

# TARGET:



WEEK ENDING  
SEPT. 16,  
1944

A REPORT OF, BY AND FOR  
COMBAT FLYING PERSONNEL

**CONFIDENTIAL**

*RESTRICTED*

# VICTORY

## KIEL, MISBURG OIL HIT

### 2 BD Week Also Blasts Railyards, Jet-Planes



MISBURG: BOILING OIL  
Convincing evidence left  
by 453rd, 445th, 389th.

One of the most tremendous oil fires in the memory of aircrews was caused to rage this week after an accurate raid on Misburg, that penetrated very troublesome cloud formations. Equally successful was an attack through the notorious Kiel defenses, to disrupt a plant producing engines for the enemy's latest jet-type aircraft. More of these new planes were blasted at the experimental airfield of Schwabisch-Hall, in Central Germany.

Weather was not helpful, but did not prevent a highly successful week for the 2BD Libs, in which most Groups turned in some spectacular results. On a few missions, PFF sighting was checked visually, and gave added confidence to the squadrons who followed it.



#### KIEL: A STOUT DEFENSE MEETS A STOUTER OFFENSE

Strikes above were made by 446th and 489th. FRU report shows heavy damage to aircraft-component plant buildings, fully to partially destroyed.

**TARGET: VICTORY**

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DISARMAMENT CONFERENCE

When assembled for a combat briefing, aircrew members become statesmen of a privileged category. Their plans and decisions will be acted upon swiftly, and bring results of world-circling importance.

The aim of precision bombing overshadows terrorism and the accepted brutalities of warfare. When the bomb run is commenced, the target is armament, the core of warfare itself. Munition factories, oil, marshalling yards, fortifications -- they fall under the axe of the "disarmament workers" in the sky.

Famed satchel-bearers have pondered disarmament in conferences of weeks' duration. In twelve months some action may have resulted. Today's aircrew briefing lasts but a few minutes. Within four or five hours the results are achieved.

The privilege of the heavies, more than in other branches, is to save many lives, by reducing the power to wage war against our buddies from home. Only by precision is this privilege possible. Keep 'em accurate, and watch those big blasts happen down below -- each a stride toward the day of Victory.

## GEN. DOOLITTLE LAUDS 2 BD ACCOMPLISHMENTS, CONSTANT IMPROVEMENT

In a letter this week to Major General W. E. Kepner, Commanding 2d Bombardment Division, Lieut. General J. H. Doolittle, Commanding 8th Air Force, citing 2BD's current operations and commenting on this weekly publication, states:

"Thanks for the copies of "Target: Victory".

(It) is an excellent effort and will, I am sure, assist your combat crews in appreciating and overcoming their problems and thus enable the 2nd Bombardment Division to continue its outstanding accomplishments and constant improvement."

**ERRATUM:** In the issue of Sept. 2, it is regretted that photos of the Blois St. Denis bridge were erroneously titled "Orleans" bridge. Credit is well deserved by the leading 466th Group, followed by the 458th and 467th, for their splendid work in a low-level attack on June 11 at Blois St. Denis.



WEISSENHORN: GAF FUEL DEPOT

Camouflaged oil storage peppered by 453rd, with 3 squadrons averaging 72% in 2000 ft.

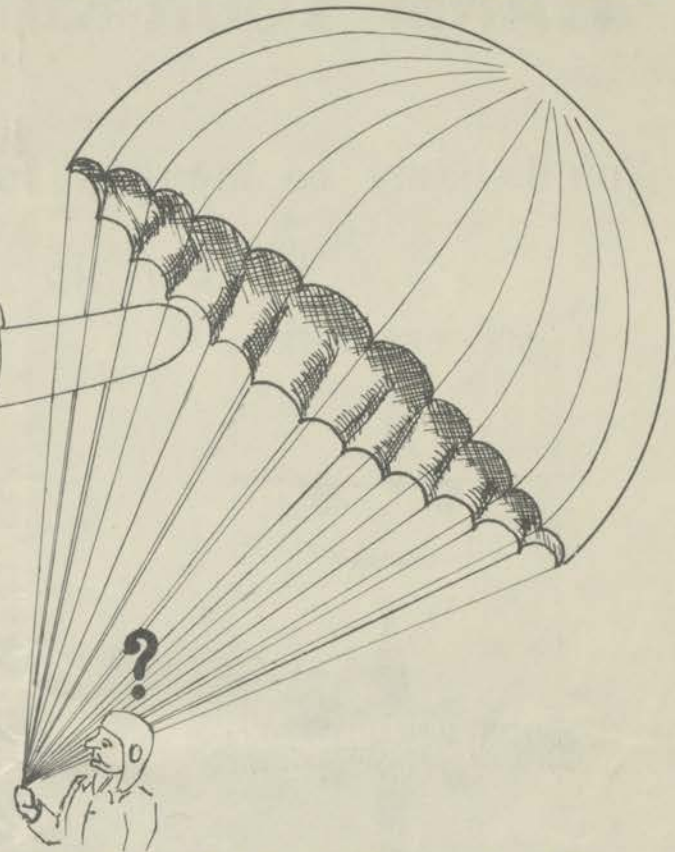
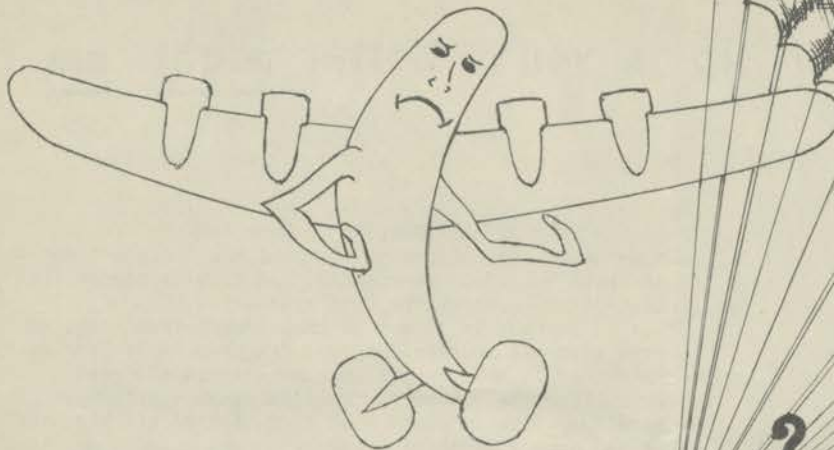


HEMMINGSTEDT OIL REFINERY: ATTACKED TWICE

First attack, by 93rd and 448th, revealed moderate damage. 458th followed later with 80% hits, however cloud obscured the photo.

# LET'S BRING 'EM BACK SAFE

If Hydraulic System  
has gone out--



"NO THANKS--

....no parachute  
landing brakes...

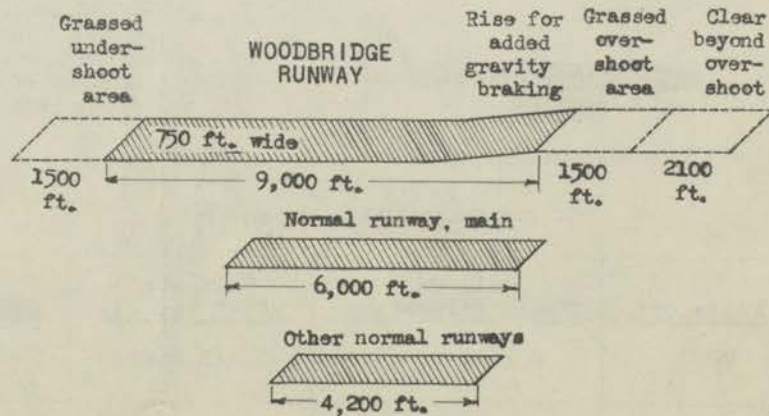
**TAKE ME TO WOODBRIDGE A/F "**

First thought in emergency landings -- without flaps or brakes -- is that made-to-order field at Woodbridge.

The renowned stories of rolling to a stop with parachutes battling the breeze are thrilling -- but numerous experiments show they're d--- lucky if they work, and they can cause serious trouble. With no wind, or wind directly down-runway, they might work if opened at the precisely right instant. But it's just sticking your neck out, and will not be done.

Official orders from Headquarters 8th Air Force, dated Sept. 15, 1944, state: "The runways at Woodbridge, Manston and Carnaby are sufficiently long to permit a safe landing without flaps or brakes and the practice of opening parachutes when landing on them will be discontinued immediately".

So ask your navigator for a "Heading to Woodbridge"...and you're a pilot with a long life ahead of you.



**DO NOT TRY PARACHUTES FOR BRAKES**

# WARM YOUR GUNS FOR JERRY'S FIN

You'll likely be meeting these soon and

our tip is you'd better sight 'em first!



They're still trying to pump "soup" into the superman. Becoming more frequent are the appearances of these hopped-up go-buggies, and they're one of the last-ditch hopes of the Nazi overlords.

Suffice it to say if they become prominent, we'll have adequate counter-measures for them. Tests already show they'll walk away from conventional aircraft. Which from the bomber's viewpoint means one thing: You have less time to sight him, less time to hit him, and he has less time to shoot at you.

Because of advantages in overtaking speed, he's most apt to attack from the tail, or dive and pull up from below. The rocket-driven Me 163 may use power in "bursts", gliding alternately. Defensive fighter support remains your prime protection, but if he gets through to the formation, you've got to be proportionately faster in everything you do -- recognizing, sighting, firing.

Apparently least armored on these customers are the fuselage and personnel area. Confirmed victories for our fighters are already reported, and it is expected that our bombing attacks on production centers and equipped airbases will prevent these ships from becoming much of a factor in this war.

Fuel capacity is a vital problem with them -- all types consume it voraciously. Also the production-gear Me 163 requires special airbase structures in which to refuel. This makes them especially vulnerable to attacks on their sources of supply. Determined bombing may keep them out of your sights -- but if they get there, know your sighting and use it fast!

## POSITION FIRING

Angle Off	Rule For Present Fighters	Rule For ME163 and 262	Change
90°	3 rads	2 1/2 rads	Reduce 1/2 rad
45°	2 rads	1 1/2 rads	Reduce 1/2 rad
22-1/2°	1 rad	1 rad	None
11-1/4°	1/2 rad	1/2 rad	None
0°	Point Blank	Point Blank	None

## AIMING CHANGES LITTLE

The normal type of attack is still to be expected, but is at higher speeds. Hence the direction of the necessary deflection is unchanged.

Within 45° of the nose or tail, no change need be made in aiming rules. On attacks nearer the beam, present aiming rules must be reduced by 1/2 rad.

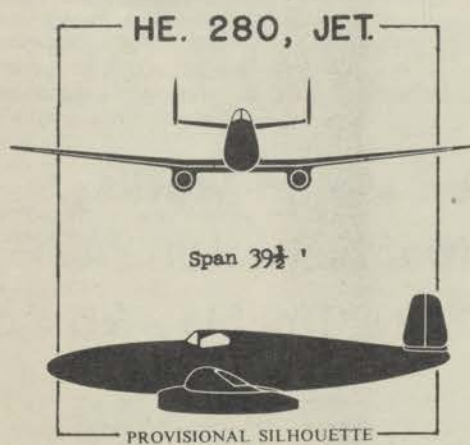
However, proficiency must be practiced to a maximum to assure speed in tracking.

# FINAL BRAINSTORM

st!



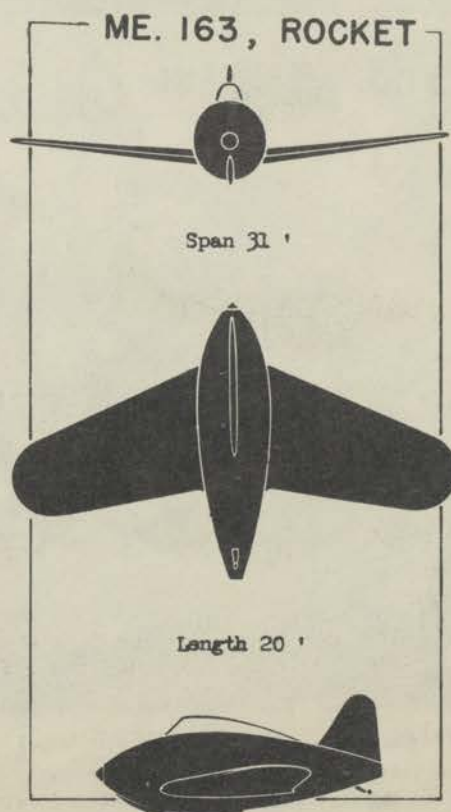
## ROCKET AND JET-FIGHTERS



### LESS LIKELY TO MEET THESE

Recognition of this Heinkel 280 model was encouraged recently as it was slated for priority production. Tests on it, however, have proven unsatisfactory and it is not expected to figure in combat.

The Me 163 and Me 262 are becoming prominent in operations.



# BEST HIT BY A GROUP THIS WEEK



HANOVER: 392ND  
Motor works and  
railyard plastered.



SCHWABISH-HALL,  
BEFORE ATTACK:

Some of planes are visible in  
dispersal area, at upper left.

## 392<sup>nd</sup>, 491<sup>st</sup>. GLUE TO 1ST PLACE



STRIKE SHOTS AT SCHWABISCH-HALL:

Experimental aircraft test and assembly  
center smacked powerfully by 491st & 44th.

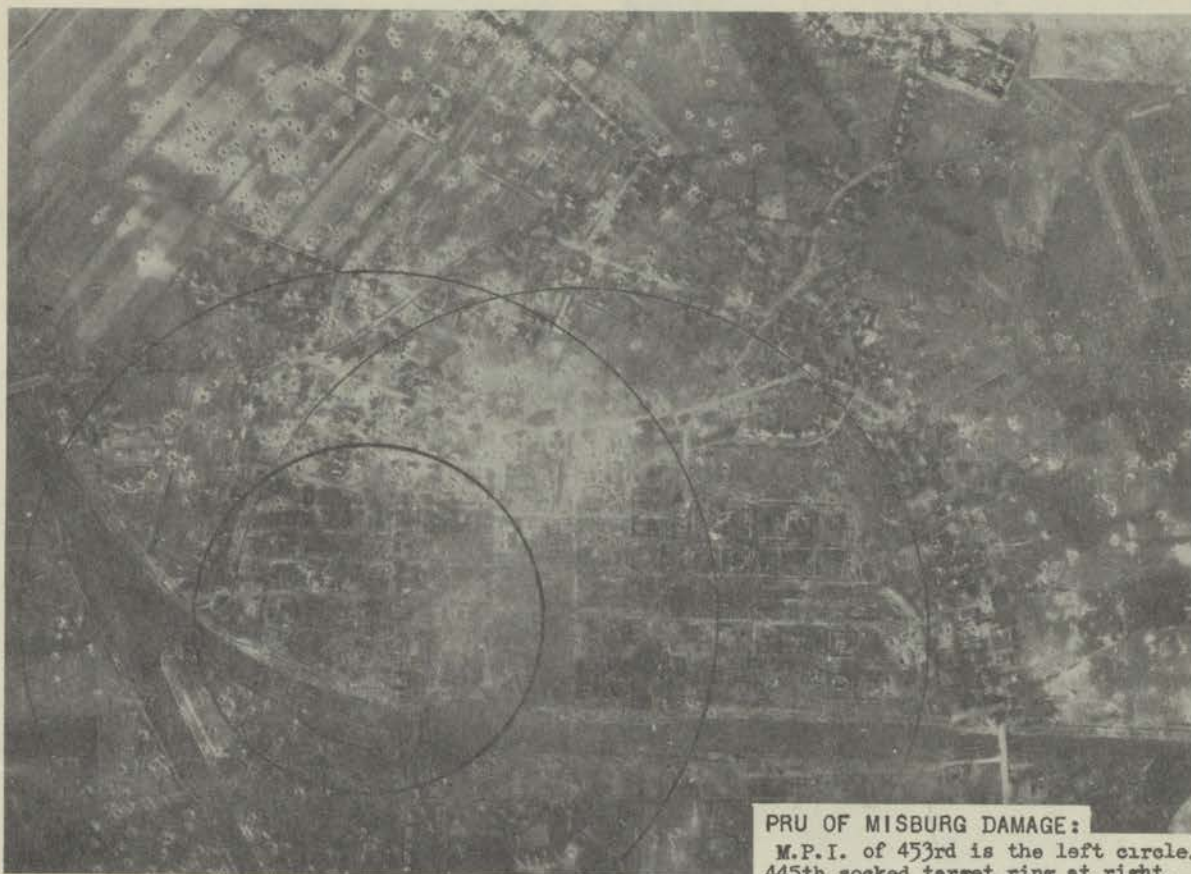
### Hanover Motor Works, Schwabisch-Hall A/F Take Double - 95 %s

Looks like the same job counted twice, but these two winning Groups attacked different targets, two days apart.

Both 491st and 392nd averaged 95% in 2,000 feet, and 60% in 1,000 feet. They even tied at 500 feet, so they have to take a first-place bow together.

Lead squadron bombardier for the 392nd was 1st/Lt. J. S. Lawrence PFF, for the 491st 1st/Lt. F. O. McQuaid. Follow-up (high) squadron bombardier was 1st/Lt. R.W. Alexander for the 392nd, 1st/Lt. J. R. Granat for the 491st.

At Schwabisch-Hall airfield many ships of latest jet types were observed on the ground, some visible in the before-attack photo, above. Congratulations, gentlemen let's keep 'em from flyin'!

**BEST RUNNER UP OF THIS WEEK**

PRU OF MISBURG DAMAGE:  
M.P.I. of 453rd is the left circle.  
445th socked target ring at right.

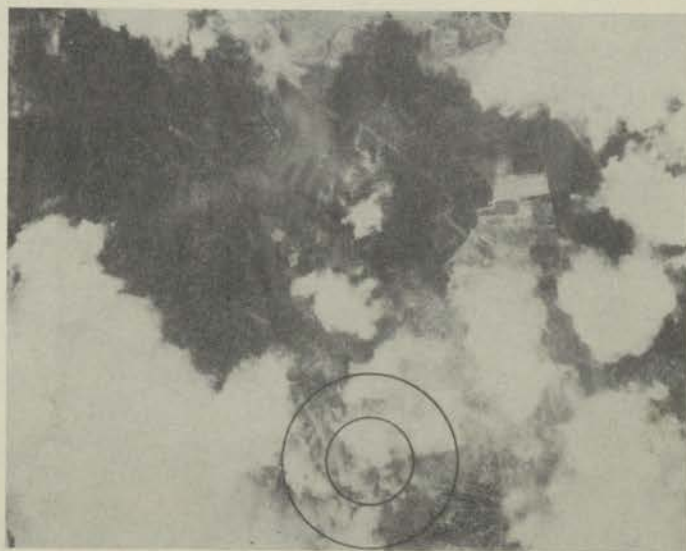
**453<sup>rd</sup> BIG BANG, BOOM, snarfu!**

**Lead puts 100% on  
Misburg, Low Dittos,  
High is Elbowed Out!**

Everybody wanted to see that big oil explosion from the refinery at Misburg, and it needed superb marksmanship to cause it ... since broken cloud covering was getting in everybody's way.

Lead squadron Bombardier, 1st/Lt. L. H. Johnson, inspired his bombs to 100% in 2000, 75% in 1000, and 55% in 500 feet! Then the uncovering got crowded back away, but low left, with 1st/Lt. C. H. Sanford, lead bombardier, planted another 100%, with 60% in 1000.

High right took the rocking, and got shoved out for a "O" gross error. You can see the lost bombs tumbling into a woods at center of the small strike photo, right. But let's imitate those MPI pulverizers from the rest of the Group!



453RD BULLSEYE THRU CLOUD SIEVE:  
Sensational oil fire (photo, page 1) resulted  
from sharpshooting attack. PRU reveals kayo hits.



ULM before attack. Rallyard center. Motor transport works, at lower center.



ULM MARSHALLING YARD AND MOTOR TRANSPORT WORKS: 389th, 445th each turned in at least one squadron of over-90% hits on pair of adjoining targets here.



HEILBRONN MARSHALLING YARD: 93rd and 446th blanketed their pattern along length of r.r.yard.



TARGET:  
VICTORY'S

NOMINATION FOR  
OUTSTANDING

"MAN-OF-THE-DIVISION"

1ST/LT. NORMAN A. VICKERY



Lt. Norman A. Vickery, a Bombardier, of 44th Bomb Group, is presented with the Silver Star by Brig. General Leon W. Johnson. Lt Vickery won this distinction for ". . . gallantry in action while serving as Bombardier of a B-24 airplane on a mission over Germany 30 December 1943.

Enroute to the target, the aircraft in which Lt Vickery was flying was viciously attacked by a large number of enemy fighters. Lt Vickery was wounded about his eyes and forehead and momentarily blinded when a 20 MM cannon shell shattered the nose turret. Despite his wounds, he immediately set about getting his guns back into operation, as the top turret had been knocked out and the aircraft was without protection from frontal attacks. Though exposed to sub-zero wind blasts because of the shattered turret, he kept his guns in operation and assisted in warding off numerous attacks.

"On reaching the objective, Lt Vickery skillfully released his bombs on the target and then returned to his guns. During the return journey he was instrumental in repelling two determined attacks by hostile fighters. The gallantry, skill and devotion to duty displayed by Lt Vickery contributed greatly to the success of this mission and the safe return of his aircraft".