

Part Two.

As previously stated, the beginning attacks were made by waves of fighters in line abreast. Our Bombers formation was good at the time.

Crew descriptions point out that in each and every case the Buns pressed home their attacks even to the point as one Gunner put it, "He was hanging by his prop".

In each case the initial strike was from 6 O'clock and slightly below. As such, the Tail turrets bore the brunt of the Buns' force more so than did the Top or Nose turrets at any time. Only on the fly-through attacks did the Waist gunners use their guns, which was seldom, though several cases of inter-ship support were reported.

Returning crew members were of the opinion that in no case were crews caught off guard by neglecting to be at their proper stations. One gunner mistook a 20 MM burst for flick and informed the rest of the crew as such. Supporting fire within the Group is stated to have been poor with the few cases already stated.

In each attack made by the Buns they showed mainly interest in crippling the Bomber by hitting the Engines and Gas Tanks.

Part Three

The Group Gunnery Officer in complying with the situation and from a study from the listed facts wishes to place stress on the corrective action which it intends to take.

Position firing as pertaining to each gunner must not defeat the old theory of Group fire support. Tactics lectures can help in improving this.

Gunnery must realize the importance of knowing the Cal. 50. It has been found that more frequent reviews other than an initial and monthly review are necessary. This review must cover nomenclature, part functions, causes of malfunctions and practice in stripping.

Though little tracking was done, B-11 trainer has proved a great asset, in that, in that one returning Gunner said, "With that trainer time I've had, I just imagined the fighter was the dot on the screen and I got good results too". The B-11 iron sights and A-12 ports are mounted too low to draw a bead on an attacking plane from below, since the lower part of the window blocks out line of vision below.

All Motor Products, Tail Turrets seats should have a greater amount of elevation to them, or the sight be inverted on the present sight cradle which will lower it approximately 4 inches.

Doors between the Waist and Port Bay should be removed or left open, as on several occasions the interphone communication system was rendered useless and necessary signals between the Waist and Flight Deck had to be substituted.

Friendly Fighter support is some times too friendly and must in all cases remain a safe distance away from the Bombers. Cases exist where our Fighters became playful with the Bombers and by doing so from time to time leave an impression with the gunners that all the planes in the surrounding area are friendly ones.

In the conclusion of this report it is suggested that a close study of the enclosed photographs be made. A point of value in your study of them are there were three different colors described, White, Green, and Red bursts.

A Formation plan is also enclosed showing the Group's Formation at the time of the initial attack.

Swift Tarbell Jr.
SWIFT TARBELL JR.,
1st Lt, Air Corps,
Gunnery Officer