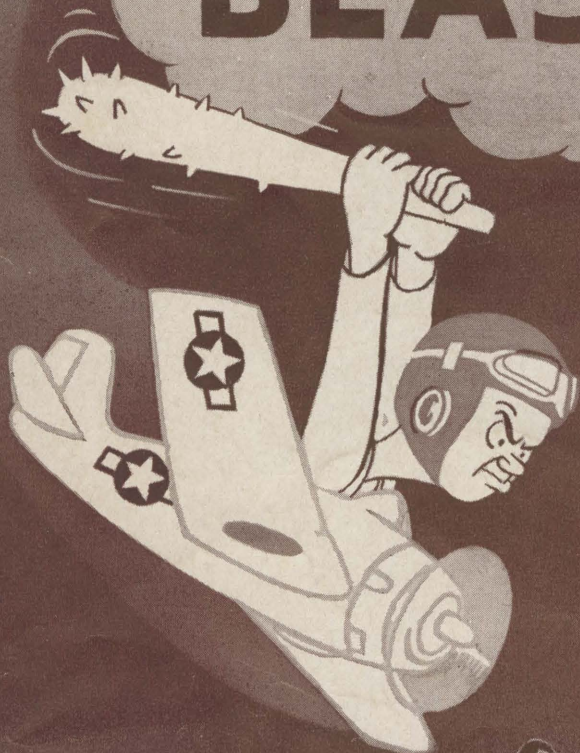


# SNOOPERS *and how to* BLAST 'EM



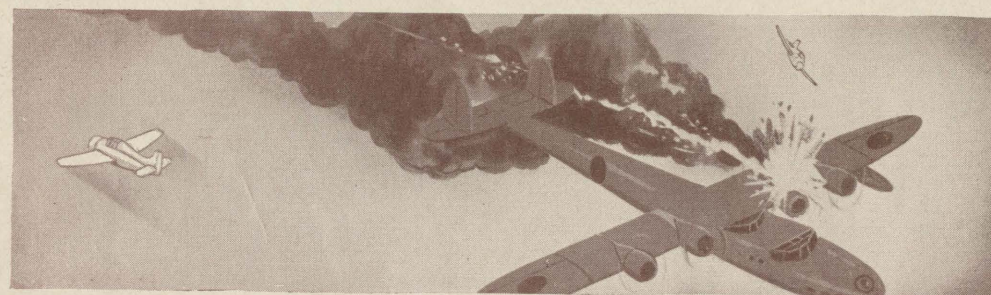
★  
FIXED GUNNERY and  
COMBAT TACTICS SERIES  
No. 5

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1944

AVIATION TRAINING DIVISION  
CHIEF OF NAVAL OPERATIONS  
U. S. NAVY

RESTRICTED  
NAVAER 00-808-18





This pamphlet supplements  
the training film of the  
same title.



CONAVAER 00-80S-18  
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★ FIXED GUNNERY AND COMBAT ★  
TACTICS SERIES No. 5

# SNOOPERS AND HOW TO BLAST 'EM



CONFIDENTIAL



Issued by  
AVIATION TRAINING DIVISION  
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## INTRODUCTION

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This booklet deals with one of the softest jobs of a fighter pilot—knocking down enemy snoopers—soft but plenty serious.

Q. What is a SNOOPER???

A. It's an enemy plane on the loose looking for any information definitely of *no* benefit to your own mission. The snooper may be an enemy carrier-based or land-based scout; he may be a

KAWANISHI '97



BLOHM & VOSS 138

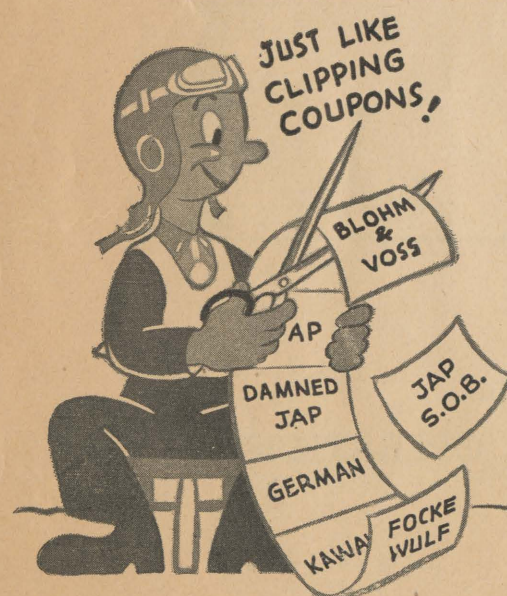


MITSUBISHI TYPE 1  
medium bomber



or a  
FOCKE-WULF 200

But whatever he is, or whatever you call him: snooper, shadower, scout, or "Washing Machine Charlie," one fact remains a dead certainty—he's out for no good.



Each section of this booklet is a ration ticket for "cold meat," because an enemy shadower *is* cold meat for the fighter pilot, if he sticks to the Navy's fundamental principles of fixed gunnery and the tactics for this job.



## INTRODUCTION

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"fat, dumb, and happy"



If the fighter's approach is right, and if his marksmanship is accurate, he ought to be able to knock down a scout without getting so much as a bullet hole in his fuselage for a souvenir. Make no mistake about it, though, if he is sucker enough to let the free gunner catch him sitting up there, fat, dumb, and happy, he can let the enemy make a clay pigeon of him.



On the other hand, if the fighter pilot follows the rules of combat tactics, he ought to be ashamed of himself if he ever attacks a snooper and lets him get away.





## INTRODUCTION

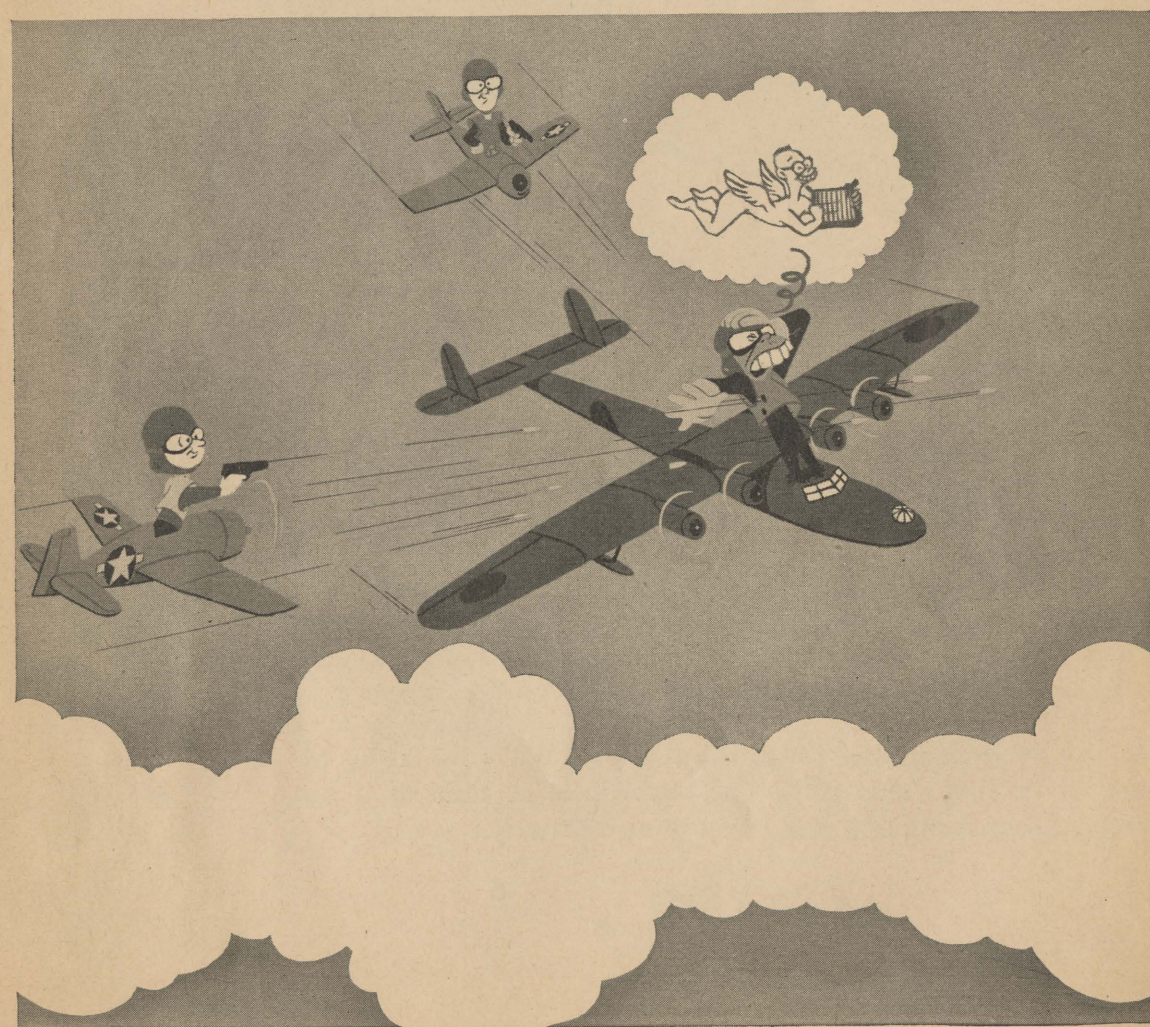
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There is nothing unsportsmanlike, however, in shooting out your enemy's eyes. That long range patrol plane, left to its own devices, might well be the one that sends the radio report which means death to your own carrier or task force. The instant a

scout lays eyes on you, he can recognize your fighter as a carrier-based plane. Therefore, it behooves you not only to kill him, but to kill him *quickly*, before he ever gets a chance to send a contact report to his own forces.



IT IS THE PURPOSE OF THIS BOOKLET TO SHOW  
YOU WAYS OF MAKING THIS QUICK KILL.



## INTRODUCTION

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One nice thing about being a fighter pilot is that you should never be lonely. Single-seaters ought never to be out on their own, under normal combat conditions. In hunting enemy scouts, the basic unit of a fighter formation is the two-plane section.

It should hunt and it should fight as a unit—not as two individual planes. Teamwork between the section leader and his wingman is essential in destroying enemy shadowers, as it is in the destruction of all enemy aircraft.



When a carrier-based fighter section is on combat air patrol, the wingman has ample opportunity to demonstrate that he knows his business. He keeps the proper, comfortable distance behind his leader, so that he can *search*, without having to keep his eye on the other plane all the time. He never lags behind or flies dead

astern, where he might lose touch with his leader, nor does he fly wing-to-tail, where an effective lookout would be impaired. He flies stepped down so that when they make their turns, he can slide under, back and forth, and a sudden turn won't make him lose sight of his section mate, or leave him behind.



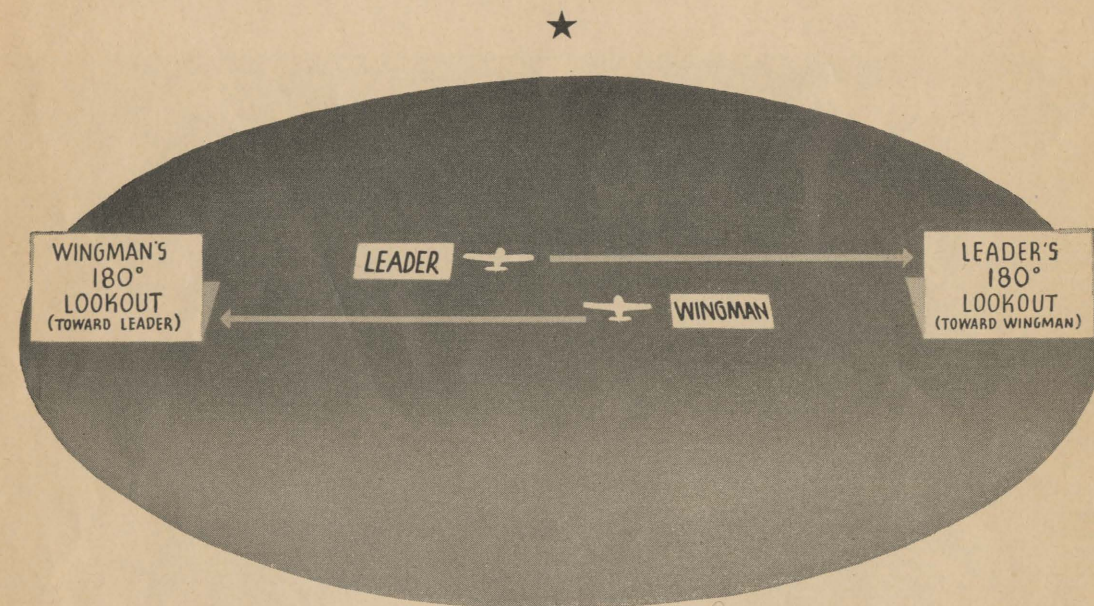


## LOOKOUT DOCTRINE

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A fighter section on combat air patrol must maintain a sharp lookout in all directions at all times. The wingman maintains a good searching watch throughout 180° of the horizon, above and below, in the direction of the section leader, so that he can con-

centrate on searching and still maintain the proper formation. The section leader watches the other half of the horizon and in this way every part of the sea and sky are within the range of vision of the two pilots.



★

In flying combat air patrol, it is only common sense to be below the cloud base. This enables the fighters to keep the carrier in view, and that is very important, because the carrier is a very tiny dot on a very unfriendly ocean when your gas is running low. Being near the cloud base when vectored out enables the fighters to utilize it for concealment if an enemy is sighted, which gives them the invaluable element of surprise.



STAY BELOW THE CLOUD BASE !

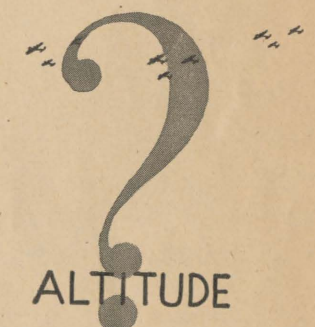
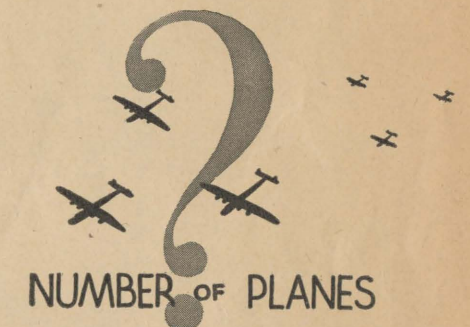
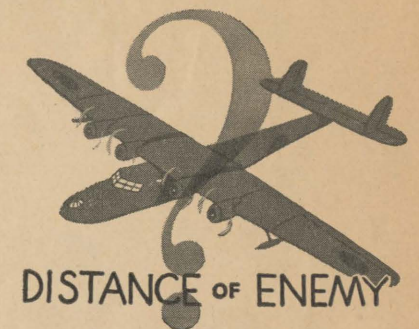
## STAY FRIENDS WITH THE FIGHTER DIRECTOR

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Under modern combat conditions, Radar ordinarily will indicate the presence of enemy planes before the fighter patrol can see them. When this happens, and the section is vectored out for a contact, the leader should maneuver sharply to get on the course as quickly as possible. The wingman, of course, stays in formation right with him. They should use to the utmost the information obtainable from the fighter director—the probable distance of the enemy, the number of planes indicated, and the altitude at which the contact may be expected. Upon this last piece of information depends the altitude at which the fighters go out. They want altitude advantage over the enemy when they make contact, but cloud formations may induce the fighters to fly higher or lower than the ideal altitude, in order to take advantage of cover. This, of course, they should do—and if it is possible for them to approach the enemy from out of the sun, naturally they will do this too.



"OUT OF THE SUN"





## STAY FRIENDS WITH THE FIGHTER DIRECTOR

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TEST YOUR GUNS TWO AT A TIME



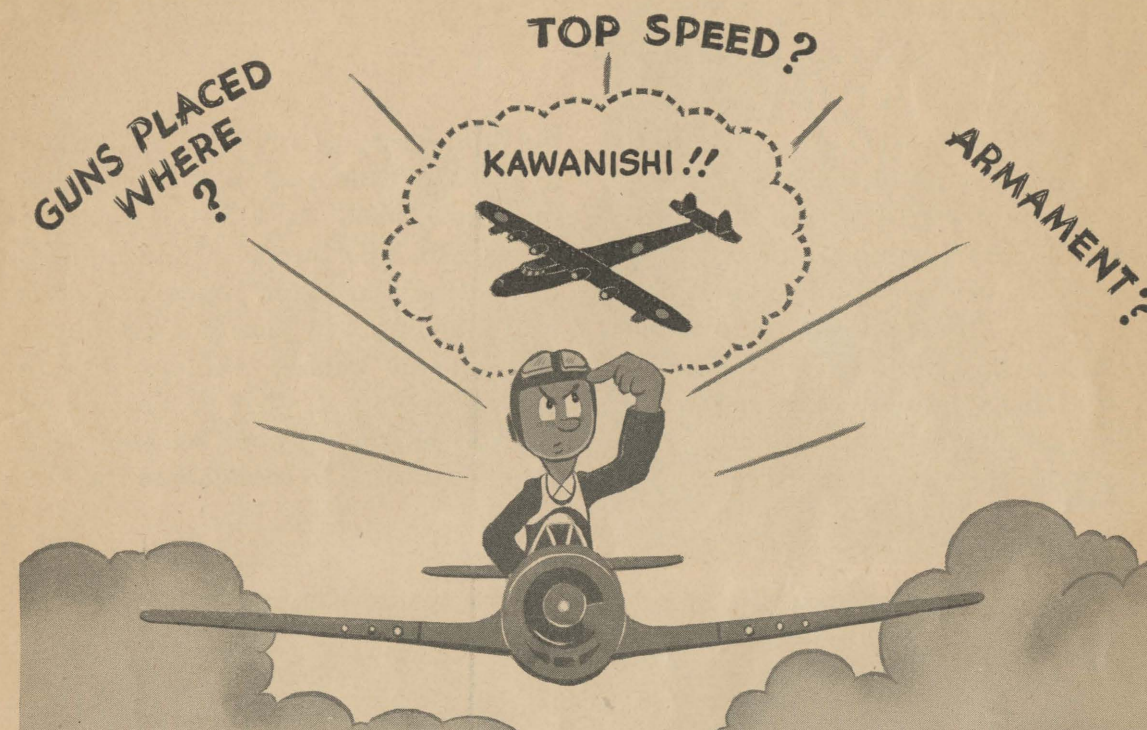
Immediately upon swinging around to the proper heading, the firing check-off lists are gone over and guns test-fired. It is a good idea to test-fire the guns in pairs, for by doing so you can readily detect which gun is misbehaving. Possibly recharging will correct the fault. If your guns won't fire, be certain that the fighter director knows about it.

The fighter pilots become doubly alert as they near the point of contact. Upon sighting the enemy it is the first duty of the fighter unit to report to the base *all* information that it needs to know. It is not enough to open up on voice radio and report "One bandit!" The fighter director wants to know the exact type of plane sighted and its course.



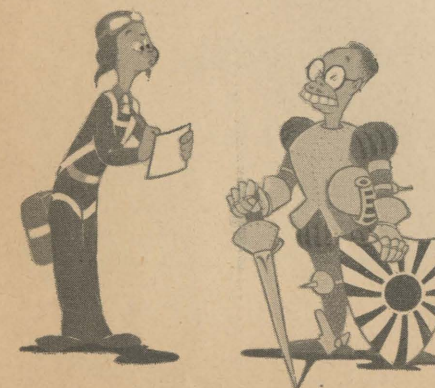
## WHAT IS THIS THING CALLED "TARGET"?

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Here the fighter pilots' knowledge of recognition is of great importance, not only for the accuracy of their contact report, but in order to permit them to plan their attack instantaneously. They must recognize immediately the top speed of the enemy plane, because that determines the correct amount of lead, its flight

characteristics, and its armament. Woe betide the fighter pilot who can't remember the placement of the guns in his target! If he makes a stern approach on a Kawanishi patrol boat to foil the waist gunner, he will barrel right into the tail stinger and wind up picking 20 mm. lead out of his navel.



Know His Armament

Knowledge of the armament of the target is essential in selecting the most effective run to be used against him. The approaches of the fighters should be swift, decisive, and timed so that the wingman reaches the firing point just as the leader breaks away.

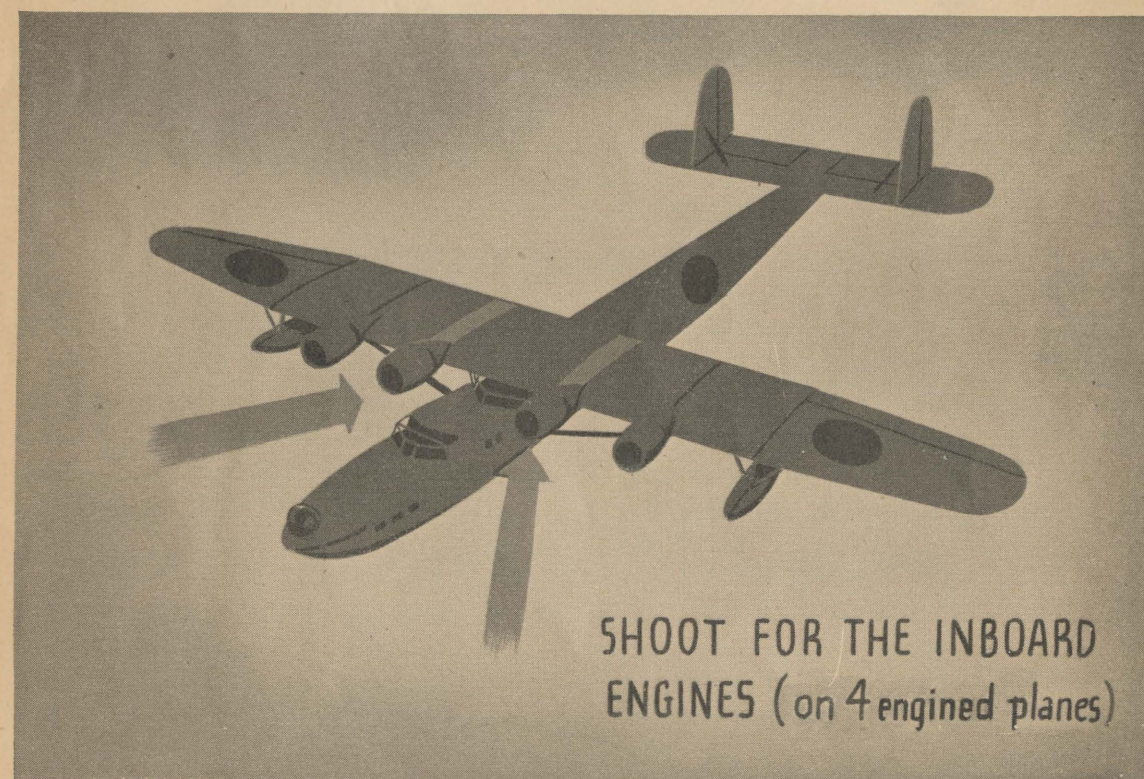


## HITS DON'T COUNT... ONLY BULL'S-EYES

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The enemy plane is *not* the target. The fighters must aim at—and hit—the most vulnerable part of the shadow. In ninety-nine cases out of a hundred, your best bull's-eye is the engine on the opposite side from which the approach is made—in the case of four-engined planes, the inboard engine on the far side. By shooting across the target's fuselage,

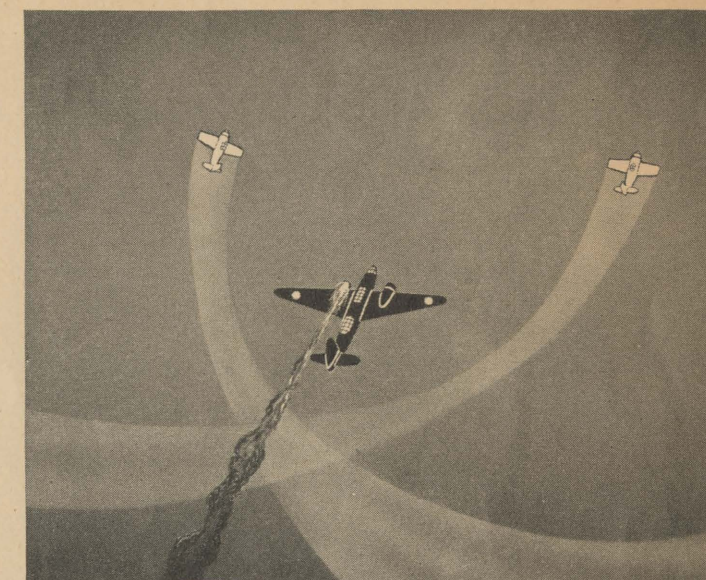
the fighters stand an excellent chance to knock out the engine, to kill most of the crew, and to hit the gasoline tanks with one burst. If the fighters are attacking from opposite sides and the wingman sees that his leader has hit an engine—which he can tell by seeing it start to flame and smoke—he should pour his shots into another engine to accelerate the kill.



## HITS DON'T COUNT... ONLY BULL'S-EYES

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Whether the original attack is made from opposite sides or the same side of the target, the fighters should *always* recover on opposite sides so that they can bracket the enemy if he is not shot down in their first attack. From this position, if the snoopers stays out in the open, they can make successive, coordinated runs on him until he is eliminated.



RECOVER ON OPPOSITE SIDES OF ENEMY



The choice of these runs depends upon the position of the target in relation to cloud cover and the surface of the water. If there is cloud cover to the right of him, and a couple of thousand feet above, a high side approach from his right will discourage him from seeking

that concealment. On the other hand, if he is near the surface of the water, overhead or high side approaches will show him nothing but splashes where two foolish fighter pilots wound up in the drink. Obviously, flat side approaches are ideal for this situation.



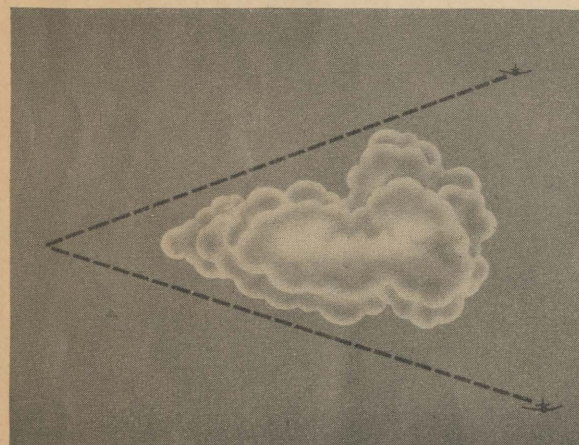
AVOID OVERHEAD OR HIGH-SIDE APPROACH WHEN CLOSE TO THE WATER !



## CLOUDS CAN HELP OR HINDER

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If there is heavy cloud cover in the vicinity, every effort should be made to prevent the snooper from reaching it because he can circle there until the fighters are out of gasoline if he has to, but even if he reaches patchy clouds, such as scattered alto-cumulus, there is a system for forcing him out into the open.



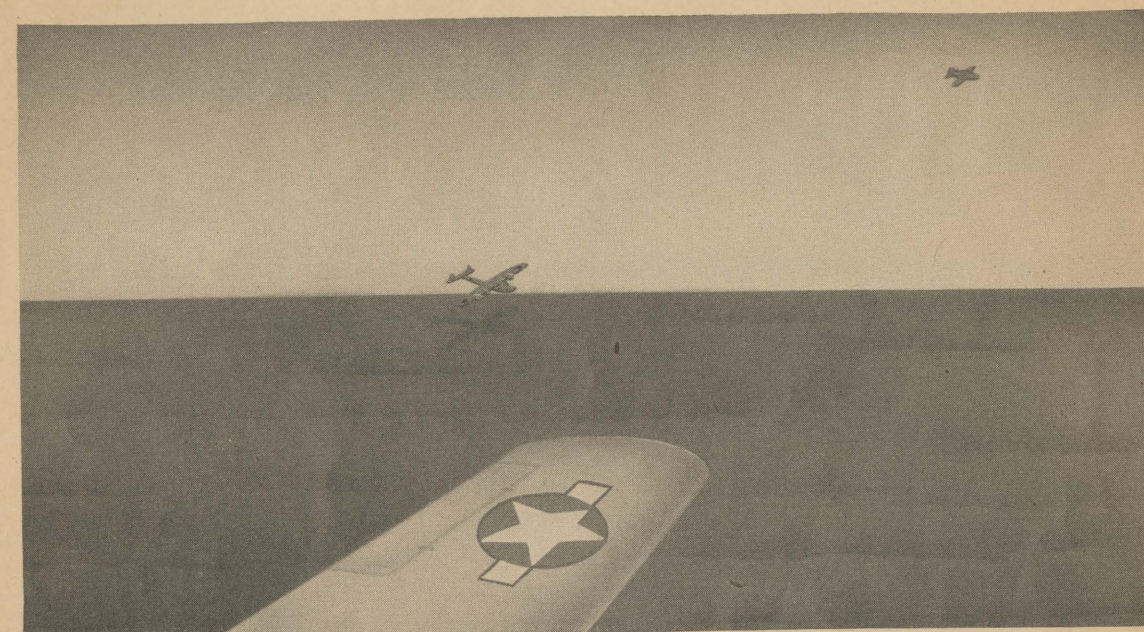
Naturally, fighters equipped with Radar go right in after him, but if they haven't Radar, the section leader should fly above and to one side of the cloud formation in which the target has taken refuge. The wingman, on the same side of the cloud, stays below and behind his leader. They keep each other constantly in sight, and as their lines of vision intersect at a point beyond the cloud, they have the enemy boxed in. If he breaks cover, they know it immediately.

When you are vectored out, if you find that your contact might be made in a cloud layer, one fighter should go up above while the other stays below. You can't do anything to the enemy unless you can see him.

If you go out in conditions of haze it is a good idea for the fighters to fly about 1,000 feet apart in altitude. Conditions may be such that the man looking up can see better, or vice versa.

## WHEN THE ENEMY TRIES TO DUCK

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Lacking cloud cover, about all that an enemy scout can do against fighters over the open sea is to get close to the surface of the water and try evasive tactics. This won't win him anything, if the fighters employ their bracket correctly.



As the leader goes in on a flat side approach, the chances are that the snooper will drop his nose and turn sharply toward the attacker. This may cross up the leader momentarily, because he may have to break off in order to avoid hitting the water. It is only a temporary setback, however, because if the wingman crosses over, out of range of the target's free gunners, the team still has him trapped.



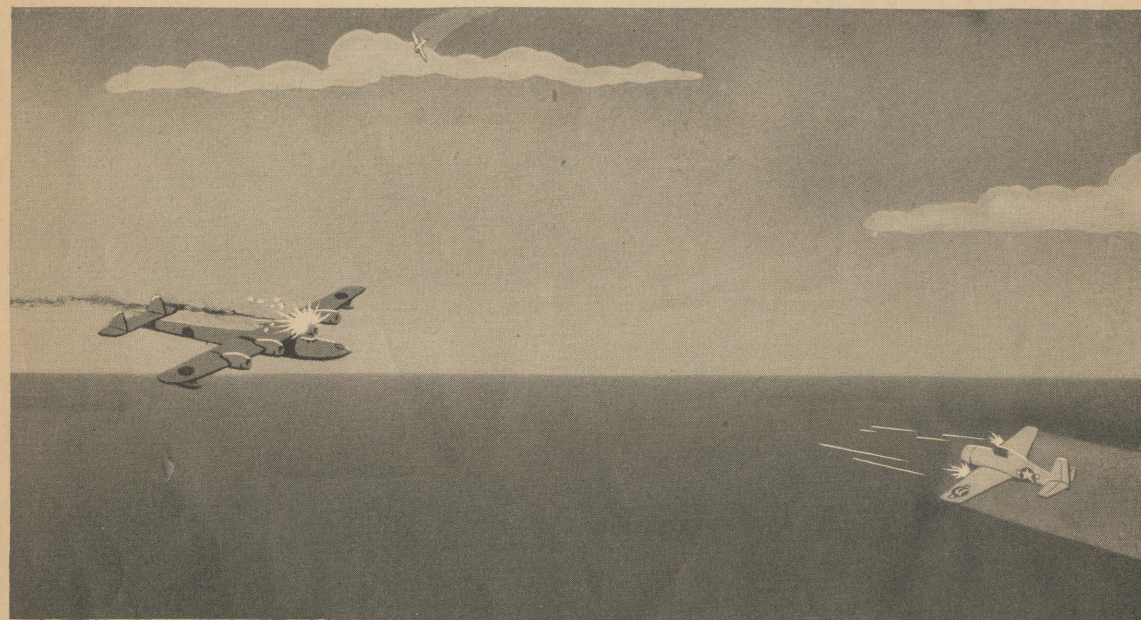
A good way to overcome an enemy in this position is for the wingman to make a feint to draw the fire of the free gunner while the leader, timing his run to begin when his section mate is about half way to the target, makes a flat side approach. Then no matter what he does, the enemy is fish bait.



## WHEN THE ENEMY TRIES TO DUCK

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There may be times when a fighter section leader has no choice except to make a head-on approach against an enemy scout, regardless of the opposition's armament. Such a time would be when the snoopers are getting dangerously near the point where he could spot a task force.



In this event, it is good practice to approach the enemy from well beneath his level so that the attacker is hard to see below the horizon. It may be effective for the leader to make this approach while the wingman pulls up and away to take position for a flat side run, if it should be necessary.

The fighter making a head-on attack can keep lined up in the enemy's flight path by using plenty of aileron, he can open fire a little early because his rapid rate of approach increases his relative range. He recovers beneath the target, but it is impossible

for him to recover quickly, and if his attack is not successful, it is the wingman's job to engage the enemy from the side, harrying him until his section mate can get back and aid in the kill from effective bracket position.

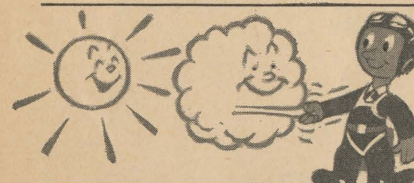
## IT'S ALL ACCORDING TO RULE

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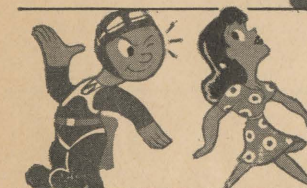
Trial and error methods have given way to effective procedure in combat tactics of fighter pilots against scouts. From actual combat experience a system of rules has evolved which are as vital to you as flying sense:



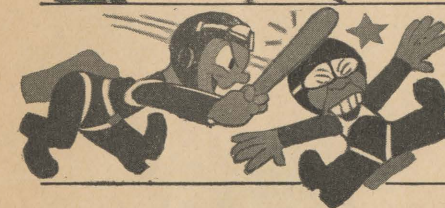
1. Size up the enemy plane—know its speed, characteristics, and armament.



2. Make the sun and cloud cover work for you.



3. Choose the *correct* approach.



4. Attack smartly and decisively.

5. Work with your section mate as a team

- in lookout.
- in bracketing.
- in feinting.
- in all your strategy.





## IT'S ALL ACCORDING TO RULE

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*Successful combat takes constant  
practice in three things:*

TIMING!      TEAMWORK!      GUNNERY!

You will find that when you have  
mastered these three, you can easily  
master enemy snoopers, and

*That is step No. 1 in making the first team.*

ABOVE ALL



DON'T GET EXCITED



DON'T LOSE YOUR HEAD



KEEP COOL

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