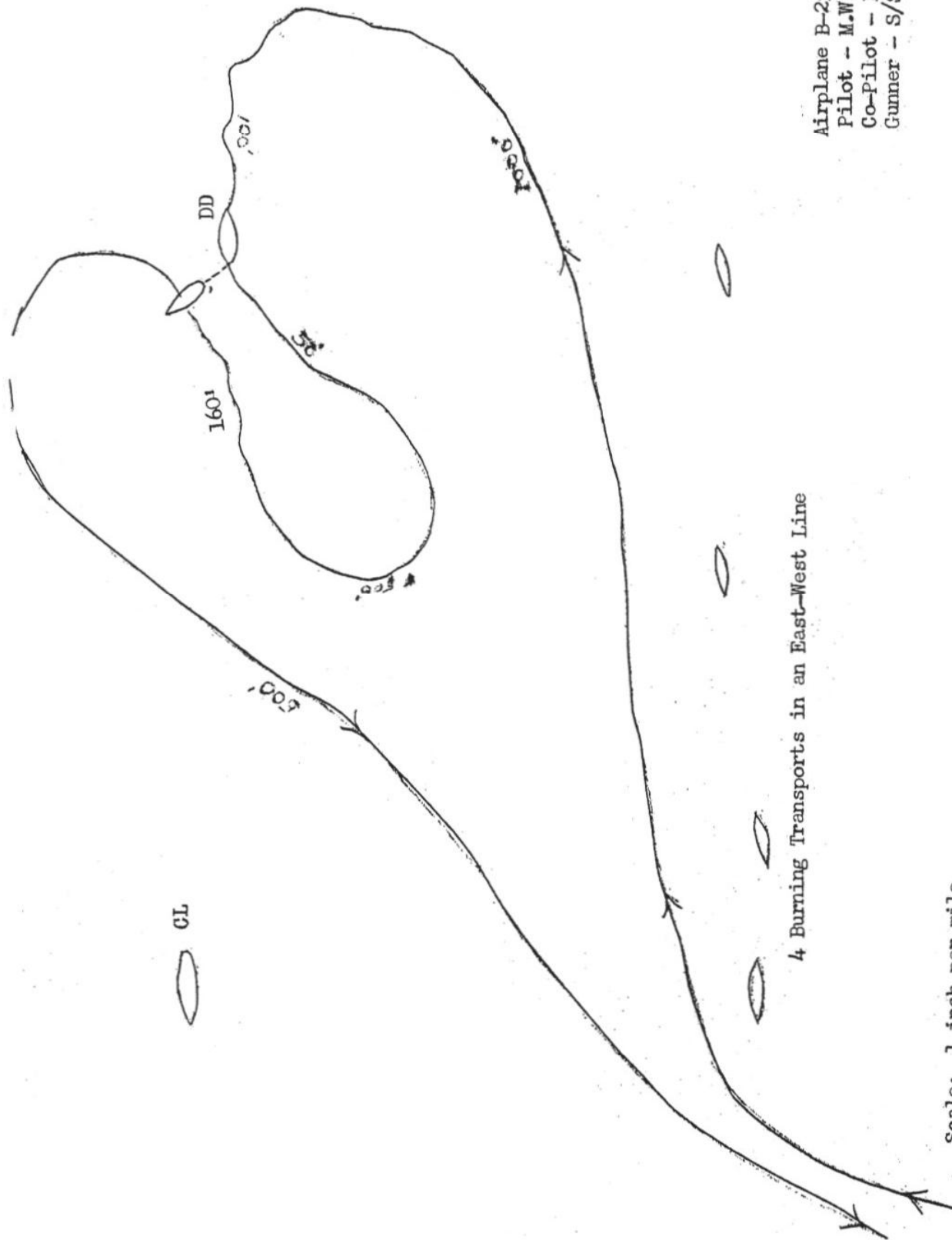
On our approach to the convoy I was flying No. 3 position in a three ship V. The convoy when sighted consisted of four transports, burning fiercely, one cruiser and one destroyer apparently undamaged and heading west under forced draft. The cruiser and destroyer were approximately four miles apart. The flight leader signaled for echelon to the right. We were at one-thousand feet and approximately two miles from the destroyer when we peeled off for our runs. The first planes had scored hits on the destroyer. As I started my dive to get as near the water as possible the destroyer was enveloped in flames and smoke. I made my run from dead astern and I was turning and twisting as much as my low altitude would permit. On the first run I saw no anti-aircraft fire. At six hundred yards I stopped turning and opened fire. I was at about one hundred feet above the water and had an air speed of about 240 M.P.H.. Smoke obscured my vision and my first two bombs over-shot.

I left the warship on the same kind of run I had come in on. When about two miles away I climbed to six hundred feet and made a similar approach but coming in broad side this time. Also this time I observed flashes every six or seven seconds evidently from heavy guns pointed in my direction. It took no evasive action on this run. I dropped two bombs on this run which hit amidship. I then strafed life boats and rafts expending in all about 1000 rounds of ammunition.

There was no fighter opposition. B-17s were at eight to ten thousand feet above convoy and A-20s were strafing life boats and rafts. Water was covered with debris and men. The destroyer was burning and halted when last seen.

Apparently skip bombing is most effective coming in either directly from bow, stern or broadside. Quarterly attacks aren't effective due to bombs rebounding away from ship. Direct hits are easily scored on a lengthwise run.

s/ MELVILLE W. FISHER
t/ MELVILLE W. FISHER,
1st Lieut., Air Corps.



4 Burning Transports in an East-West Line

Airplane B-25-C-1 No. 793
Pilot - M.W. Fisher, Lt, Lieut.
Co-Pilot - F/S Stephens
Gunner - S/Sgt Malito

Scale: 1 inch per mile