

HINTS AND TIPS FOR BEGINNERS (AND OTHERS) IN WHIRLWIND BOMBERS ATTACKING SHIPPING.

(Many of these will apply to Typhoon Bombers).

Make sure of your bomb fusing.

Remember (a) The "3 second" detonator will vary between 2 & 4 seconds in its delay.

(b) The "11 second" detonator may give as little as 7 seconds delay.

Know the call signs and the number of aircraft escorting you and doing anti-flak.

Make sure that escort and particularly anti-flak know your method of attack.

Be 2 minutes early for rendezvous. Far better to do a circuit than keep the Wing waiting.

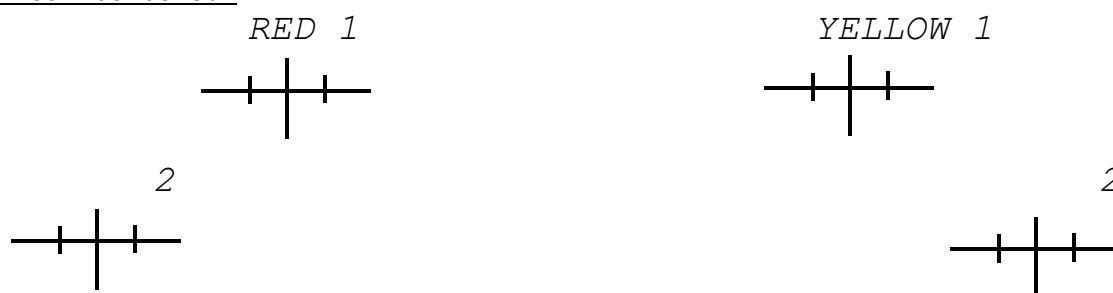
OUTWARD FORMATION

Anti-flak Fighters 1 nding, flying flights line abreast aircraft line abreast, 1200 yards between flights, fifty yards between aircraft, 100 feet above sea level.

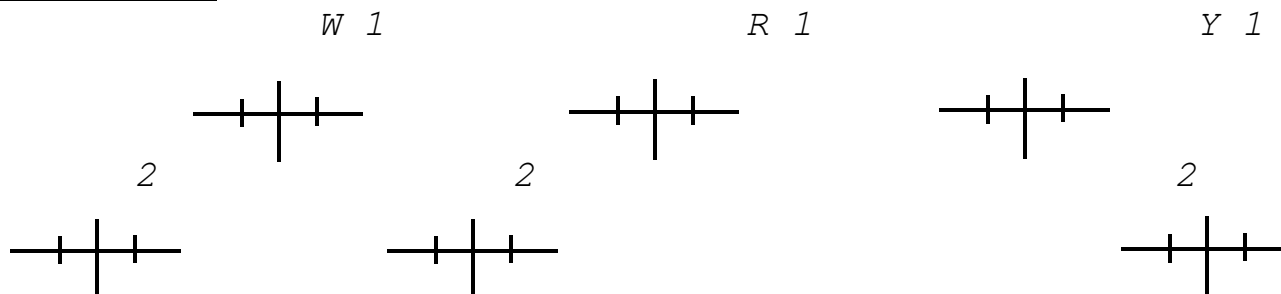
BOMBERS

In sections line abreast, 50 feet above sea level, 400 yards behind anti-flak fighters. No. 2's in each section flying 2 spans out and one length behind No. 1.

e.g. For four bombers:-



for six bombers:-



In this formation leaders are up front and in the best position to choose target. If eight are used repeat formation for four, flights line astern.

ATTACKING.

Fuse bombs and put both starboard and port selector switches in "ON" position immediately on setting course.

Swing into best position on sighting convoy (i.e. abeam or up sun). It is better to spend 5 minutes doing this than to attack without thought immediately on sighting. In the formation as given above, each section of Bombers will be able to follow the corresponding anti-flak flight onto the target, and

Time your attack so that you are almost on the target as the anti-flak break away. If both you both and the Spit boys have fingers out, the last anti-flak cannon shell should beat your bomb to the target by a short head. In this way less flak will be experienced as often fighters draw the ships fire.

Concentrate on your bombing run. Make this absolutely on the deck. Fly straight at your ship and plant your bombs on the water line.

Keep your camera button pressed on your run in. so that you can prove to the Intelligence Officer it was a 4000 tonner and not a 150 ton coaster. Most Intelligence Officers have never heard of a ship of more than 1000 tons anyway, and you be able to say "I told you so" when the combat film comes back.

Do not jink. This serves no useful purpose and will only spoil your run in.

Do not fire cannon. It's nice to hear the noise but you can't do the jobs at once, and only make a cock of both. Leave anti-flak to the Spitfires.

Both aircraft in a section must attack the same ship. Better one ship on the bottom than two damaged.

Both aircraft to pass over the ship practically together. In this way the early demise of No 2 will be avoided, who might otherwise be blown up by his leaders bombs.

After bombing pull over the masts (recommended) and get down on the deck again. DO NOT career wildly over the sky under the impression you are taking evasive action. This only makes everyone elses job, particularly the escorts, more difficult.

Keep your station. The leader will throttle back immediately to make this easier.

If attacking at night, you will naturally attack into the moon. Back sharp right or left, keeping low, immediately after. If you keep straight on, you will make a nice target silhouetted against the moon.

Remember flak looks a lot worse than it is.

RETURNING HOME

Bombers leading. Sections line abreast 100-150 yards apart. No 2's 100 yards behind and 100 feet above their No 1.

Anti-flak will escort. Former escort doing rear cover.

De-fuze, Selector switches off, before crossing coast.

Don't shoot a line to the I.O about the size of the ship. An M class Mine Sweeper looks like a destroyer. A destroyer looks like the Scharnhorst. Be modest. Half your estimated tonnage and weight until your camera films have been developed (provided of course you are a Good Type and have followed hint No 5).

(Sgd) G.B. WARNES D.F.C

Squadron Leader, Commanding
No 263 Squadron