

PUBLISHED BY HEADQUARTERS 2ND AIR DIVISION**TARGET:**A REPORT OF, BY AND FOR
COMBAT FLYING PERSONNEL**CONFIDENTIAL**WEEK ENDING
JAN. 20,
1945**2AD'S SHARPEST DAY****HERMANN GOERING STEEL,
OIL PLANTS BULLSEYED****TOP FIGHTER OF 8AF'S TOP DAY:**

Five Me 109s and FW 190s shot down by Capt. Felix D. Williamson, 56th Fighter Group, on Sunday 14 January. 8th AF downed a record of 180 Huns this day.

2nd Air Division's first day of this week has never been equalled for accuracy in our bombing history. Of 34 squadrons attacking on Sunday, January 14, all except 5 squadrons achieved important bomb scores.

All the more is this sensational because of the supreme importance of the targets demolished, and a stubborn defense by the enemy. On this same day a new single-day record of Hun planes (180) were destroyed in the air by Eighth Air Force fighters and bombers.

oil refineries at Hemmingstedt, and oil storage at Emnen. Flak was intense, but failed to prevent aiming that dazzled the Reich.

Thruout the week 2 AD continued highly successful attacks upon marshalling yards, and remaining oil and metal production centers.

Targets of the record-bombing Libs were the extensive Hermann Goering steel plant at Hallendorf,

**LAUTA ALUMINUM PLANT:**

A target of opportunity strategically smashed by 392nd, 93rd, 446th in a bauxite-busting bombardiering show.

**HERMANN OF HALLENDORF:**

Besides week's top-scoring Group hits (see page 6), series of MFIs at Goering steel center swallowed 98% and 85% in 2000' from 458th's two squadrons, 466th's two of 100% and 80%, 93rd's two of 100% and 50% in 2000'

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"HAPPY THIRD BIRTHDAY, 8th AF" -- SUNDAY, JAN. 28

TARGET VICTORY

A REPORT OF, BY AND FOR
COMBAT FLYING PERSONNEL

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ALL CONTENTS ARE CONFIDENTIAL

VOL. 1, NO. 23 JAN. 20, 1945

300 JERRIE S K.O.D. BY 334th SQUADRON OF 4th FTR. GROUP



C.O. OF TOP 334TH

First fighter squadron of the 8th AF to destroy 300 enemy airplanes is the Mustang squadron commanded by Maj. Howard D. Hively of Athens, Ohio.

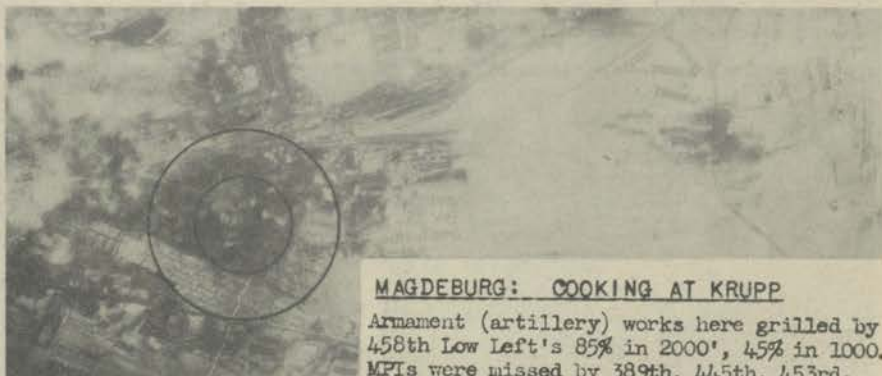
The 334th squadron, a unit of the 4th Fighter Group, has destroyed 197 Nazi planes in aerial combat and 106 by strafing attacks. The squadron was one of those formed for transfer of the RAF's Eagle Squadron to the American Air Forces.

Major Hively was one of the Eagle Squadron pilots transferred to the 4th Fighter Group. His squadron has flown Spitfires, P-47s, and P-51 Mustangs.



DRESDEN MARSHALLING YARDS:

Explosions among heavily loaded rolling stock greeted attack on Dresden MPIs, wrecking terminal and repair facilities, storage, power station, rail over road bridges, and a major petroleum depot. Top delivery was by 448th Lead (100% in 2000', 82% in 1000 ft), and 466th Low Left squadron's 98% in 2000, 90% in 1000. 491st, 467th and 44th added damage but lesser hit scores.



MAGDEBURG: COOKING AT KRUPP

Armament (artillery) works here grilled by 458th Low Left's 85% in 2000', 45% in 1000. MPIs were missed by 389th, 445th, 453rd.



OIL STORED UNDERGROUND: EHMEN

389th's sizzling job of the week -- with 3 squadrons placing 100%, 100% and 90% within 2000' of MPI. Two of 445th's hit 98% and 90%, 453rd 85% and 35%. Many storage tanks were destroyed, as well as rail facilities.



8th AF -- 3 YEARS OLD JAN. 28 -- CLEARED SEA, AIR AND LAND

Sagas have immortalized the historic adventures of Rogers' Rangers, the Marines at Tripoli, or the Commandos -- yet in final history none may touch the legends of the 8th Air Force. No centuries of tradition pointed the way -- an orphan child at birth, on January 28, 1942, the 8th had no planes, no airfields, no personnel -- it had only a mission.

The fulfillment has surpassed the dream. Wherever the European war called, whatever the challenge to the forces of freedom -- the erstwhile infant 8th came forth with an answer. When Hitler vowed to sink our bridge of ships, the 8th devoted much of 1943 to pounding the U-boat bases, construction yards, and even the sea raiders themselves. The once almighty Luftwaffe was crashed to permanent inferiority, with one mighty lashing out of 8th's mounting bomb-power in February, 1944. Fighter forces of the 8th have yet to be bested by the vaunted enemy.

Humbled were the Hun's petroleum resources, the transport, the ball bearings, the rubber, the munitions plants, the flying bombs, the defenses of the West Wall -- largely because there was an 8th Air Force. Where the Luftwaffe had failed, the 8th proved formation bombing -- supplementing the RAF's nightly blows, the 8th proved daylight preci-

sion aiming -- where Rommel declared the beaches impregnable, the 8th made invasion possible -- when weather "defeated" the bomber, the 8th proved mass instrument bombing.

A major role in creating these records belongs to the power-packing Libs and the top-scoring fighters of 2nd Air Division. 2 AD is immeasurably proud of its parentage, but even as you and I in our homes, can express only a fragment of its regard in the traditional wish, "Happy Birthday -- 8 AF".

LAST OF HUN'S GASOLINE PLANTS, HEMMINGSTEDT, RHENANIA / HARBURG, CHOKED IN 2AD'S M.P.I. RINGS

Answering Lt. Gen. Spaatz's Order of the Day delivered on Sunday 14 January, oil was decisively wrung out of the Reich in this week's offensive.

Only two refineries in Germany were active producing natural gasoline -- both fell before the bombslaught of 2AD Libs.

Hemmingstedt, nearly fully active when hit, was decidedly knocked out. Top score by 392nd Bomb Group is shown on page 7. Likewise devastating were 491st Group's three scoring squadrons (100%, and two 75%'s in 2000 feet) -- and 44th Group's two 98%'s inside 2000 feet.

Wednesday 17 January, Rhenania/Ossag refinery at Harburg shattered under 93rd Lead squadron's 100% in 2000, 70% in 1000; 491st Lead's 98% in 2000, 55% in 1000; and scoring of 95% to 75% in 2000' by 458th, 44th, and 389th. Bomb patterns of the 445th and 467th Groups became confused in smoke and could not be appraised.

What February 20 week, 1944 did to German aircraft production, this January week 1945 has done to Hun oil refining. Choked also is the resource of synthetic oil, as important Silesian industry totters before the speedy Russian drive.



491ST ON HEMMINGSTEDT:



RHENANIA/OSSAG:



YOU MADE IT, BUDDY...

Either you were lucky, or you profited by others' experiences.

QUIZ YOURSELF

(Answers at Far Right)

1. What **SPEED** would you set down your Lib for ditching — with power on?
2. What **SPEED** with power off?
3. What **Flight ATTITUDE** for the Lib at the touch-down?
4. What **FLAP** setting?
5. Is it better to **BAIL OUT** over water or to ditch?
6. At what **ALTITUDE** should you start a ditching?
7. Where can you get all the answers, up to the minute on **CURRENT COMBAT**, as of 15 January 1945?

PILOTS:

YOU MAY BE NEXT TO DITCH ---- GOOD LANDING CAN REDEEM MISTAKES

Ditchings still happen among 2AD Libs. Crew technique is now at its best-- but big errors over water are still being made by pilots.

A crew's mistakes can be saved by smart pilot procedure -- but a perfectly disciplined crew is helpless if the pilot uses outmoded methods, such as recently were taught to many before arrival at their 2AD base.

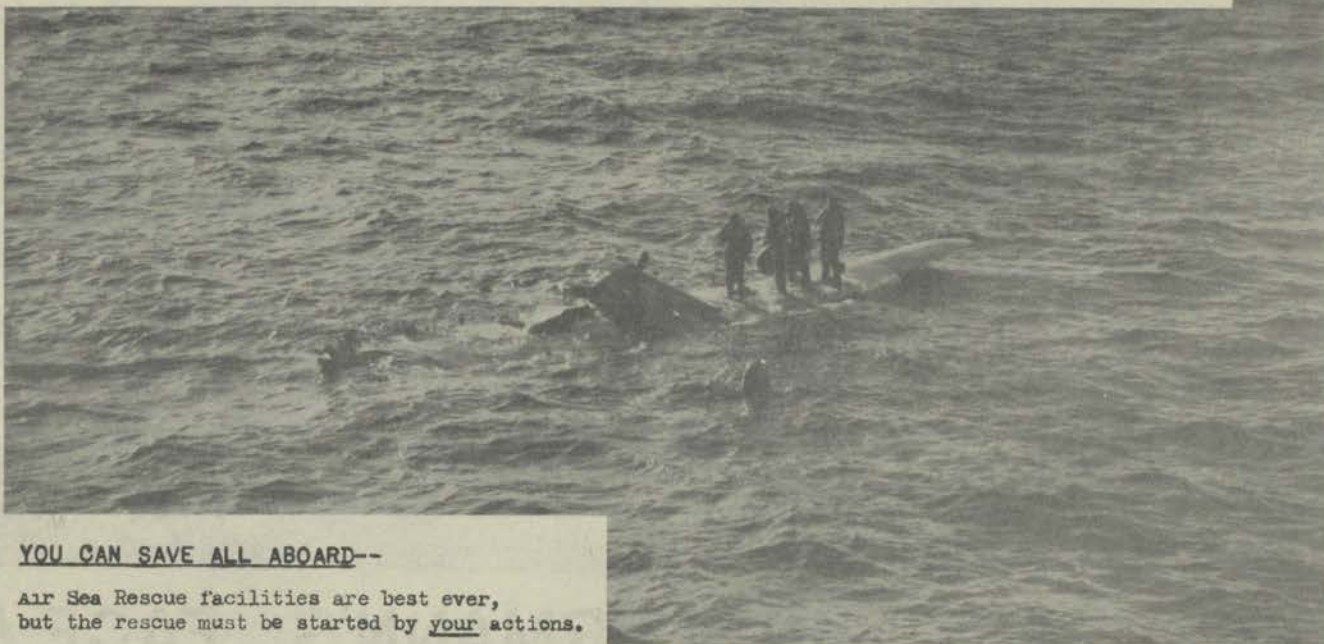
Let's get this right, once for all. If you think you know ditching, give yourself the 45-second quiz at left. If you miss on any point, praise your angel that it happened on paper -- and grab the right answers. They're in a concise, clear, complete "2AD INSTRUCTIONS, NUMBER 55-32, 15 January 1945". Your Group Air Sea Rescue officer has them, but they don't save you until you read them and learn them.

Where do these answers come from? Crews before you lost as many as their entire personnel, due to mistakes you can avoid. Nearly every ditching taught something, bad or good. All 10 men aboard were saved by Pilot Richard J. Hruby, then a 2nd/Lt., of 44th Bomb Group. Second Lt. Ambrose L. Prouhet, of 453rd Bomb Group, saved all his crew but one gunner, who was conked by a waist gun he had neglected to remove before ditching. His crew made a maze of mistakes in procedure -- but story-book piloting, with a set-down at 85 mph and the ship in a level attitude, pardoned everybody but the one. 2nd/Lt. Harry L. Crouse, of 466th, and Flight Officer E. J. White, of 392nd, each saved eight out of ten (two were lost by wrong safety belt procedure). The examples are many.

Speed of touch-down on successful ditchings reads "under 100 mph", "105 mph", "85 mph", "under 110 mph". These may seem low speeds, but 110 is critical to a Lib's structure in ditching -- 85 is possible, and 100 mph or under, with power (105 or under without power), is the proven correct speed. If you don't agree with this, look up the battle-proven directive, and ask questions till you're convinced.

A 2AD pilot last month lost 11 men, himself included, by letting down thru an undercast too late -- you should pick your spot at 5,000 feet, or below the undercast if lower, while the plane is under control. You may be able to ditch near a rescue launch or a convoy. Another

DITCH BY EXPERIENCE



YOU CAN SAVE ALL ABOARD--

Air Sea Rescue facilities are best ever, but the rescue must be started by your actions.

pilot last August lost 7 of 10 due to a 120 mph touchdown, without flaps, and poor crew positioning and lack of warning.

All of the crew must cooperate -- each man has to know his procedure to save his neck. But the pilot must not blow the duke by his own misinformation. Don't stop with our word for it -- seize those "2AD INSTRUCTIONS, NUMBER

55-32" (they're even interesting reading) -- and KNOW how to set that Lib down so all 10 aboard will be saved.

"B-24 ditchings are just as good - or just as bad - as the crews which ride them down."

---2AD INSTRUCTIONS, NUMBER 55-32



EXPERIENCE -- COMBAT & TEST:

This actual ditching was staged to test strain and reaction. THE TAIL DOWN POSITION SHOWN IS WRONG -- set down at normal, level landing attitude.

ANSWERS TO "QUIZ YOURSELF"

1. 100 mph or under.
2. 105 mph or under.
3. Level flight attitude.
4. Full flaps.
5. Ditch. You cannot live in winter sea, or be discovered, without a crew dinghy and aids.
6. 5,000 feet in clear weather, otherwise below cloud cover.
7. 2 AD INSTRUCTIONS, NUMBER 55-32, 15 January 1945. At your Group Air Sea Rescue office.

BEST HIT BY A GROUP THIS WEEK



AN INSTANT BEFORE--



-- THE BULLSEYE

446th, 467th IN HERMANN'S FACE!



467TH'S HAVOC TORRID:

MPI seen smoking at lower right of large photo above, is here battered by 467th Low Left with 100% in 2000', 90% in 1000', and 40% within 500 feet. Rolling mills, blast furnaces, power plant, blower house and main shops were scrapped.

SIX BELL-RINGERS, ALL OVER 95%, H(EI)L IN GOERING PLANT

"Fastest growing steel plant in Germany" was this huge Reichswerke Hermann Goering industry at Hallendorf. These strike photos testify to the even greater speed at which it disintegrated under 2AD's Lib-battering.

The week's two winning Groups starred on separate MPIs. 446th topped all attackers, with each of its three squadrons delivering championship bombing. Low Left rocketed 100% into 2000, and 85% into 1000 feet -- Lead looked even better with 95% in 2000 and 90% inside 1000 feet of the MPI. High Right anchored the threesome with 98% in 2000 and 65% within 1000 feet.

Crunching another area of the plant, 467th Group averaged 100% in 2000 feet, and 66% within 1000 feet for its three squadrons. Best was Low Left with 90% inside 1000 feet of the assigned MPI.

Awe and fame are due Lead Bombardiers 1st/Lt. T. G. Brown(Lead), 2nd/Lt. E. Deveau(Low Left), 1st/Lt. L. A. Orsini(High Right) -- of 446th. And 1st/Lt. Forrest Brown(Lead), 2nd/Lt. S. H. Conrow(Low Left), and 1st/Lt. William Zytuel(High Right) -- of the 467th Bomb Group.

BEST RUNNER UP OF THIS WEEK



392nd PACES "WAR'S MOST SUCCESSFUL RAID ON HEIDE OIL"

Reconnaissance interprets "the raid of January 14th (on Heide/Hemmingstedt) the most successful so far made on this objective."

Particular honor belongs to the top-scoring Group on this outstanding achievement -- 392nd, whose Lead and High Right each bullseyed 100% into 2000, with 80% and 90% within 1000 feet of the vital MPI. Low Left planted 75% inside 2000, 40% in 1000.

Lead bombardiers were 1st/Lt. C. F. Kelly (Lead), 1st/Lt. E. R. Morton (Low Left), and 2nd/Lt. R. L. Sparks (High Right squadron).

BEST HIT BY A SQUADRON:



WORMS R.R. BRIDGE WRIGGLES FOR 20TH WING:

Topping a concentrated aim exhibition by 93rd, 446th and 448th Bomb Groups -- 446th Lead squadron herded 100% into 2000', 95% in 1000', and 52% within 500 feet. 446th's lead bombardier (Gee-H lead crew from 93rd Bomb Group) was 1st/Lt. Redden. Gee-H navigator, Lt. Aden, also of 93rd. All three Groups of this Wing scored averages above 80%.



RUDESHEIM BRIDGE-- THRU 10/10:

Gee-H, with no visual aid, heavily smashed up approaches and girder span supports of Hindenburg Ry. bridge at Rudesheim. Reconnaissance showed rail lines and embankments also were slashed. On this 10/10 instrument mission were 389th, 445th, 453rd, 467th.

EX-BOMBER PILOT LEADS 8 MUSTANGS VS. 75 BANDITS

"...together into the heart of Germany."

OUR CON-TRAILS VIEWED FROM A "FOXHOLE"

Letter from Lt. Gen. Omar N. Bradley,
Commanding Twelfth Army Group,
to Maj. Gen. W. E. Kepner, Commanding 2 AD,
4 January 1945

"Thank you for your thoughtful Christmas greetings-- from yourself and your Division. With the "con" trails of your heavies streaking the sky to the enemy's rear, the troops in their foxholes can see the results of the air-ground team we've brought out of this war.

"At this important turn in the fight, we are convinced the pattern is out. The continuing cooperation that paced our battle across France gives me unquestioning confidence in our ability to carry it off together into the heart of Germany.

"My best wishes to you for the happier holidays that will follow.

"Sincerely,

BRADLEY"



His first opportunity to "shoot back" at the Jerries gave Maj. Robert V. Whitlow a long-awaited satisfaction. After a full tour as pilot of a heavy bomber, he was granted an assignment with 355th Fighter Group (in a 65th Wing detachment), and he intercepted over 75 enemy fighters which were spearing American heavies.

"It made me sick. I could see eight of our bombers going down at the same time. I sent four of my guys at the second wave. I took the other four and steamed into the third wave, shooting. We broke them up."

The eight Mustangs shot down 5 of the interceptors without loss to themselves -- and an FW 190 had fallen to the "bomber pilot's" guns.



TARGET:
VICTORY'S

NOMINATION FOR
OUTSTANDING

"MAN-OF-THE-DIVISION"

M/SGT. JOE RAMIREZ

For its 100th consecutive time, "Witchcraft", 467th Bomb Group's famous Lib, returned from her mission on 14 January -- reaching this all-time record without a turn-back or loss of a single crew member.

Responsible for this perfect record is the ground crew headed by M/Sgt. Joe Ramirez, crew chief extraordinary, from Los Angeles, Calif. Joe pampers "Witchcraft" like a baby and no one, irrespective of rank, may enter the sacred Lib without

first cleaning all mud and dirt from his boots. The "Witch" has been Joe's baby since she entered service in the States with only 14 hours logged.

Once when a pilot made a rather bumpy landing after a mission in the "Witch", Ramirez was first to greet him as he stepped from the bomber. Joe demanded an explanation. "When you've nursed one plane as long as I've had "Witchcraft", it gets to be a part of you, and you just can't stand to see her get knocked around."

Seventeen different engines have been set into the Witch's nacelles, and she has had her tail replaced 3 times. On 3 occasions she has bombed her target while flying on only three engines -- and despite over 300 flak holes in the plane, no one has ever been injured flying in the "Witch".

The ground crew call themselves the "League of Nations". Joe is a Mexican-American; assistant crew chief S/Sgt. George Y. Dong is Chinese-American; Sgt. Ray Betcher is of Dutch descent, and Cpl. Joseph Vetter's ancestors are German. Cpl. Walter Elliott is content to be "just American".

On hand to congratulate the



JOE, IN CENTER, AND
HIS "LEAGUE OF NATIONS"

ground crew when "Witchcraft" landed from her 100th mission were Maj. Gen. W. E. Kepner, Commanding 2nd Air Division, and Brig. Gen. W. R. Peck, Commanding 96th Combat Wing. Sgt. Ramirez was presented his second Bronze Star, and the rest of the crew a Certificate of Meritorious Achievement.

By now the "Witch" has 101 missions, and Joe says, "she's still going strong".