

TARGET: VICTORY

WEEK ENDING
OCT. 21,
1944

A REPORT OF, BY AND FOR
COMBAT FLYING PERSONNEL
CONFIDENTIAL

PFF BOMBING UPSWING

MICKEY COORDINATION BOOSTS CLOUD AIMING



OBLIQUE, LEAVING COLOGNE: 448TH

Strike photos were cloud-obscured, but alert cameraman took good shot of bomb strikes in marshalling area after clouds broke, on departing.

Pathfinder accuracy rivalled visual aiming on several targets this week, as in recent weeks. Cologne and Mainz marshalling yards rocked with near-bullseye hits by some Groups. At the rate of improvement maintained since the first use of H2X last November 5, clouds will cease almost entirely to be a bombing obstacle "before next winter" -- but all crews prefer to win victory on present possibilities of the equipment this winter.

Handicap of the target-hiding barrier, which curtails unavoidably the accuracy average, is offset somewhat by the target possibilities offered in such vital areas as marshalling centers. The German machine, seeking advantage under the cloud

shield, awaits "unfavorable" weather to expose their more vulnerable movements and concentrations. Decreased accuracy is made up in frequent cases by increased opportunity.

Synchronization of the bomb-sight with Mickey equipment has (continued on page 2)



BOMBS AWAY OVER CLOUDS OVER MAINZ:

The punch appears blind, but consistently improved technique is delivering it closer. Present capabilities can smash the seasonal deadlock.

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THE GOLDEN BOMB

The gremlin was swirling the paint around the bomb bay as the pilot climbed thru to the flight deck.

Turning to watch in amazement, the pilot queried, "What are you doing with that gold paint?"

"I'm gilding the bomb you have on board that will win the war for the Allies today." The gremlin scarcely looked up. He was far too busy.

"Win the war ... one bomb?" The pilot wondered if he'd seen too much flak the past few months.

"You heard me!" Gremlins get impatient.

"But how?" Pilots try hard not to be impatient.

"Military secret ... I only have my orders." The gremlin made a last stroke with his brush. "Not a bad gilding job, is it?"

"What if we miss?" questioned the pilot. "Maybe the bombardier doesn't know."

"You won't miss!" shouted the gremlin. "Remember to get a good picture of the explosion!"

PFF BOMBING UPSWING

(Continued from Page One)

netted greater accuracy, as has increased experience of the crews, and greater numbers of H2X aircraft flying in the Division.

Better training within the Groups is paying off, as evidenced by higher accuracy standards from Groups which lead in practice time.

The ideal perfection is not yet reached, even to present possibilities, but is nearing in proportion to the skill and coordination of the leader crews.



446TH SPOTTED
STRIKES WITHIN
COLOGNE M/YARD

SOME PFF-AIMED HITS WERE VISIBLE --BUT MORE OBLIQUES NEEDED!

To speed damage assessment and determine future attacks, any photos giving a visual clue as to effectiveness of the hits are extremely important. Some squadrons will be able usually to show part of their hits in vertical strike photos -- but under cloudy conditions it is requested that additional OBLIQUES be taken of the target area when cloud openings occur on approaching or leaving the target. Remember to do this! Pilots and bombardiers, request this of your cameramen.



491ST SHOWED
HITS ON INDUS-
TRIAL SECTION



446TH SAW
HITS ALONG
MAINZ M/YD.



COL. MILTON W. ARNOLD, COMMANDING 2ND WING presents the Distinguished Flying Cross for "extraordinary achievement in aerial combat" to Maj. Robert D. Coggeshall, 733rd Sqdn. commander.



M/SGT. HAROLD E. HALL, LINE CHIEF receives the Bronze Star from Col. Arnold for outstanding achievement set by 733rd Squadron.

82 MISSIONS WITHOUT A LOSS

New Consecutive Record
Set by 733rd Squadron,
of 453rd. Bomb Group

The man who controls the bomber's engines 16 hours out of 24, and sweats them out for the remaining eight hours ... the skillful, sleepless crew chief who awaits a stand-down only so he can work a little longer ... now sets a previously unapproached record for perfection in performance. The 733rd Squadron, commanded by Major Robert D. Coggeshall, this week holds a citation from Maj. Gen. William E. Kepner for outstanding performance of duty in flying 82 consecutive combat missions without the loss of an aircraft or crew member.

Superior airmanship of the combat crews contributed greatly to the achievement of this new 8th Air Force record ... but particular honor belongs to the line chiefs and crew chiefs, acting under Captain Samuel R. Haggard, of Helena, Arkansas the Squadron's inspiring engineering officer. He has personally taught inexperienced personnel the correct procedure and techniques for keeping their planes in record operational condition.

Line chief, M/Sgt. Harold E. Hall, of Bloomington, Texas, was awarded the Bronze Star, high-ranking decoration for Air Force ground personnel, in recognition of his exceptional skill. Bronze Stars were awarded also to M/Sgt. Vern J. Gill, of Delta, Ohio, and M/Sgt. Joseph Karpinski, of Ranshaw, Penn., crew chiefs whose planes set exceptional records of from 44 to 59 consecutive missions without one turnback for mechanical causes.



CAPT. SAMUEL R. HAGGARD:
733rd Squadron's Engineering officer, awarded Bronze star, commended for leadership.

First 2nd Division squadrons to set records of this type were cited in March, 1944, when one in the 446th and the 448th Bomb Groups each flew 25 missions without loss.

Squadron after squadron began to pile up ever-growing safety marks, and when a squadron of the 446th Group reached the 68-mission mark it appeared that a pinnacle had been reached -- beyond which the risks of combat flying, and just plain luck, would not permit the Libs to pass.

Quoting from the citation by Maj. Gen. Kepner, "The tenacity of purpose, efficiency, determination and devotion to duty displayed by both the ground and combat personnel of the 733rd Bombardment Squadron reflect the greatest credit upon themselves and the Armed Forces of the United States."



ORLY

NEVER RETURNED FROM ITS A.W.O.L.



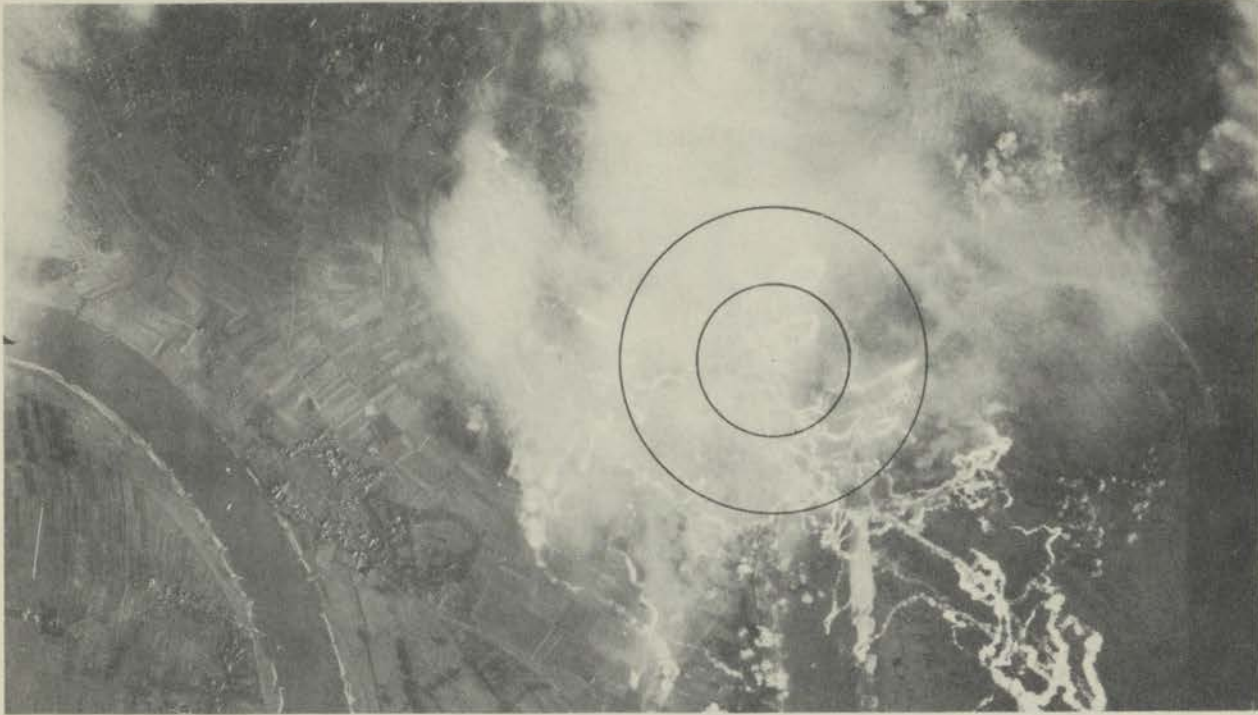
In August 5 "Target: Victory", Orly A. F. provided a model of "How to make Hun Airdrome Go A.W.O.L." Destruction of the two most massive hangars in Western Europe (concrete construction) was confirmed by the aerial strike photos and PRUs. But lost at altitude was the perspective of the tremendousness of these hangars. Measuring over 350 yards in length (3 city blocks), even the crumpled foundations and remnants of wall rise 30 to 40 feet above the ground -- serving solely to accent the finality and destructiveness of the Lib attack which sent the huge base and its Jerry planes A.W.O.L. in the early invasion period.



Constructed for dirigibles, the concrete hangars were unduly large for normal aircraft. They were being remodeled as centers for V1 and V2 when our planes struck. Lesser hangars, for conventional craft, likewise were demolished.

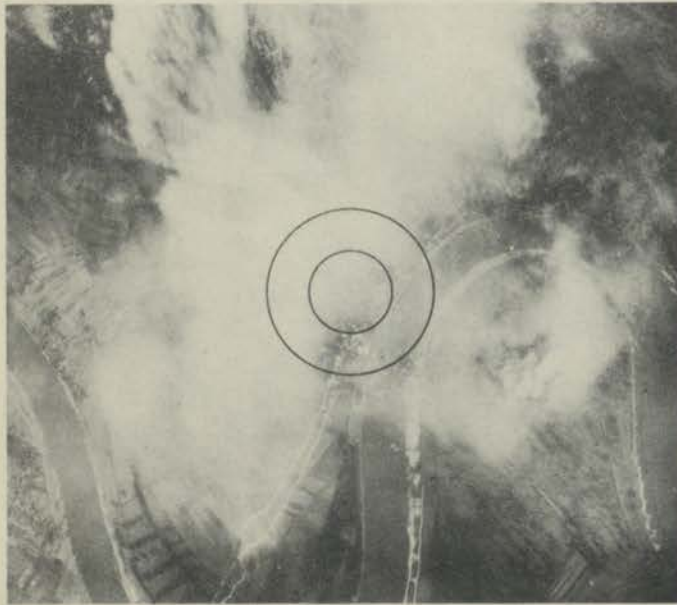


BEST HIT BY A GROUP THIS WEEK



389th RAZES OIL AND POWER!

REISHOLZ REFINERY GETS "GANG BEATING" FROM FOUR FLIGHTS



NO EASY MPI TO RECOGNIZE:

Despite atmospheric and smoke obstructions, 389th's squadrons found their bullseye.

The Reich's thirsty oil gauges shuddered and registered another drop toward the zero indicator, as the devastating best hits of this week descended on remaining petroleum producers.

Best know-how was demonstrated by the boys of the 389th Group, who put four "me-too" flights over the Reisholz plant (near Dusseldorf), every one of the four scoring 60% in 2000 feet, 30% in 1000.

Tallying up their damage is a pleasure indeed. Direct and near hits on Electric power station, several boiler houses, warehouses, storage tanks, offices, adjoining factory buildings and rail sidings.

Lead bombardiers were Lt. J. F. Martin, Lt. F. J. McConnel, and Lt. P. H. Hedges.

That crooked river you will recognize as the strategic Rheine. It swallowed a few hits by misfortune of its collaboration, and one small German vessel here was sunk in it. Its faith in Nazi rule shaken, the Rheine is reported to be coming to the Allied side shortly. General havoc throughout the refinery area is obvious in the above strike photo taken by the 453rd, who followed the 389th in the attack.

BEST RUNNER UP OF THIS WEEK



EXPLOSIONS
SHAKE OIL
REFINERY.



PRU SHOWED
FIRES STILL
RAGING

NOW 467th OUTPOINTS 466th!

SLUGGING "TWINS" REVERSE KRUPP SCORE TO MAUL MONHEIM

Those bomb-swinging stablemates of the 96th Wing rushed in another photo-finish this week, just about as tight as their twin victory over Krupp's tank works at Magdeburg. This time at Monheim oil refinery the 467th got the winning bombing score, after being edged slightly two weeks ago at Krupp.

Unfortunately for the Reich, these hot competitors take out all their battling on Hunland M.P. I.'s, and have only mutual respect and admiration for each other (except each readily admits he's a little better). 467th won by 1-2-3 consistency -- for although 466 had two top-scoring squadrons, (80% in 2000, 25% in 1000), their third was wild. 467th had one tying the topcount (80% and 25%) and both their second and third squadrons hit nearly as well with 60% in 2000, 25% in 1000! In final collaboration, their fourth squadrons dropped together, into previous bomb smoke, for another tie!

Lead bombardiers on this sharpshooting match are: For the 467th, Lt. J. E. Brooks, 1st sqdn.; Lt. J. C. Schade, 2nd sqdn.; Lt. L. P. Rhoads, 3rd sqdn.; Lt. T. D. Simpson, 4th sqdn.; For the 466th Lt. Lawrence E. Bortness, Lead; Lt. William M. O'Donnell, Low Left; Lt. Wentin R. Wagner, High Right; Lt. Edward Kliczynski, Low Right.



WINNING GROUPS' PATTERNS:

Hits congregated in aiming circle, but part of attacking forces' patterns spread beyond the refinery area. Incendiaries accurately ignited the refinery.

448th LIB WON BOMBS-IN-AIR BATTLE AT GOTHA



The Nips had tried phosphorous bombs against bombers.



Huns put bomb on a cable, towed by a fighter. But the most amazing victory...



..by this means was scored by a 2BD Lib on the famed Gotha attack of Feb. 24. The "Maid of Orleans", of..



..448th Bomb Group, noted an FW 190 shadowing their formation below and in trail. At times the Hun climbed...



..closer, as if awaiting the ideal moment to make a violent pass, as the planes approached the already...



..burning target. At the IP when bomb bays were opened, the "Maid" inadvertently loosed her load of frags...



..and the crew bemoaned the apparent "gross error". But in observing fall of the premature bombs, several...



..crew members watched the FW coming in for an attack. The bombs intercepted him, and the fighter exploded in a puff...



..of smoke. Destruction of the FW 190, witnessed by several crews, was awarded to Bombardier Lt. J. I. Misuraca.



TARGET:
VICTORY'S

NOMINATION FOR
OUTSTANDING

"MAN OF THE DIVISION"

1ST/LT. DARREL McMAHAN

In order to save his flight leader, who was limping home at low altitude in a P-47 Thunderbolt which crashed through a tree, Lt. Darrel McMahan, of 56th Fighter Group, made three perilous attacks on four flak positions, diverting their fire to himself and knocking one of them out.

This daring act is described by his group commander as "the most heroic I have ever witnessed in my

entire career of combat flying." McMahan's chance of survival was remote, because each time he attacked one of the anti-aircraft guns, at least three other guns were firing at him.

The group, led by Col. David C. Schilling, was strafing in Belgium. First Lt. Jack W. Pierce, with McMahan flying his number two position, went down to hit trains and trucks.

They had shot up a locomotive, a train of cars, several trucks, and a heavy four-wheeled gun which "exploded sky high." Then Pierce's Thunderbolt was damaged when he "mashed" into some trees. The branches ripped off his right flap, smashed in the leading edge of his right wing, banged up his cowlings, and left pieces of branches and leaves stuck in his engine.

McMahan immediately began circling his partner, whose speed was just enough to keep the plane flying. At the coast of Belgium, flak bursts

suddenly appeared around them.

"We were at 2,000 feet--a perfect altitude for the guns," said Pierce, "and I could neither maneuver nor run for it. So Mac turned and dove on those flak positions. He passed over them, shooting as he went and on the third pass they hit him--but he kept on going. By that time I was a little past them."

"I was scared, but I figured our only chance was to put those guns out," McMahan explained.

Pierce's Thunderbolt caught fire as the pilot landed it safely, but he got out of the plane in time and firemen extinguished the flames. Despite a two-foot hole in one wing, a shot-out airspeed indicator, and no hydraulic fluid, McMahan came on back to his own base and landed.

Since this heroic episode, Lt. McMahan has been wounded in attacking flak installations to protect an airborne operation. Again he miraculously brought back his crippled fighter, and is recuperating in a hospital.