

TARGET VICTORY

WEEK ENDING
NOV. 25,
1944

A REPORT OF, BY AND FOR
COMBAT FLYING PERSONNEL
CONFIDENTIAL

MINDEN CANAL -- ENCORE

PROVE IT WASN'T "LUCK"; PFF RE-BREAKS AQUEDUCT



PFF RELEASES STEAL SHOW:

The Minden and Hamburg attacks (this photo over Hamburg Nov 21) smashed Hunpower as well as PFF records for bombing accuracy.

2BD Libs' cloud-penetrating attack of October 26 on Minden Canal, draining a 2½-mile span of the key east-west trafficway, instituted a milestone of non-visual bombing accuracy. This pinpoint precision captured the admiration and plaudits of all observers -- but could they do it again?

The answer is yes -- on November 6 the 2BD Libs repeated the job, to end all arguments and further hamper the Germans' repair efforts. PRUs arriving this week reveal that the vulnerable aqueduct which lifts the Mittelland canal over the Weser river sustained two fresh craters, plus severe damage to one of the principal supports from a heavy near hit.

The PRU photos, unfortunately too haze-covered to reproduce well

here, also show that direct hits destroyed a glass factory building near one of the canal locks, a storage depot and two positions of a 3-gun flak battery.

Bombs away shots show that the target was full 100% cloud-shielded at time of attack, so no visual assistance was possible. Participating in this record-tying encore were the 93rd, 392nd, 448th, 453rd, 458th, 467th and 491st Bomb Groups.



HAMBURG OIL SMEARED:

Momentary cloud breaks reveal refinery-wrecking pattern of Tuesday's (Nov 21) H2X attack.



CONFIDENTIAL --NOT TO BE TAKEN OUTSIDE U.K.

TARGET: VICTORY

A REPORT OF, BY AND FOR
COMBAT FLYING PERSONNEL

Published by
Headquarters 2d Bombardment Division
in the ETO

ALL CONTENTS ARE CONFIDENTIAL

VOL. 1, NO. 18 NOV. 25, 1944

ACCURACY WINS BOTH WARS

The primary war, knocking out German production and front-line might, calls upon the peak in precision flying and aiming by our crews.

A second war, convincing the military and civilian hordes of Germany that we are invincibly advancing to our objectives, relies just as heavily upon accuracy in our attack. This is the warfare of morale.

We fear little from the V1 and V2 weapons, because despite their persistence the accuracy of their delivery is so low as to make them almost cease to be a military or morale factor.

An example is the photo below. One of our group ordnance officers exhibits the results of a V-bomb attack -- the casualties a mouse and a rabbit.



Imagine the parallel effect in Germany of any wild-aimed bombs from our own attacks. Up goes their morale -- delayed is the date when they will proclaim that they can take no more.

Now more than at any time we must aim straight. First, to know the target. Second, to impress the Germans that we get what we go after. Accuracy is indisputably convincing.



LT. PRIEST, LT. COL. MARSHALL

"KIDNAPPED" HIS C.O. FROM JERRY'S CLUTCHES

While Lt. Col. Bert W. Marshall, now air executive officer of 355th Fighter Group, was leading a dive-bombing mission, anti-aircraft fire crippled his P-51 Mustang, and he was forced to crash-land a few miles from the enemy battery which had brought him down. His capture was almost certain.

1st Lt. Royce W. Priest observed a near-by oat field which would challenge his plane's ability to land and take off in it, but he predicted he could make it. Landing successfully, he jettisoned his parachute and dinghy to provide more room in the small cockpit. Then seated on squadron commander Marshall's lap, Lt. Priest took off, clearing a haystack by inches, and brought the plane safely to home base.

1st Lt. Priest earned a DSC for this accomplishment. But looking at the long-odd chances involved, the procedure definitely is not recommended as s.o.p. More often than not, it will mean two planes lost, two pilots captured. Let Jerry be content with one if he can catch him.

491st M.P.s Saved 19 Flyers

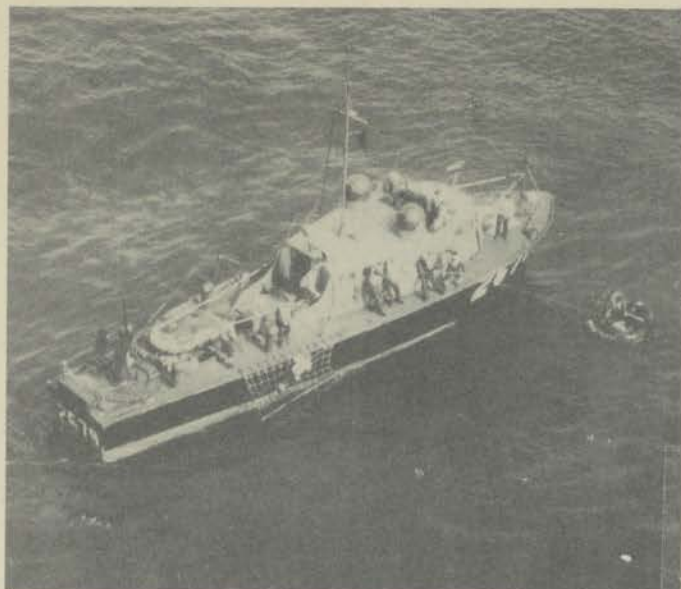
Highlighting a year's service in the ETO, the 1261st Military Police Outfit, now serving with the 491st Bomb Group, has rescued nineteen airmen.

All were saved from crashed bombers under conditions where the lives of the rescuers likewise were in imminent peril. Combat crewmen offer admiration and thanks, together with their anniversary congratulations.

448th Sgt. Modifies Gun Charging

Malfunctions in the charging of guns in his Emerson nose turrets set T/Sgt. Joseph R. Voto to devising a prevention rather than cures.

The Sergeant, of 448 Bomb Group, designed a modification in the charging handles which did the trick. This improvement was adopted as s. o. p. for the 448th armament section, and later was recommended in an Air Force publication.



RESCUE LAUNCH RECOVERS DINGHY CREW:

Winter sea makes the dinghy an absolute necessity.



23-FOOT MOTOR-SAIL BOAT

is delivered by A/S Rescue Hudson.

AIR-SEA RESCUE :

HOW LIB DITCHING PROCEDURE WAS MADE 4 TIMES SAFER

In March 1943, U. S. Air Forces in the ETO took a look at their ditching record and were plainly startled. Their record of airmen recovered from channel and North Sea set-downs was just one-fourth as good as the RAF, despite most earnest cooperation of the entire facilities of British Air Sea Rescue.

Priceless trained crews, dozens of American hometown boys, were being lost because of a slipup in the rescue procedure. The Air Force determined to find the trouble -- and they did. An exhaustive search rooted out that we needed better radio aids to speed up liaison with Air Sea Rescue -- and most important, greater Air Sea Rescue "consciousness" among the combat crews themselves.

A rigorous program of equipment improvement and crew instruction brought the U.S. rescue success to a par with RAF standards before March, 1944. But ditching of each type aircraft always has been a skill in itself, and the build-up of experience brought constantly revised improvements and techniques. Crews could acquire the skill necessary to save themselves only by repeated dry-run practice, and the methods continued to change till many crews admitted they were outright confused.

2nd Bomb Division stepped into this picture in April, 1944. What was good for one type of plane was out of the question in another -- and 2BD was concerned only with one problem -- the Lib. RAF procedure, B-17 or B-25 technique were somebody else's question -- and an American Emergency Rescue Service was set up at 2BD with a full-time American A/S Rescue officer at each group base. The personnel were selected principally from ex-combat airmen, in some cases those who had accomplished successful ditchings. These men understood the value of their

(continued on page 4)



CAPT. FRED W. GRAF, 65TH FIGHTER WING
plots ditchers and searchers for rapid contact.



CAPT. EDWARD L. LARSON: 56TH FIGHTER GROUP

Leads detachment of Air Sea Rescue P-47s. In air to greet returning bombers and fighters, this unit darts to assistance, helping avoid delay and possibility of loss.

AIR-SEA RESCUE

(continued from page 3)

job, and the crews under their guidance went to work with a will and confidence that at last they were learning the technique devised only for B-24s and evolved by the results of first-hand experience.

Concurrently with this operation a gratifying increase in the percentage of successful ditchings appeared within 2BD. During the six months just completed the successful rescues averaged over three times higher than any time in the past. Where once safe rescue was ascribed nearly to "luck", now any emergency ditching is reasonably certain of success if proven methods are followed. Number one problem has been a standardization of procedure so the crew will act efficiently, and understand why they do what they are doing. Knowing the principle behind each action, they can take into account any special circumstance, and adapt their practice accordingly.

Not all the improvements have been in liaison, and crew training methods -- the rescue service itself literally has taken wings. Whereas in the past crews for search were kept alerted for split-second response to any call, an even speedier method has been activated. Fast P-47s and P-51s of a special A/S Rescue detachment (now a member of 2nd Division) take to the air to meet the bombers returning from a mission. At first B-24s were on this patrol, but speedier and more numerous single-engined ships make much better cover. Already flying over the trouble zones, with their radios tuned to frequencies of both the shore stations and the rescue boats, they speed in pairs to the aid of any distress call and may have the crippled plane located even before it takes to the water, and will drop small emergency dinghies to assist the ditchers. Circling the position, and radioing to the rescue launch and heavier equip-

ment planes for assistance, the bugaboo of an extended search is eliminated.

First response, if the rescue launch is far distant, may come from a Rescue B-24, delivering the "Lindholm Gear" (a self-inflating 7-man dinghy linked to 4 barrels of dry clothing, radio equipment, first-aid, flares, and food). Or a British Hudson or Wellington may parachute the non-sinkable, mahogany luxury boat, 23 feet long, with its Rube Goldberg habiliments that make a ditching almost equivalent to a yatching excursion.

This motor-powered, camouflaged, sail-assisted craft is employed normally where position of ditching makes approach of a rescue launch dangerous and difficult. Outfitted with warm and waterproof clothing, rations, maps and a compass, the crew can materially lessen the gap between themselves and their base, and the rescue launch will intercept them en route.

Case histories bear out that there is only one correct way to ditch a B-24, any variations being due to modifications present in some models. Latest approved procedure is outlined here, as standardized by Rescue officers concerned only with the B-24 as operated from 2BD bases:

1. Do not attempt to bail out over water -- ditch with all aboard.

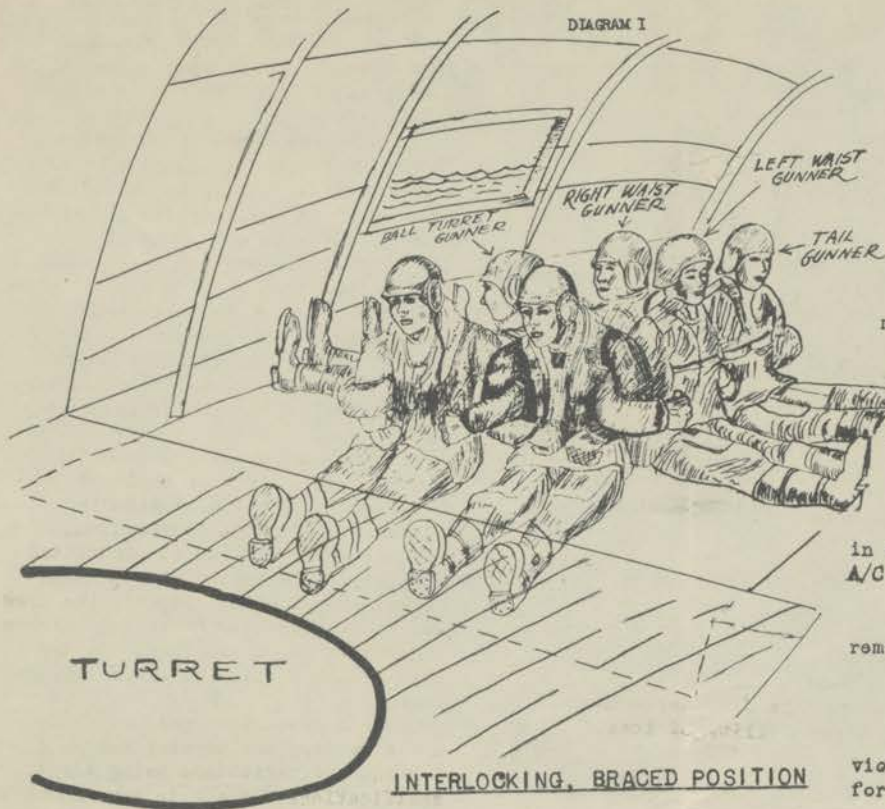
In the past month, in two instances crew members were lost by taking to the "silk" over the sea. One plane, in icing difficulty, went momentarily out of control and three men left, without bail-out warning from the pilot, who later crash-landed the ship. Life cannot exist in the winter sea over 20 minutes. A ditching dinghy and the help of other crew members makes rescue much more certain, and allows far more time for discovery.

2. If any doubt of crossing the sea or channel, use French bases.

In the second case of bail-out the pilot headed the ship off the friendly coast of Europe on 2 engines, at a ground speed of only 108 mph. No contact was made with A/S Rescue. The last two engines went out, the crew bailed out, and were lost.

The necessity of ditching is much less frequent now that the alternate is provided of landing on French bases before starting across the water. Always consider this aid first.

3. S
1
-- IF
or tw
may s
every
withi
anter
incre
stron



1. Side view shows positions of men in waist.

2. The following will be noted:

- a. Linking of arms.
- b. Position of feet; although in actual performance men facing side of A/C must bend their legs.
- c. Wearing of steel helmets.
- d. Parachute harness has been removed.
- e. Mae vests remain uninflated.

3. Personnel will brace for a violent forward shock and will prepare for a second shock to follow.

3. Start preparations while ditching is only a possibility.

Use all three radio facilities -- IFF, MF/DF and Channel "D". One or two may fail to contact, the third may save your ship. Repeat calls every ten minutes.

When ditching becomes imminent within 10 minutes, transmit steadily.

Remember to use trailing wire antenna when out of formation. This increases range, and transmits a strong blip at moment of impact.

4. Know correct ditching positions, and use them.

Pilots: Seats locked forward, Sutton harness fastened.

Flight Deck: Stand, well-braced, do not sit. Avoid the turret. Use canvas bulkhead if available.

Waist: The arms interlocked, legs braced position is proved the best, and this needs practice to assure full cooperation. Ditching belts o.k. if interlocking position is not well rehearsed. Stay back of No. 6 station. If roof escape hatch has been installed, o.k. to use the command deck.

5. Answers to your questions are available, now, on your base.

Do not allow any confusion of method among members of your crew. This outline can touch only the high spots -- complete details are obtainable from the A/S Rescue officer at your Group. See him and establish a definite procedure for your crew. His name is listed here:

2nd Combat Wing

- 389th Bomb Grp - Lt. R. B. Parish
- 445th - Lt. Kenneth D. Cunningham
- 453rd - Lt. Leonard Apter

14th Combat Wing

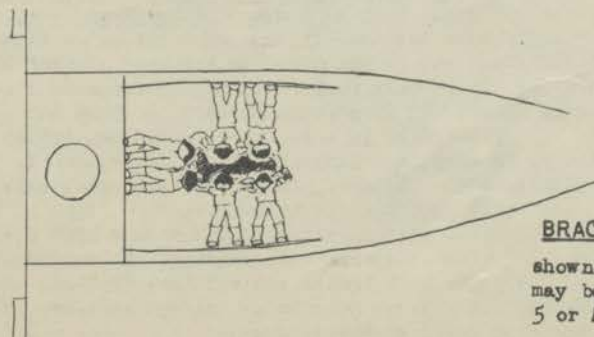
- 44th Bomb Grp - Capt. Chas. M. Allen
- 392nd - Lt. Harold E. Schildknecht
- 491st - Lt. Rosslyn Price

20th Combat Wing

- 93rd Bomb Grp - Capt. Miller Hogan
- 446th - Lt. Joseph A. Grimm
- 448th - Lt. Edward K. Schultz

96th Combat Wing

- 458th Bomb Grp - Capt. H.P. Kittleband
- 466th - Capt. Milton E. Hinman
- 467th - Lt. John J. Harmonowski



BEST HIT BY A GROUP THIS WEEK



467th TEAM TORCHES HAMBURG OIL



ALERT H2X CREW CHECKS VISUALLY 45 SECONDS BEFORE "BOMBS AWAY"

Approaching the I.P. the code word was given for a cloud-obscured attack. Mickey Operator 1st/Lt. J.W. Holt and Lead Bombardier 1st/Lt. C. J. Good prepared to coordinate on the run. The Pilotage Navigator 1st/Lt. E. R. Stevens picked up their position through a break in the clouds, gave a slight course correction, and the bomb-run was on, over complete 10/10 undercast.

Course and rate were synchronized for a precise PFF job. Only 45 seconds before bombs away they identified a section of the target through a cloud break, and set in minor course and rate adjustments before their bombs were released. Teamwork of this crew points out an example for all to shoot at.

Bombardier of a follow-up squadron, 1st/Lt. L. P. Rhoades, and Pilotage Navigator Maj. O. A. Holmes, while flying on the Group lead, were able also to synchronize for rate.

Group pattern totalled 85% within 2000 feet, using a wide intervalometer setting. Bursts blanketed the major part of the oil refinery of Ebanco Asphalt Werke, and a large portion of the oil refinery of Rhenania-Ossag Mineralolwerke.

467TH PATTERN: TIMELY VIEW OF TARGET--

confirmed superior coordination of the PFF run. Direct hits were seen in distillation plants, cracking plant, extraction dept., boiler house, train sidings, and at least 30 hits on oil storage.

PRUs SHOW PFF SUCCESS



BOTTROP/WELHEIM

OIL REFINERY:

Attacked November 11 thru a blanket of cloud, production center shows on new Photo Reconnaissance to have suffered a dense pattern of direct hits and blast damage.

Including results of a RAF attack on October 31, destroyed are cooling towers, tanks, coke ovens, and three processing plants; heavily damaged -- distillation and regeneration plants, power plant, and additional tanks.

PATH-FIND 2 SYNTHETIC OIL PLANTS

STERKRADE OIL

& CHEMICAL WORKS:

These Ruhr plants hid much more effectively than the traditional ostrich, with the aid of weather soup on November 6. Five 2BD Groups (44th, 389th, 446th, and 489th) connected, however, as PRUs show severe damage to important buildings, broken pipe lines, smashed storage facilities.



FLYING TIGER T/SGT. NOW GROOMS MUSTANGS

The original roll of the famous 1st Pursuit Squadron, Gen. Claire Chennault's "Flying Tigers", carries the name of Glenn L. Yarberry, now a flight chief with the 361st Fighter Group.

In 1941, after a year and a half in the Army, T/Sgt. Yarberry volunteered for service in China, where he was needed because of his in-line engine experience. He serviced the P-40 Tomahawks of the "Tigers" for almost ten months.

"Talk about cigarette troubles! Expensive liquor?" says Yarberry. "We paid \$2.10 a pack for cigarettes, toothpaste \$2.80 a tube, and Scotch was \$48.00 a fifth."

"We were getting \$400 a month, which sounded good considering regular army pay. Out in China I found 400 smackers didn't go far."

He was one of the last men leaving Rangoon when that city fell. Almost daily their airdrome was strafed by Jap planes. The Americans often couldn't hear the enemy coming because they were warming up their own planes.

In 1942 Yarberry left the "Tigers" and joined the Ferry Command,

to help service planes evacuating Chinese refugees. Now as flight chief he supervises maintenance of the P-51 Mustangs in his squadron.



T/SGT. GLENN L. YARBERRY

inspecting internal wing bracing of a P-51 Mustang brought in for repair.

COAXES P-47 HOMEWARD VIA FLAK ALLEYS

His Thunderbolt fighter peppered by a barrage of flak near Paderborn, Germany, Lt. David M. Magel of 56th Fighter Group, found himself with a good engine and wings and practically nothing to control them.

Control cables were cut, so he could use no elevator, left rudder control was knocked off, trim tab shattered, and even the tail wheel was burned off.

He could steer in only a general direction, so attempted to herd the unruly powerhouse back toward England, like urging the ball along in a pinball machine.

Twice en route he ran into more flak, but was practically helpless to avoid it so plunged through and coaxed the fighter on back to England.

Sighting an airfield he had to bring the ship in at 150 miles an hour and the plane was wrecked. Lt. Magel, however was uninjured. His fellow fliers and squadron commander, Maj. Harold E. Comstock, termed the feat "almost unbelievable".



**TARGET:
VICTORY'S**

**NOMINATION FOR
OUTSTANDING**

"MAN OF THE DIVISION"

**1ST/LT. GEORGE P. BRADLEY
1ST/LT. JAMES W. EVANS
T/SGT. ALLEN V. TUTEN**

His third DFC was earned by Lt. George P. Bradley, of 458th Bomb Group, for bringing home his flak-riddled Lib safely with the combined ingenuity of Bombardier Lt. Evans and Engineer T/Sgt. Tuten, who also won DFCs for their accomplishment.

Gasoline lines, hydraulic lines and radio were shot out, and capsule-sized (five-foot tall) Bombardier Lt. Evans, who weighs 100 pounds, clambered about the open bomb bay repairing broken fuel lines. A minor slip meant a fall, and when he lost his footing out he plunged, dangling on a 12-foot safety rope. Gunners pulled him back to the catwalk.

Likewise busily working on the fuel lines was Sgt. Tuten, who also was forced to grab the safety rope to avoid disaster.

Lt. Bradley landed the plane, minus some of its controls. His first DFC had been won in bringing home a Lib with the main wing

spars severed, and no aileron control. When a crew chief climbed out on the wing to inspect damage the entire wing tip fell off.



LT. EVANS, SGT. TUTEN, LT. BRADLEY