tips, but all resembled the silhouettes in other respects. In the Duisburg area, 15 Me-163s were sighted coming up singly and climbing at an angle of from 45 to 60 degrees. Black and white smoke was emitted until the rocket motors were cut off at the altitude of the bombers. Two Me-163s were destroyed in combat with the escorting P-51s (Mustangs).

The first Me-163 climbed up through the bomber formation and having cut off his rocket motor, then made a 180 degree turn during which a P-51 apparently unobserved by the enemy carried out an astern attack from 400 yards range and obtained strikes. The belly of the aircraft exploded and flame enveloped the fuselage, causing the aircraft to lose height like a falling leaf. The pilot abandoned the aircraft.

The second Me-163 was observed circling and losing height under the cloud base at 25,000 ft. The enemy aircraft straightened up and a P-51 endeavored to close range, but was unable to do so at an indicated airspeed of 325 m.p.h. The enemy aircraft commenced a diving turn to the left, enabling the P-51 to fire a short burst. The Me-163 then tightened his turn and carried on for 360 degrees. The rate of turn of the enemy aircraft was tighter than expected, but the P-51 was able to hold his deflection and obtain strikes on the tail of the ME-163 which slowed down the enemy aircraft to such an extent that the P-51 overshot. The P-51 made another attack from astern and obtained strikes on the tail unit which caused the enemy aircraft to catch fire and crash.

Comments: Although at this stage very little is known of the Me-262s aircraft it would appear that the following four points can now be definitely assumed:

(1) It is not fitted with dive brakes.

(2) It will gain very high forward speed in a shallow dive.

(3) Its turning circle at all altitudes will be inferior to contemporary fighters.

(4) Its fuel consumption at sea level will be very high indeed.

Evasive action has been previously advocated to our pilots that should they be intercepted, then climbing turns, steep turns, etc., would probably be the beat evasive action.

In the light of our latest knowledge, however there is one other maneuver which might be worth while, but this maneuver should only be adopted when it has been decided that continuation of the flight objective cannot be maintained owing to the certainty of being shot down by the enemy fighter.

Suggestions:

Should an airscrew propelled fighter be intercepted at altitude above 15,000 ft. a fairly certain method of avoiding being shot down is to put the aircraft into a half roll and a very steep dive, throttled back and in fine pitch.

The Me-262 without dive brakes cannot dive at over 30 degrees without reaching excessive high speeds, therefore it will not be able to follow a standard fighter.

It will probably lose sight of it in the dive and if not will only be able to keep it in view by turning outside it in a position where it will be unable to carry out an attack. At the completion of the dive when the ordinary fighter reaches ground level it will probably have been lost to view by the Me-262, but failing this it should go into and hold a steep turn at ground level. This will make it very difficult indeed for the Me-262 to carry out an attack.

The fuel consumption of the Me-262 at ground level will be such that it will be unable to continue endeavoring to attack a normal fighter for more than a very short time and will probably abandon the operation.

The disadvantages of this method of evasive action is that the fuel consumption of the standard fighter will also be increased but not to the same alarming extent as the Me-262 and therefore, although the object of the flight may have to be abandoned, the aircraft can return to base without being damaged.

332nd Fighter Group (Tuskegee Airmen)

Lt. Roscoe C. Brown, 100th Fighter Squadron, 332nd FG. "I was on the west side of the third and fourth sections of B-17s of the 5th Bomb Wing at about 27,000 feet when at 1215 hours, we noticed three Me-262s coming in at the bombers at eleven o'clock, breaking to one o'clock. The attack was below the bombers. The jets were attacking individually rather than in formation. I called the flight to drop tanks and peeled right on the three Me-262s. I fired at one from 2,400 feet, having him in the extreme range of my K-14 gun sight.

"He went into a dive and I went with him down to 22,000 feet where I broke off pursuit because of the exceptional diving speed of the jet. I climbed back to 27,000 feet. It was then that I sighted a formation of four Me-262s under the bombers at about 24,000 feet. They were below me going north. I was going south. I peeled down on them toward their rear but almost immediately I saw a lone Me-262 at 24,000 ft climbing at ninety degrees to me and 2500 ft from me. I pulled up at him in a fifteen degree climb and fired three long bursts at him from 2,000 feet at eight o'clock to him. Almost immediately the pilot bailed out from 24,500 feet. I saw flames burst from the jet orifices of the enemy aircraft.

The attack on the bombers was ineffective because of the prompt action of my flight in breaking up the attack. The jets appeared unaggressive to fighters and used diving speed as evasive action. They seem to employ the antics of attacking bombers from below where they are not easily visible to our fighters."

Captain Edward L.Thomas and Lt. Vincent I Mitchell, 99th Fighter Squadron, 332nd Fighter Group: "Our formation was about thirty miles southwest of the target when I saw two Me-262s make a pass on a box of B-17s off to our left at approximately 1208 hours. The pass was made from five o'clock high. We dropped tanks and followed them from the bombers' altitude which was 26,000 feet to about 20,000 feet, without gaining on them. At approximately 20,000 feet, the two jets started a wide right turn and my flight started cutting off the turn, trying to close the range and pick up a deflection.

The two Me-262s were in loose string, so we attempted to catch the rear jet. Lt. Mitchell, who had joined my flight, closed with me to a range of about 450 yards and started firing from a forty-five degree deflection and we both observed hits on the jet. He apparently had not realized that we were so close on him, for as soon as the hits were observed he pulled his nose up, did a quarter roll to the right, and split "S'ed" away from us. In the meantime the first Me-262 had tightened his turn until he was almost head on to us, thereby preventing us from following the second jet. The Me-262 then broke to his left and pulled up and