

REPORT OF CONVOY

Pilot: Lt. Neel.

Rear Gunner: S/Sgt H. D. Sorenson.

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

2. Date: March 3, 1943.

Time: 1000/L

Location: Approximately 0710S-14750E.

3. Attack made on AK No. 1 following a course of 220°, a ship of approximately 4 to 6,000 tons; speed undetermined. A/A observed while in strafing attack from AK No. 1, was medium, heavy, and accurate, several hits having been received on Lt. Neel's aircraft.

4. Convoy first sighted from approximately 6,000 foot altitude. Our A/C reduced altitude to approximately 3,000 foot-level, traveling at approximately 230 miles per hour on a course of about 230°. Strafing run on AK No. 1 begun about 2,000 yards from ship and at 3,000 foot altitude, and continued until release of bombs. Both bombs released simultaneously. No particular evasive action was taken by Lt. Neel after attack. Bombs released just below mast-height.

5. Lt. Neel's gunner observed enemy SSF approaching above and to rear, believed to Hap with square wing-tip and colored silver. Several gun bursts observed near our A/C. After firing by enemy A/C our A/C's left engine began smoking. Apparently the enemy fighter observed this, as he withdrew from the attack. No tactics of importance used by enemy fighter.

6. 700 x .50 and 1200 x .30 calibre ammunition expended in strafing passes. 2 x 500 # demolition bombs dropped (1 4 to 5 sec. delay tail-fused, nil nose-fused, and 1 8 to 11 sec. delay tail-fused, nil nose-fused).

7. Observations: AK No. 2 observed to be burning, and though to be sinking.

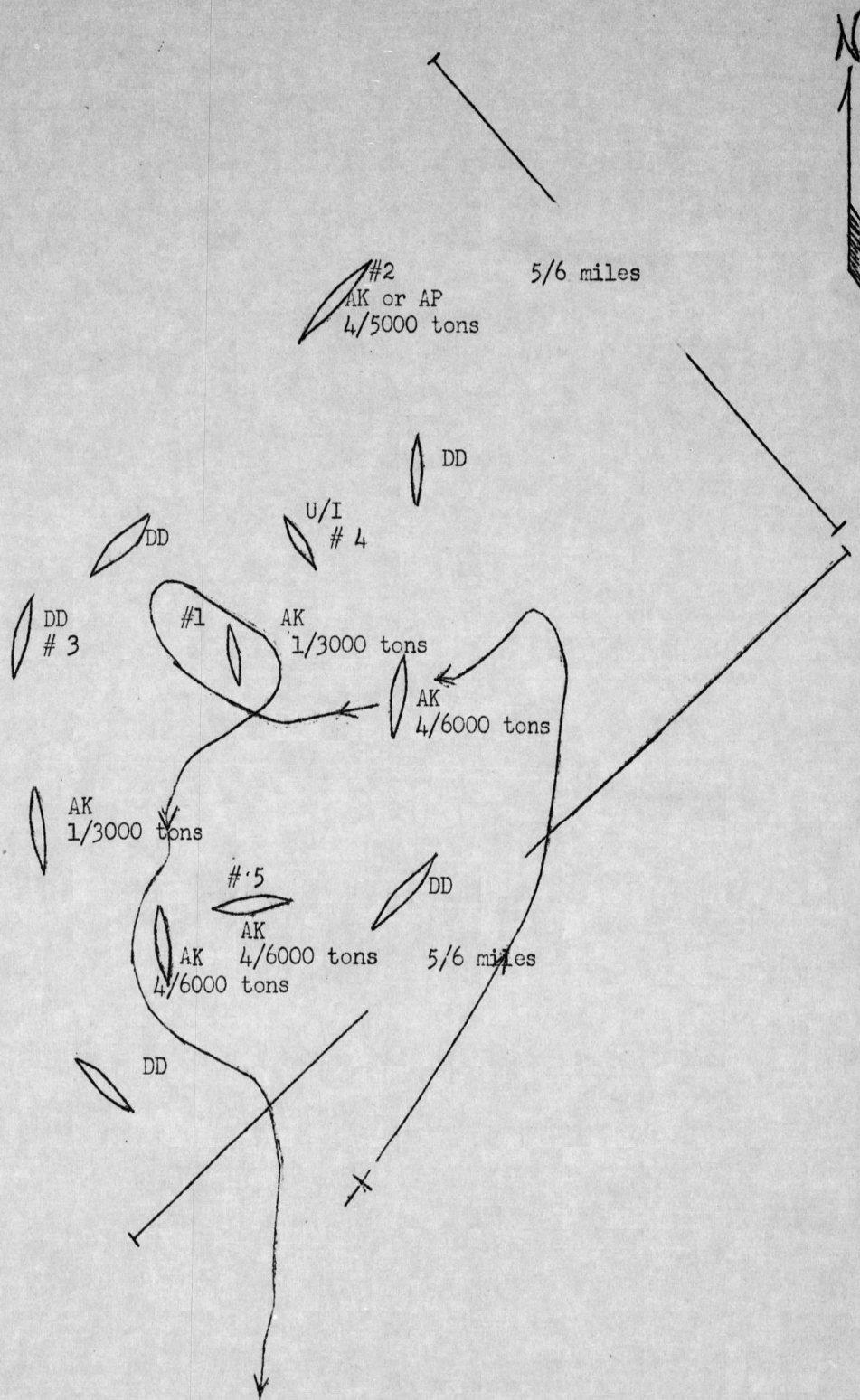
DD No. 3 being attacked skip-bombing and strafing by B-25's. Two passes, bombing.

U/I No. 4 being attacked at mast-height by B-25's.

AK No. 1 observed to be under attack by B-25's just before Lt. Neel made his bombing run. Three bombs observed to have been dropped on this ship, two being short and one over the target.

8. Lt. Neel is of the opinion that the tactics used on this mission were extremely satisfactory. He does recommend, however, that strafing of ships decks be carried out at an angle of from 30 to 45°, as this will enable the pilot to strafe the entire deck more effectively, whereas at a lesser angle the area to be strafed is reduced.

(NOTE): Three strafing passes were made by Lt. Neel, on AK No. 1, AK No. 5, and AK No. 6.



Pilot: Lieut. Neel
 R/G : S/Sgt H. P. Sorenson