

TARGET:



WEEK ENDING
AUGUST 26,
1944

A REPORT OF, BY AND FOR
COMBAT FLYING PERSONNEL

~~CONFIDENTIAL~~

VICTORY

RESTRICTED

“NO OIL, NO NOTHIN’!”



MISBURG OIL REFINERY:
467th, 466th and 458th
each made over-90% hits.

HITLER LAMENT TOPS THE BOMB 'HIT PARADE'

This week climaxed a war within the war -- the battle of oil and supply, which is being won exclusively from the air.

The Achilles heel of German power to resist is being blasted with decisive results. The army which used to march on its stomach now rolls on its gas tank -- or stands still because of no fuel.

Torch songs ignited by our heavies furnish a sonorous and explosive outlet but little compensation to the sputtering Wehrmacht.

Attacks this week slashed deeper into the Hitler oil shortage, after a 90-day campaign to the end of July had cut production already by more than 50 per cent. Loss of Rumanian sources at this time has put the key note of final defeat into the range of the wagers of this battle on oil supply, storage and transport.



DULMEN OIL DISTRIBUTION:
Storage and transport facilities,
expertly camouflaged, but 458th
and 467th both hit above 90%!

TARGET: VICTORY

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COMBAT FLYING PERSONNEL

Published by
Headquarters 2d Bombardment Division
in the ETO

ALL CONTENTS ARE CONFIDENTIAL

VOL. 1, NO. 5 AUGUST 26, 1944

GOAL: ONE DAY OF PEACE

If the last war had ended on November 10, Mrs. Hathaway would not have lost her son. Jerry Lyons would have his left arm. And that beautiful Carol Randall, the blonde, could have welcomed home her fiance instead of going into mourning. A few hundred others would have been saved.

The day before this war ends may be even more expensive. That one day may never have to be fought if on a certain day's bombing, perhaps tomorrow's, everybody finds a way to fly a successful mission.

The plane that makes an error, possibly throwing wide the pattern of the entire Group, can prolong the war long enough to organize another attempt to remove the same target. With today's rapid movement, an opportunity missed may not recur for several days.

That extra day of war could be your unlucky one. Surely it will be for some of our buddies. If you see any tendency to relax and consider the war won, remember we now are reaching for that day of Victory. Now is not the time to miff. Now is the time to strike surely, with the best of our power and ability.



GRUDGE SCORE AT BRUNSWICK/QUERUM: 389TH, 453RD, 445TH

Below, note the fairly well-reconstructed aircraft engine works, extremely vital in German production. A moment later the demolition and incendiary bombs struck, blanketing the plant as above.



FIRE PILLAR: 392ND, 491ST, 44TH
Each delivered a squadron of better than 90% hits on Salzbergen's oil.

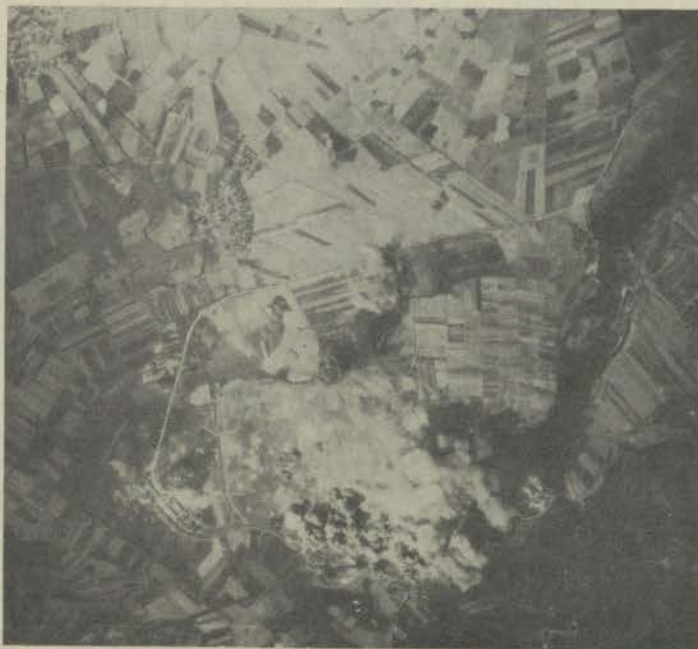
BEST PATTERN OF THIS WEEK



491ST PLANTS IDEAL PATTERN OF THE WEEK AT SCHWERIN AIRFIELD:

Perfect bombing patterns do not "happen" on the ground. They occur in the air, when the formation is well grouped, and release is timed with alert precision. 491st Group achieved this result as shown in the strike photo above.

392nd almost equalled this, except for a few wild releases noticeable in the photo below. An excellent 2-squadron pattern was achieved by the 467th at Lubeck, where the second squadron's hits are seen dovetailing the preceding pattern.





AIRMAN-PURCHASED "VICTORY SQUADRON" A SUCCESS --- 2 B.D. TOPS ITS QUOTA

Unique in conception, but typifying the spirit of the Air Force men in the ETO, the largest contribution drive ever undertaken in the Army closes Saturday, Sept. 2, a success even surpassing predictions. Combat flyers, maintenance crews, supply, engineers, personnel of every duty, Generals and G.I.s, have amassed in 5 weeks more than their \$7,000,000 quota of bonds to purchase a squadron of combat planes for

the 8th Air Force. Purchasers have signed the permanent vellum "Book", which will be presented to General H. H. Arnold to be placed in the Archives with other documentary material which tells the story of the 8th Air Force. 2nd Bombardment Division has passed its \$1,210,100 quota -- most of the Groups well over 100%, the remainder confident to reach their goal by Saturday night.



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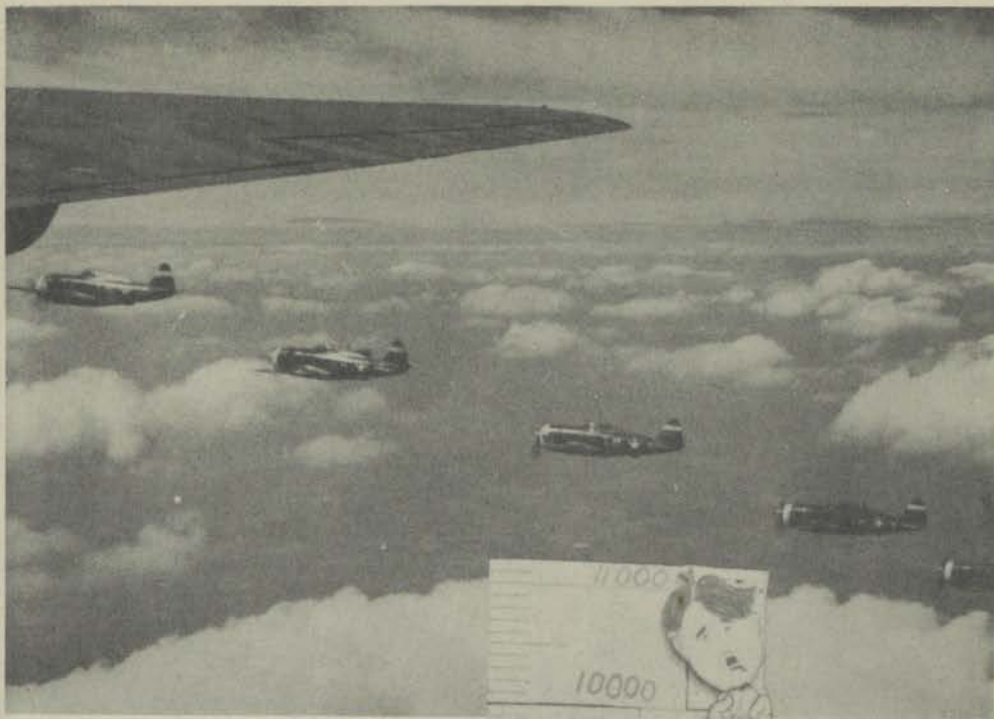
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FIRST TO SIGN THE BOOK:

Heading the pages of 2ED contributors is Maj. Gen. W. E. Kepner, Commanding.

STRONG FIGHTER SUPPORT:

Figuring importantly in the Victory Squadron are P-47s, P-51s and P-38s.

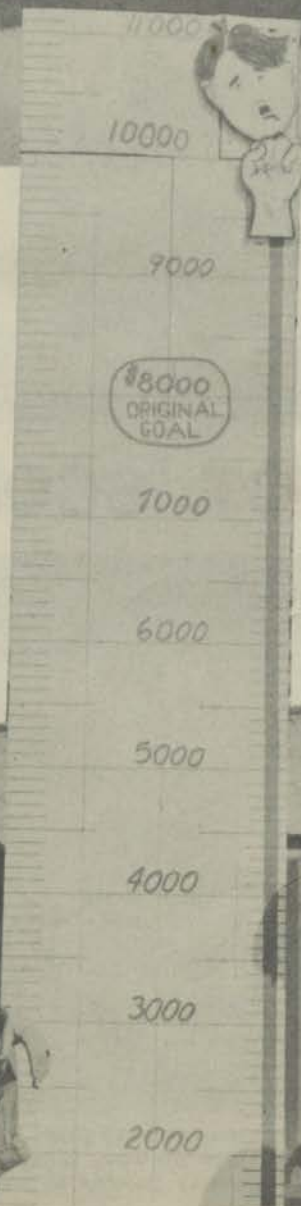


QUADRON" QUOTAS

**STILL TIME TO
JOIN THE LIST
SAT, SEPT. 2ND**

**MISS FOXIE LOST A SKIRT
AND HITLER GOT SOCKED:**

One 2ED Group portrayed the progress of their contributions with the eye-filling temptress shown below. A sub-depot squadron of the 448th landed a haymaker by overshooting their unit quota.



BEST HIT BY A GROUP THIS WEEK



PERFECT SCORE AT WISMAR, 453rd



PAIR OF
TARGETS:

Dornier assembly plant, upper right
of large picture, blazes alongside
components factory as raiders leave.

IT'S 100% FOR
ALL 3 SQUADRONS
AND 87% IN 1000!

"Watson, this looks like an inside job!", is what Sherlock Holmes would decide. Not a trace of evidence outside the target circle — everything blanketed by bombs as carefully aimed as though tucked into place by hand.

That's perfect precision by one of 2 ED's sharpest Groups. Three squadrons tied each other for 100% hits within the 2000 ft. ring. To top this, all but 13% landed less than 1000 feet from the MPI!

Factory buildings, boiler house, and shops were eliminated from the war, assuring less and less Luftwaffe opposition in the future. Make this perfect record the goal of every raid!

BEST RUNNER UP OF THIS WEEK

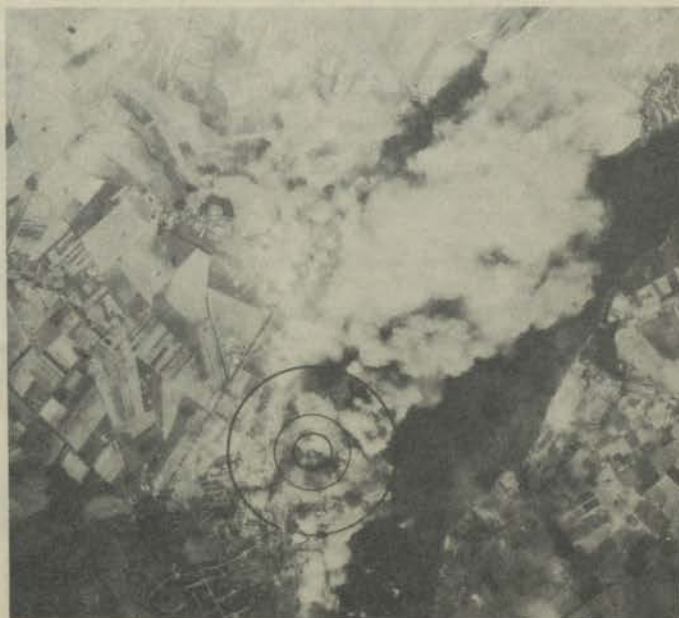


448th PRIZE SLUGGERS AT ROSTOCK TERRIFIC DAMAGE TO HEINKEL WORKS IN ACE ATTACK!

Besides a high-score victory, this performance looks even better on the Reconnaissance Photos. 448th was out to show the boys how to win a war!

Their specialty was the destroying of assembly shops, canteen, and hangars left undamaged in previous raids. Partially repaired shops, boiler house, and main storage buildings also were set back months behind schedule, and, further slowing up repairs, railroad facilities were left in shambles. Many aircraft were seen damaged or destroyed on the ground.

The 3-squadron score was 100%, 95% and 85% — average accuracy 93%. The 446th and 489th also delivered excellent results — and Herr Heinkel may start retooling for postwar baby buggies!



MAY SAVE YOUR LIFE

2-RIDE WITH 1 CHUTE A TRICK TO REMEMBER

Not in a laboratory but in a pinch this system was tested, and it worked. A B-24 H was attacked by an intruder near an English base, the ship caught fire, and the bail-out order was given.



Both the Bombardier and Navigator were in the nose compartment, but only one parachute could be reached as the second one was in the tunnel leading from the nose to the bomb bay, blocked by flames. They, therefore, decided that they would both jump with one chute.

The Navigator, wearing his chute harness and pack, seated himself before the nose-wheel hatch, and the Bombardier sat down behind him, locked his arms and legs as illustrated here, and a successful bail-out was accomplished. Their altitude was only 1200 feet.

No difficulty was experienced on the opening of the chute or on descent, though both took moderate bruises on landing. The safety-grip used insured the success of the jump. Inspection of the chute which they used revealed no damage due to added stress. It was a standard chest type with 24-foot canopy. The total weight of the two men was 300 lbs.

HERE'S HOW TO WORK IT:

The man wearing the parachute seats himself on the forward edge of the nose wheel hatch, facing the rear of the plane. The second man sits down behind him, wrapping his legs around the former's mid-section. He locks his arms thru the back of the parachute harness as illustrated in the lower photo.

In this position, ease out of the nose wheel hatch. (The nose wheel is retracted.) In the normal manner, delay pulling of the rip-cord for a few seconds.

Locking the arms inside of the chute harness provides a positive safety grip due to pressure resulting from the risers when the chute is opened.

In the actual bail-out, this position was retained till on impact with the ground the men rolled free.



SAFETY GRIP



TARGET:
VICTORY'S

NOMINATION FOR
OUTSTANDING

"MAN-OF-THE-DIVISION"

—
LT. PAUL S. EVANS
—



An instrument crash landing is a large order for any pilot. With all 4 engines inoperative it might be classed impossible. But 2nd Lt. Paul S. Evans, Long Island, N.Y., of the 466th Group did it, without injury to any of his crew.

Over Strassbourg flak caught No. 3 and No. 4 engines of the ship, "Reliable Babe". Unable to stay with the formation, Lt. Evans called for fighter protection. The power loss cost them 3,000 feet of altitude, and the plane was tough to control. Evans said his co-pilot, David E. Cahill, Jr., West Springfield, Mass., "certainly was there in the pinches."

On sighting the English Coast, they headed for the nearest emergency landing field. Despite jettisoning of all movable equipment, the descent became so rapid that frost covered all the windows, cutting off vision.

Shifting to instruments to keep control, they had to cut No. 1 and No. 2 engines in order to attempt a turn over the field. Coming in at a diagonal to the runway, they made a comparatively smooth crash landing. But in sliding out of control, the ship clipped the control tower, a bus, an automobile, and several trees before shuddering to a stop not 20 feet from a Niessen hut. All aboard were uninjured.