



*A Me-262 is caught in the gunsight of a pursuing P-51*

ered but immediately developed another. When I pulled out I dropped down almost in trail of the jet aircraft. I noticed a simultaneous trail of propulsion from both aircraft. They continued straight through in a shallow dive for almost a minute after the attack and while still in very close formation they started a shallow left turn. I picked up a 2 1/2 radii lead on the jet on the right and fired a long burst. I fired another burst and held it for about two seconds. I noticed hits on the aircraft and saw him fall out of formation and I believe that he went down. I had to break off the attack because my wingman called to me for help. In these encounters I observed that the jets stay under the bombers beneath where they cannot be seen by the fighters.

They fly a close formation using jet propulsion intermittently. They were very unaggressive to fighters. Jets take advantage of their speed and make shallow turns in order to not lose speed.

Lt Joseph E. Chineworth, 100th Fighter Squadron 332nd Fighter Group: "At approximately 1215 hours while engaged in escorting B-17s of the 5th Bomb Wing, my flight was attacked by three Me-262s. I was flying number two position and was at 29,000 feet at the time of the attack. The jets came in from ten o'clock low and passed under us making a fairly tight 180 degree turn to the left. At this time we were to the left of the bombers and above them. While the jets were in their turn, we dropped tanks and started a dive to the left of the enemy aircraft pursuing them for 5,000 feet downward. At this point I lost my flight leader and picked up the number four man in our flight. Together we went after another Me-262 that had just passed in front of us. I made a ninety degree left turn and was on the tail of the jet about 1,500 feet away. I fired three long bursts and then my guns stopped. I saw hits and pieces fly off his plane. Black smoke came from the enemy aircraft as he started into what appeared to be an uncontrolled dive.

I used a five degree to a zero degree deflection shot at him. My ship was equipped with the new K-14 gun sight. As I was pursuing the jet, I had my throttle full forward but I did not notice my air speed or my manifold pressure at the time, but as I pulled away I was indicating from 355 to 375 MPH at 17,000 feet. My attack lasted for about five minutes. I saw approximately nine Me-262s. Several of the jets I saw were not using power. Their approach to the bombers was without the use of power. They appeared unaggressive to fighters. They flew almost in a U formation with one behind the other."

Lt. Charles V Brantley, 100th Fighter Squadron, 332nd Fighter Group: "Between 1200 and 1220 hours while flying as escort for B-17s of the 5th Bomb Wing my element leader and I encountered an Me-262. We were at an altitude of 25,000 feet flying practically abreast when two Me-262s came in from behind and slightly below us. Both aircraft appeared to be coasting as I saw no indication of power. One jet was between us and the other one was to my flight leader's right. I dropped my nose, being well within range and made several bursts on the ship that was in front of me from dead astern. My flight leader fired on the other. The jets broke in a slow turn in opposite directions, pulling us apart. I followed my target in a dive for a short while observing hits on the fuselage. I then broke off to join my flight leader. The dive was very shallow and at no time did I go below 20,000 feet. As I broke away the Me-262 steepened its rate of turn and dived. It was seen by my flight leader and other pilots to go down in flames. I encountered another Me-262 while joining my flight leader. This Me-262 passed me at approximately ninety degrees. I fired but no hits were observed. I was unable to pick up the correct lead and could not turn fast enough because of one wing tank which had stuck. The jets were able to pull away from us without using power. Altitude is essential in successfully combating the fast Jet aircraft.

Lt Reid E Thompson, 100th Fighter Squadron, 332nd Fighter Group reports, "between 1200 and 1220 hours, while weaving over bombers of the 5th Bomb Wing, 3 Me-262s made a pass at the bombers from seven o'clock low. I was at an altitude of 26,000 feet when I saw the Me-262s come up make a pass, level off and go zooming up and over the bombers at one o'clock. They also did a wing over and made another pass from two o'clock high. I called in the enemy aircraft to my flight leader I was going down to intercept them. I peeled down and told my flight leader, I was going down to intercept them. I peeled down with my tanks on and reached a speed of 300 MPH. On the way down a flight of five of our aircraft passed me and I broke away to the left and dropped my tanks.

In the turn I saw an Me-163 in a turn to the left at two o'clock to me. I tightened my turn and fired two bursts with a seventy degree deflection, but I was out of range, at about 4,000 feet. The jet went into a dive almost vertical and I dived behind him still out of range and looking for him to pull up and allow me a shot at him. He began to dive from 26,000 feet and on the way down., he did three barrel rolls to the left and I rolled with him. On the completion of the rolls, I pulled out of the dive at 10,000 feet and leveled off at about 6000 feet. I estimated the jet to be about 4,000 feet in front of me and when I last saw him, he was still going down. I circled the area where I last saw him and located a puff of smoke and wreckage where I judged him to have gone in. I then joined a friendly aircraft and left the area. The jet appeared unaggressive and employed a dive as evasive action."