

525
HEADQUARTERS 52ND FIGHTER GROUP
Office of the Group Intelligence Officer
APO 525 U. S. ARMY

FWS/ap

3 July 1943.

SUBJECT: Combat Report.

TO : Commanding Officer, 52nd Fighter Group, APO 525, U. S. Army.

1. Herewith the combat claim of Captain John A. Carey, 5th Fighter Squadron, for two FW 190's destroyed, at 0726 hours, 1 July 1943, approximately 50 miles NE of Cap Ron.

2. It is recommended that these claims be confirmed.

F. W. SCHAB,
Major, A.C.,
Group S-2.

3 Inclosures:

- Incl #1-Combat report Captain John A. Carey (in dup.)
Incl #2-Combat report and Lt. Charles T. O'Connor, Lt. (in dup.)
Incl #3-Form Orange, 1 July 1943. (in dup.)

1st Ind.

JSC/ap

HEADQUARTERS, 52ND FIGHTER GROUP, APO 525, U. S. ARMY, 3 July, 1943.
TO: Commanding General, N.A.C.A.F., APO 512, U.S. ARMY, Attention:
D.A.O.C.

1. The claim of Captain John A. CAREY, 5th Fighter Squadron, for two (2) FW 190's destroyed, 1 July 1943, is hereby approved and confirmed.

JAMES S. COWARD,
Major, A.C.,
Commanding.

Incls: n/c

5th. Fighter Squadron
52nd. Fighter Group
APO 525

1 July, 1943.

COMBAT REPORT:

On the morning of July 1, 1943, while on a scrub le, my number two, (Lt. O'Conner) and I were vectored onto 3 E/A consisting of two FW 190's and 1 ME 109. It was at 0726 while following a vector of 090 degrees that I spotted a flash from a windshield at 2 o'clock to me and about 500 feet higher than my self. I was at 29,000 feet at the time. My number two and I turned into them and came up behind with our backs to the sun. I found myself about 50 yards behind the trailing FW 190 who was flying about 200 yards behind 2 E/A which were flying line abreast. In this line abreast section the a/c on the left was a ME 109 while the a/c on the right was a FW 190. I fired about a one second burst of cannon and MG and the trailing FW 190 blew up. I pulled up to miss the debris. I then pulled in behind the second 190, closed to within 400 yards, and fired a one second burst of cannon and MG. I was too far away to ascertain as to whether or not I scored any hits. However, hits were probably scored for the 190 half rolled to the right to about 19,000 feet and then into a straight dive with me following him. I closed to approximately 100 yards and fired 2 bursts of cannon and MG. On the second burst the 190 caught fire and a second later it exploded.

All of the above action took place at approximately 50 miles NE of Cap Bon as far as I could ascertain. It might also be said that until I made the attack, none of the E/A had the least idea that another plane was in the vicinity.

CLAIM: Two FW 190's destroyed.

John A. Carey
JOHN A. CAREY
Capt. A. C.

5th. Fighter Squadron
88th. Fighter Group
APO 336

1 June, 1943.

COMBAT REPORT:

On the morning of July 1, 1943, while on a scramble, I and my leader, Capt. Carey, were vectored onto three E/A. It was 0725 hours while following the last vector given us, when Capt. Carey spotted a flash from a windshield at 2 o'clock to him and about 300 feet higher than we. We turned into them and came up behind with our backs to the sun. I saw Capt. Carey pull in close behind the trailing PW 100 and fire at him. The 100 blew up in mid air. At this time I was drawing up fast to the ME 109 which was the a/c on the left of a two ship line abreast formation. The a/c on the right of the line abreast section being a PW 100. The third and last a/c which was a PW 100, was trailing the line abreast formation by 200 yards. When I got within 120 yards of the 109, I fired a short burst of cannon and MG getting strikes on the left wing as the 109 did a dive to the right. I followed and closed to within 100 yards of the 109 and fired a one second burst of cannon and MG from dead astern. There was first a big puff of black smoke and then a long stream of white smoke. I then pulled up to about 20 yards giving a last burst of cannon and MG. The 109 fell off on his left wing. I overran him and as I passed the E/A I saw the pilot reach up as if to open the canopy and then slump over the controls. At this time the engine of the 109 was in flames. I circled and started to climb back up to the No. 1 Spit and as I looked back over my shoulder, I saw the 109 go into a steep spiral and then splash into the sea.

All the above action took place at approximately 30 miles E N of Cap Bea.

CLAIM: One PW 109 destroyed.

Charles T. O'Connor Jr.
CHARLES T. O'CONNOR JR.
2nd. Lieut. A. C.

HEADQUARTERS 52ND FIGHTER GROUP
Office of the Group Intelligence Officer
APO 525 U. S. ARMY

JDM/lrw

1 July 1943.

TO: Officer Commanding, 323 Wing. Attention: A-2.

From: 52nd Fighter Group, APO 525, U. S. Army. APO 525.

Form O-range, 1 July 1943.

4. a. Two Spit IX's, red section, 5th Squadron, up 0655, on 0755, on a scramble. Before leaving the ground the pilots were told to go to angels 30 over Cap Bon. When airborne Whipsnade told them to go to angels 30 over Cap Bon. About 15 minutes later Whipsnade reported bandits probably going from East to West. Five minutes later Whipsnade directed the Spits to call Mixture on channel "C". Approximately five minutes later a vector of 200 degrees was given by Mixture. A couple of minutes later Mixture ordered the Spits to angels 29 and told them to orbit their position. Six minutes later Mixture gave a vector of 180 degrees. A minute later a vector of 140 degrees was given. Then, a minute later, the vector of 090 degrees was given. This was at 0725 hours. At 0728 while still following the 090 degree vector the No. 1 of the Spit red section spotted a flash from a windshield at 2 o'clock to him and about 500 feet higher than the Spit. Red section turned into them and came up behind with their backs to the sun. The number 1 Spit of blue section, piloted by Capt. Carey, was about 50 yards behind the trailing FW 190 who was flying about 200 yards behind two e/a which were flying line abreast. In this line abreast section the A/C on the left was a ME 109 while the A/C on the right was a FW 190. The number 1 Spit fired about a 1 second burst of cannon and MG and the trailing FW 190 disintegrated. At the time the number 1 Spit was firing the number 2 Spit was shooting at the ME 109, for when the original turn had been made the Spit number 2 had come out approximately 300 yards from the ME 109. Number 2 Spit, piloted by Lt. O'Connor, closed up to within 120 yards of the 109 and fired a short burst of cannon and MG getting strikes on the left wing as the ME 109 did a dive to the right. The Spit followed and closed to within a hundred yards and fired a second burst of cannon and MG from dead astern of the ME 109. There was at first a big puff of black smoke and then a long stream of white smoke. The Spit then pulled up at about 20 yards from the ME 109 giving the ME 109 a last burst of cannon and MG before pulling up. The ME 109 fell off on the left wing. The Spit over-ran him and as it passed the ME 109 the Spit pilot saw the ME 109 pilot reach up as if to open the canopy and then slump over the controls. At this time the engine of the ME 109 was in flames. The Spit circled and started to climb back up to the number 1 Spit. As the pilot of the number 2 Spit looked back over his shoulder

Form orange July 1, 1943 (cont'd)

the ME 109 went into a steep spiral and went into the sea. At the same time the above action was taking place the number 1 Spit was pulling in behind the second and last FW 190. The Spit closed to within 600 yards and fired a 1 second burst of cannon and MG. The Spit was too far away from the FW 190 for the Spit pilot to ascertain as to whether or not hits were scored. However, hits were probably scored for the FW 190 half rolled to the right to about 5000 feet. The Spit followed and closed to approximately 100 yards and fired a two burst of cannon and MG. On the second burst the FW 190 caught fire and a second later exploded. All the above action took place approximately 50 miles NE of C. Bon as far as the pilots could ascertain. 250 rounds of 20 mm ammunition and 1100 rounds of MG (.303) were fired by the number 1 Spit, while 100 rounds of 20 mm ammunition and 400 rounds of MG (.303) were fired by the number 2 Spit. The pilots believe that until the attack the E/A had no idea that there were any other planes in the vicinity. The camouflage of the E/A consisted of a light blue under surface and a greyish blue upper surface. Also all three E/A carried under their bellies what could have been either a belly tank or a bomb.

F. W. SCHAUB,
Major, A.C.,
Group S-2.