

# TARGET:



WEEK ENDING  
SEPT. 23,  
1944

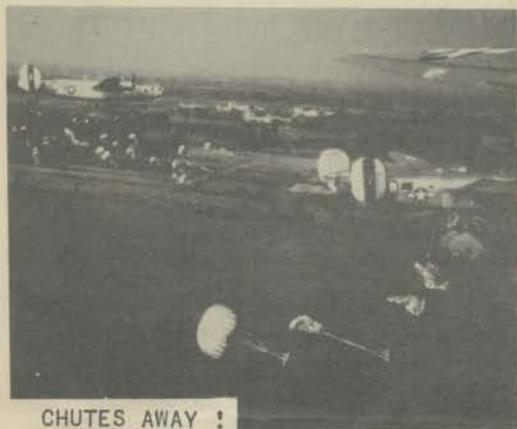
A REPORT OF, BY AND FOR  
COMBAT FLYING PERSONNEL  
CONFIDENTIAL

# VICTORY

## "ON DECK" TO HOLLAND

### Libs Supply Invasion

### "Beautifully Executed"



CHUTES AWAY !

In the first low-level operation since Floesti in August, 1943, 2nd Bombardment Division Liberators this week took ammunition, food and supplies to the First Allied Airborne Army invasion of Holland.

Escorted by P-51s, P-47s, P-38s and Spitfires, the B-24s were met by a hail of small arms fire as they swept in almost on "the deck". The Libs passed over flag waving, cheering Dutch farmers and townfolk to unload their valuable cargoes by parachute.

Gen. Brereton, Commanding

1st Allied Airborne Army, sends this message: "I should like to express my appreciation of splendid support given by your Air Force...responsible for successful completion of troop carrier mission. Bomber resupply beautifully executed. Many thanks to all ranks for outstanding aid."



THERE WAS A GOOD CONCENTRATION OF PARACHUTES IN the target area," stated Chief of Staff of the Troop Carrier Command, Col. James E. Duke, Jr., "and I foresaw no difficulty to our forces using the supplies immediately."



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ALL CONTENTS ARE CONFIDENTIAL

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### ROUND-TRIP TICKETS

"Due to circumstances beyond our control", stated the Nazi radio broadcaster in tragic tones, "one of our aerial raiders last night returned to its base."

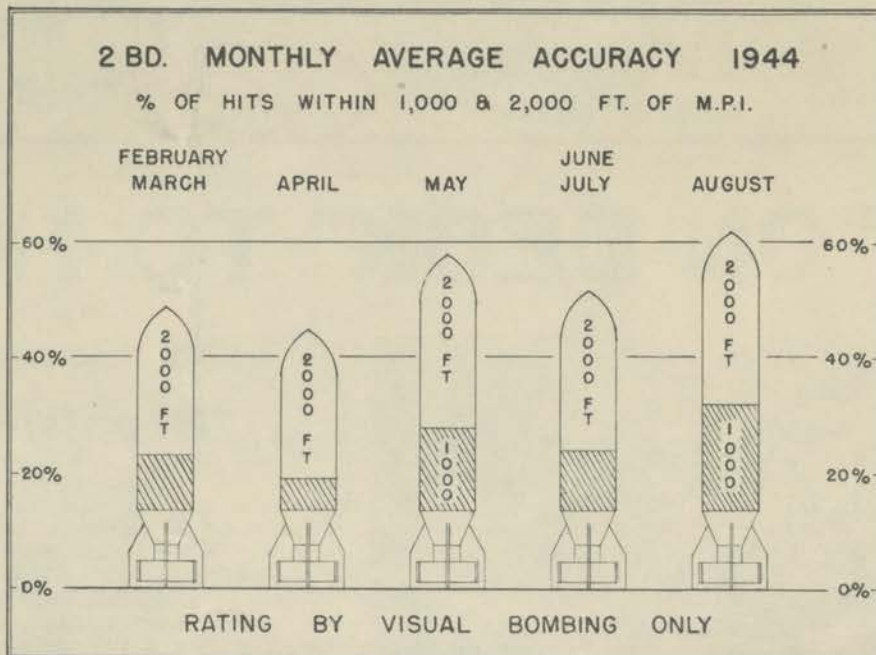
Only the Allied Air Force is designed for round-trip tickets. All our plane designing and bombing strategy is predicated on getting the job done efficiently, and getting our air crew members back to their bases safely.

An air force based on this foundation is one of which a nation can be proud. Unlike the Nazi robot theory, it is regretted only if you do not return safely to base.

To assure this round trip, do not relax your winning teamwork when the English coast is sighted. A regrettable number of accidents still happen due to "personnel error", in careless taxi-ing, let-down, fuel transfer, overshooting, or by landing on short runways without brakes.

You know your procedures in each of these cases. Do not forget to use them. Keep riding on that round-trip ticket.

## HOW 2 BD ACCURACY GREW



In August, 2 BD bombing accuracy hit the highest mark of its history. Above is shown the increase by comparison with previous months, during this most important bombing year of all, 1944. The big campaign began in February-March. January did not have sufficient bombing to be included.

Most impressive is the fact that the exciting accuracy mark made at Gotha on February 24 this year -- an epic precision raid for the history books -- is topped by the average accuracy since that date, overall raids by all Groups. The Gotha score was 42% within 2000 feet of the M.P.I. August averaged 62%!

Bombing accuracy results from applying proven procedure -- which has evolved from combat experience. Personnel of crews may change, but the experience is passed on by training within the combat theatre. In order to speed Victory, take full advantage of this training ... how directly it pays off is reported on page 8 of this issue.



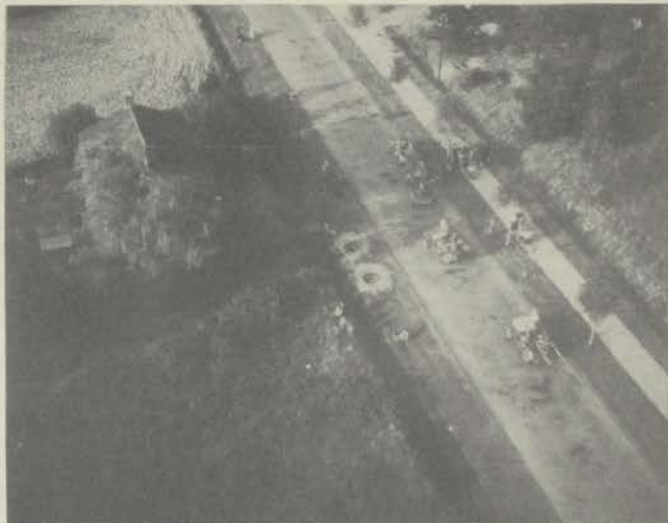
OVER TANK AND LANDING OBSTACLES:

"We saw guns sprouting up from emplacements, then they knocked our No. 1 engine out," told Capt. Harry W. Carls, of 489th Bomb Group.



"A LOT OF THE AREA WAS FLOODED," said S/Sgt. John G. Shia, of 448th Group. "There wasn't much movement at these areas except cattle walking on high roads."





" IN THE FIELD WHERE WE DROPPED OUR LOAD WE COULD SEE GLIDERS AND JEEPS, " stated Maj. William H. Cameron, of 44th Group, "and easily identify our troops. They were calmly smoking cigarettes, and going about their job in a business-like manner."



" WE SAW FIELDS FULL OF GLIDERS, " said 1st/Lt. Earl V. Garrett, of 489th Group. "There was dust around them, and men were swarming out."





FUEL TRANSFER: Auxiliary tanks had plenty.



NOSE WHEEL NOT DOWN AND CHECKED



OVERSHOOTING: Landed too far down runway.



TAXI ACCIDENT: "Awfully sorry..."

## LET'S BRING 'EM B SAFE

**THIS NEW BOOK SHOWS  
2 BD AIRCRAFT ACCIDENTS,  
MOST OF WHICH COULD  
HAVE BEEN PREVENTED**

You can lick fighters ... you can sweat out the flak ... but there's still a big share of accidents caused by, plain and simply, the old "head up and locked".

Strange thing is, it isn't the unusual accident you have to worry about. Some 90% of them follow a routine pattern ... "Sorry, I taxi-ed too fast" ... "Turned into dead engine on approach" ... "Muffed the fuel transfer"... These too-common causes you can prevent. And if you do, you're immune to 90% of the trouble.

How carelessly these happen is deeply impressed by perusal of the new 2 BD photo-book "The Actual Shadow", prepared by A-3. You'll see dozens of actual accident photos — with why they happened, and how you can avoid the same

This compilation is a worthy effort. Look it through ... and remember, "There but for the Grace of God —" could be you.



GOOD PILOTS DON'T LAND DOWNWIND.



BACK

# THE ACTUAL



# WANTED



## 2<sup>ND</sup> BOMB DIVISION

NOW BEING  
DISTRIBUTED  
AT YOUR GROUP



RUNAWAY PROPS: Incomplete ground check.





"AGGRESSIVE OFFENSIVE ACTION OF

your bombers and fighters in attacking enemy installations responsible for success..." stated Gen. Brereton. Above, note canal bridge knocked out.



" IN A LITTLE TOWN, PEOPLE

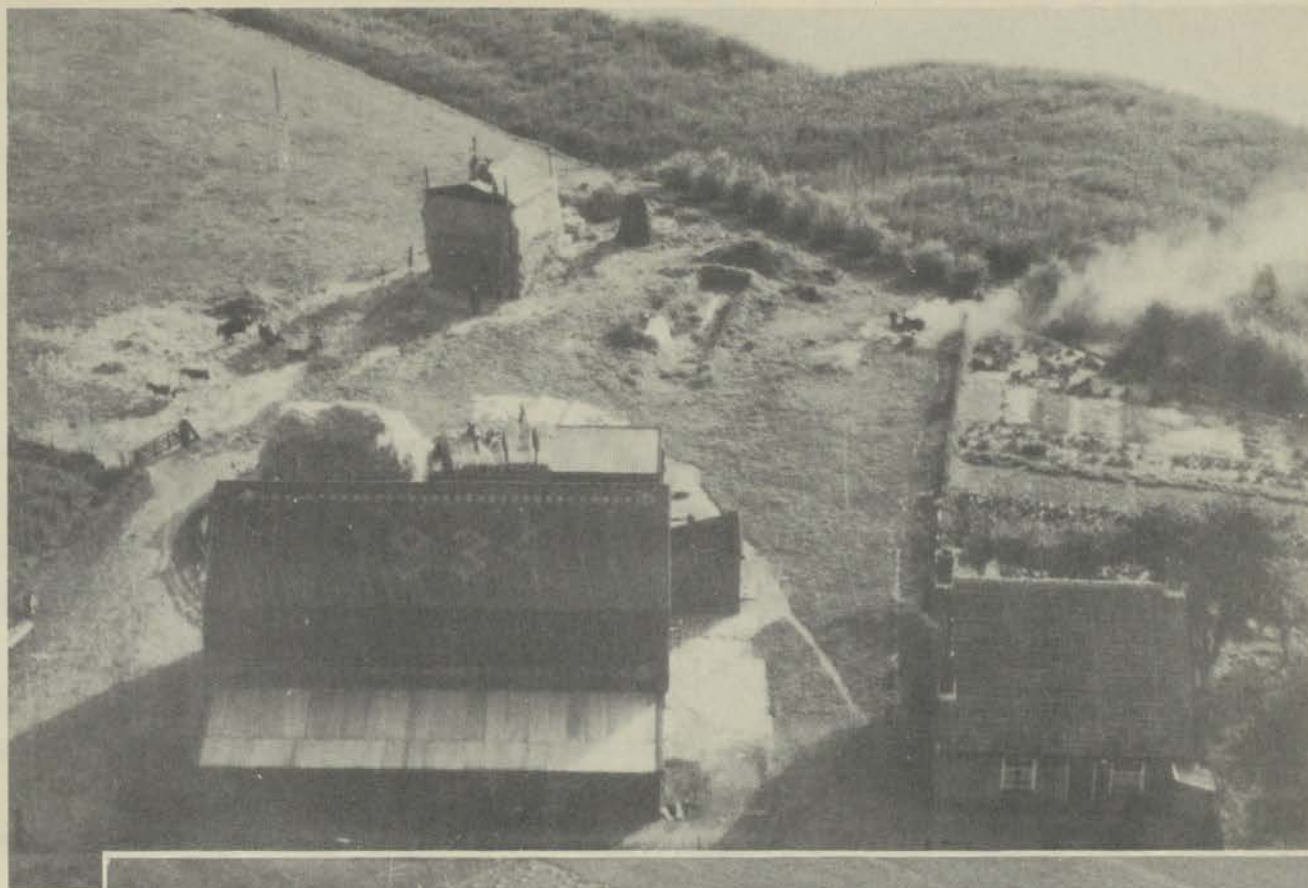
were lined along the street before their houses," said S/Sgt. Robert Phillips, of 446th Group. "In a churchyard there were several priests," said Capt. H. W. Carls, of 489th. "Three were kneeling in prayer."



OUR LIBERATORS SKIMMED RIGHT ACROSS TREE-TOPS

with their loads of supplies and ammunition for the Allied forces behind the lines," stated Capt. Donald A. McCammond, of 392nd. "As we released our load a couple of G.I.s stepped from the woods and started whooping and hollering," said P.F.C. James E. Hutchinson, of 93rd Bomb Group.





## WELCOME, LIBERATORS

" People were going crazy waving at us," said Sgt. L.R. Hatfield, 489th.

" They didn't seem frightened," said S/Sgt. August Rizzuto, of 491st Group.

" All were waving handkerchiefs and clapping their hands."

Maj. W. H. Cameron, of 44th Group, who got DFC for flying on Ploesti, compared the two low level attacks by saying, " Today the section was friendly; at Ploesti it was very hostile. The Dutch waved and seemed glad to see us. "

" We were so low that we could see the expressions on their faces," related 2/Lt. E. T. Beniarian, of 93rd Group. " They were very happy. It made us happy to see them. "



## FIND "HOT-BOMBING" WINGS ALSO TOP TRAINING TIME



TARGET:  
VICTORY'S

NOMINATION FOR  
OUTSTANDING

"MAN-OF-THE-DIVISION"

M/SGT. REA S. VAN FOSSON



You'd call him in football a "triple threat"...M/Sgt. Van Fosson, of 458th Group, stars in all-around positions, as squadron first sergeant, enlisted bombardier, and navigator!

Here he receives the congratulations of Maj. Estle P. Henson, Squadron Commander, upon receipt of the Distinguished Flying Cross and the Purple Heart.

Sgt. Van Fosson received the Purple Heart for a flak wound on his forehead, sustained during his 31st mission as enlisted bombardier over Germany and enemy occupied Europe. He was formerly an enlisted navigator with the Ferry Command in the South Atlantic. He was a First Sergeant of his squadron for a time

How much does training inside the combat wing and group pay off?

Crews feel it's a lot of extra work to "go to school" between missions ... if they knew it was really as worthwhile as the missions themselves, they'd gripe a whole lot less. 2 ED has just completed an analysis of training compared to combat results. Unfortunately for the "hooky" team, the partnership of hot bombing with training time is amazing!

A study of Gross Errors traced to their causes was presented in "Target Victory" two weeks ago, and the largest percentage of snarfus were caused by faulty Target Identification. Therefore, crew training in Target Identification is here compared to combat results.

### ACCURACY PARALLELS TRAINING

Here are the August figures. In this record month, the 2nd Combat Wing, which was top in bombing accuracy (72% in 2000 feet), averaged 15 man hours of training per air crew, in Target Identification. The wing which was second high in accuracy (64% in 2000 ft.) was next in training, averaging 12 man hours per crew.

Similarly, the two wings lowest in average accuracy were lowest in training on Target Identification with 8 and 6½ man hours per crew.

### POINTS WAY TO IMPROVE

All bad bombing, of course, cannot be blamed on one type of error. The Gross Errors analysis revealed simply that identification was the outstanding cause. However, practice is the only insurance

against this error, and the parallel now shown between accuracy average and the amount of training devoted to this subject points very convincingly to a way to improve our bombing.

### KNOW THE TARGET

The primary purpose of all bombardment units is to put bombs on the target, and to carry out this purpose, bombardiers must know their target. They must know not only the outstanding check points on the route in from the I.P., but must also know in detail check points in the immediate target area and especially those points that bear any similarity to the MPI. Many missions have been saved when the target has been partially obscured by clouds and smoke by picking up small reference points in the target area for synchronization and then displacing the cross hairs on the MPI. Cases such as this have been possible through one medium-- good knowledge of the target.

We have reached our highest level of precision in the past month, but there's still wide room for improvement, which we all desire. In order not only to maintain this high level but to increase it, know the target.



ANCIENT DUTCH MOATED FORT:

As useless as were the beach tank obstacles to stop this greatest all-air invasion.



THROUGH CLOUDS, SMOKE, HAZE: KOBLENZ

This week several groups made difficult runs over vital marshalling yards. Explosion, upper right.