

REPORT ON CONVOY

Pilot: Captain Dunbar.

Rear Gunner: Pfc G. L. Gann.

1. Attached hereto is a sketch-map of convoy, as seen by pilot at time of attack.

2. Date: March 3, 1943.

Location: Approximately 0710S-14750E.

Time: 1000/L.

3. AK No. 1, 1-3,000 Ton attacked while travelling course of 45° at an undeterminable speed. No A/A observed on ship being attacked. No particular evasive action by attacked ship. AK No. 2 strafed. AK No. 3 strafed.

4. Convoy first observed from 5,000 feet. Captain Dunbar reduced altitude to 600 feet to begin his strafing run on AK No. 1. The distance from the ship at start of strafing run was 700 yards, and continued until his bombs were released (simultaneously) at approximately 300 yards from the ship, following along a course of 360°. Air-speed 275 miles per hour. Captain Dunbar remained at the convoyed-ship's-mast-height and he didn't employ any particular evasive action during the remaining time over the convoy.

5. Captain Dunbar was attacked by an enemy fighter just after his attack on AK No. 1. His altitude was mast height. Enemy A/C observed at five o'clock firing tracer ammunition at our A/C. No hits were made on our A/C. Enemy A/C seen to chandelle and disappear into the clouds. No further sighting of enemy single seater fighter.

6. 500 x .50 and 1300 x .30 calibre ammunition expended in strafing runs. Two five hundred pound bombs (8 to 11 second delay tail-fused, ... nil nose-fused demolition) dropped.

7. Observations: DD No. 4 observed to be hit, believed by high level bombing.

AK No. 5 listing badly.

AK No. 6 observed to have been hit twice by B-25's.

Two near misses.

Two hits observed on AK No. 1.

Beaufighters seen strafing convoyed ships.

Near miss on AK No. 2 by B-17.

8. Believed tactics employed in this attack proved satisfactory and could be employed on similar targets in the future.

4/5 Miles

4/5 Miles

