

TARGET FACTORY

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A REPORT OF, BY AND FOR COMBAT FLYING PERSONNEL

FRANCE HONORS 2AD MEN



TRIBUTE FROM OUR OLDEST ALLIES:

Maj. Gen. W.E. Kepner (left) and Lt. Gen. Martial Valin salute the national anthems of USA and France at 2AD ceremony May 3.

GEN MARTIAL VALIN DECORATES 70 AIRMEN AND STAFF MEMBERS

With the Stars and Stripes and the French tricolor flying together in a picturesque ceremony held at headquarters Second Air Division, Major General William E. Kepner, division commander, several of his assistants, and wing commanders, group commanders, other officers and men from 2AD units were decorated by the French government for "exceptional services rendered in the course of operations for the liberation of France."

Maj. Generals Kepner and James P. Hodges, former Second Air Division commander, were presented the Legion of Honor, au grade d'Officier, France's second highest military decoration, and the Croix de Guerre with Palm.

Lt. Gen. Martial Valin, Chief of Air Staff for French Air Force, personally

decorated Maj. Gen. Kepner and presented the Legion of Honor, Order of Chevalier, and Croix de Guerre with Palm to Brig. General Jesse Auton, Commanding 65th Fighter Wing; Brig. Gen. Francis H. Griswold, Chief of Staff, 2nd Air Division; Brig. Gen. Leon W. Johnson, Commanding 14th Wing; Brig. Gen. Walter R. Peck, Commanding 96th Wing; and Brig. Gen. Edward J. Timberlake, Jr., Commanding 20th Wing.

(Continued on page 2)



LUFTWAFFE'S ACHING BACK NO LONGER STRAINS:

Symbol of Hun war machine's broken power is this Me-110, left on Brunswick airfield by retreating Germans. They placed their own incendiary bomb in the cockpit as there was no fuel to take it off the ground -- direct result of repeated 8AF attacks on German oil.



Lt. Gen. Valin pins Legion of Honor on Brig. Gen. Leola W. Johnson, 11th Wing Commander. Brig. Gen. Edward J. Timberlake is in center.



88 MISSIONS DON'T SATISFY SGT. WERNER

The iron-man performance of S/Sgt. Diesel Werner, 416th Bomb Group gunner, caught public attention when he not long ago completed 88 missions. But he increased the fact that operations conspired nothing for his future but ground duties. Now he has rolled the total to 89, and has convinced both media and operations that he still is able to take on a tour as BOM operator.

Actually Sgt. Werner has flown 92 missions, but only one of his first five got into the official records. He came over three years ago with an armament section, and somehow wheedled his way onto a combat crew, getting in five missions with them before he became an accredited member.

After 92 missions from England and North Africa he was sent to the States and made a gunnery instructor. Still he wanted to get back into combat and after an uphill fight he reported for the present "absolutely last" tour.

But before the tour was completed the 29-year old gunner from Fort Huron, Michigan, began sky but determined arguments to be allowed to continue in the Pacific. "I can't get a satisfactory reason for keeping me on the ground. The medics say I'm OK physically."

His final approach was to become checked out as an efficient BOM (spot-jammer) operator, for which job men were needed. And now he's all set for action anywhere in this new capacity.

A cluster to his SFC was awarded, as the citation reads, for "single-minded devotion to duty, superior skill and endurance, and unsurpassed enthusiasm for combat."

Maj. Oscar H. Street
Maj. Rocky Triantafello
Maj. Harold F. Welland
Maj. Emil A. Wioncke, Jr.

Croix de Guerre with Bronze Star (a 1^{er} Ordre de Regiment) was awarded:
T/Sgt. Herman C. Gray

Also there were awards made to 86 members of 2AD units who could not be present at this ceremony.

FRENCH HONOR 2AD MEN

(Continued from page 1)

Decorations were awarded by the French government to a total of 156 2nd Division personnel, of whom 70 were present at the day's ceremony. Six of the total were enlisted men, although only one was present in person, T/Sgt. Herman C. Gray of 95th Bomb Group.

Croix de Guerre with Palm (a 1^{er} Ordre de l'Armee) was awarded to the following at the presentation ceremony:

Colonel Milton W. Arnold
Colonel Charles F. Beckwelder
Colonel Frederick V. P. Bryan
Colonel William H. Cleveland
Colonel William L. Curry
Colonel Roland P. Fiegel
Colonel Ray F. Froto
Colonel Allen P. Hersberg
Colonel Lorin L. Johnson
Colonel William W. Jones
Colonel Harry McGee
Colonel Irvine A. Randle
Colonel Kyle L. Riddle
Colonel Albert J. Shower
Colonel Everett V. Stewart
Colonel James M. Stewart
Colonel Robert E. Terrill
Lt. Col. Warren E. Alberts
Lt. Col. William H. Brandon
Lt. Col. Roy B. Caviness
Lt. Col. James R. Clarke
Lt. Col. Lawrence G. Gilbert
Lt. Col. William J. Hall
Lt. Col. James A. Egan
Lt. Col. Wallace S. Hopkins
Lt. Col. Edward P. Hubbard
Lt. Col. Claiborne H. Rinzard
Lt. Col. Charles T. Merrill

Lt. Col. Frederick M. O'Seill
Lt. Col. Walter R. Smith
Lt. Col. James C. Stewart
Croix de Guerre with Gold Star (a 1^{er} Ordre du Corps d'Armee) was awarded to the following who were present:

Lt. Col. Carl C. Bertiel
Lt. Col. Walter I. Bunker
Lt. Col. William R. Cameron
Lt. Col. Van D. Dowda
Lt. Col. Howard S. Ereddler
Lt. Col. Robert J. Lehmann
Lt. Col. Lloyd J. Martin
Lt. Col. William H. Strong
Lt. Col. Heber H. Thompson
Lt. Col. Albert L. Wallace
Lt. Col. Ebery H. Ward
Lt. Col. Joseph B. Whittaker
Lt. Col. Robert L. Wright
Major John A. Fine
Major Fred E. Holdrege
Maj. Robert H. Hinchley
Maj. Myron E. Kellman
Maj. Donald S. Klapfer
Maj. John S. Laws
Maj. Kenneth Q. Faddock
Maj. Howard S. Walsh

Croix de Guerre with Silver Star (a 1^{er} Ordre de la Division) was awarded:

Maj. Richard C. Coleman
Maj. William T. Omsiskey
Maj. Fred W. Olover
Maj. Robert W. Hoffner
Maj. Robert J. D. Johnson
Maj. Pierce S. Koffman
Capt. Harry E. Woodinger
1st/Lt. Wesley E. Rankin



(Above) Three freed slave laborers sift the ruins of Hildesheim steelplant for their workers' identification tags.

(Left) Young Russian slave-worker tells Lt. Col. Halley, 3d Air Division intelligence officer, about plant labor. In air raid shelter here, 160 German technicians were killed by a direct hit. Slaves had been herded to other shelter.

PARTY IS OVER

"The greatest single reason for Germany's defeat," stated captured Field Marshal Gerd Von Rundstedt this week, "was the Allies' terrific air superiority." The German war machine, he readily admitted, was literally paralyzed by the Allied air superiority.

Victory in Europe is here. Eighth Air Force heavies have ceased their poundings. The emphasis now is on a census of the damage, at first hand.

Bombs grouped by percentage scores into 1000 and 2000-foot rings mushroom into more concrete items as we examine close up the impact wrought by a single well-placed bomb and by perfectly-flown formation patterns.

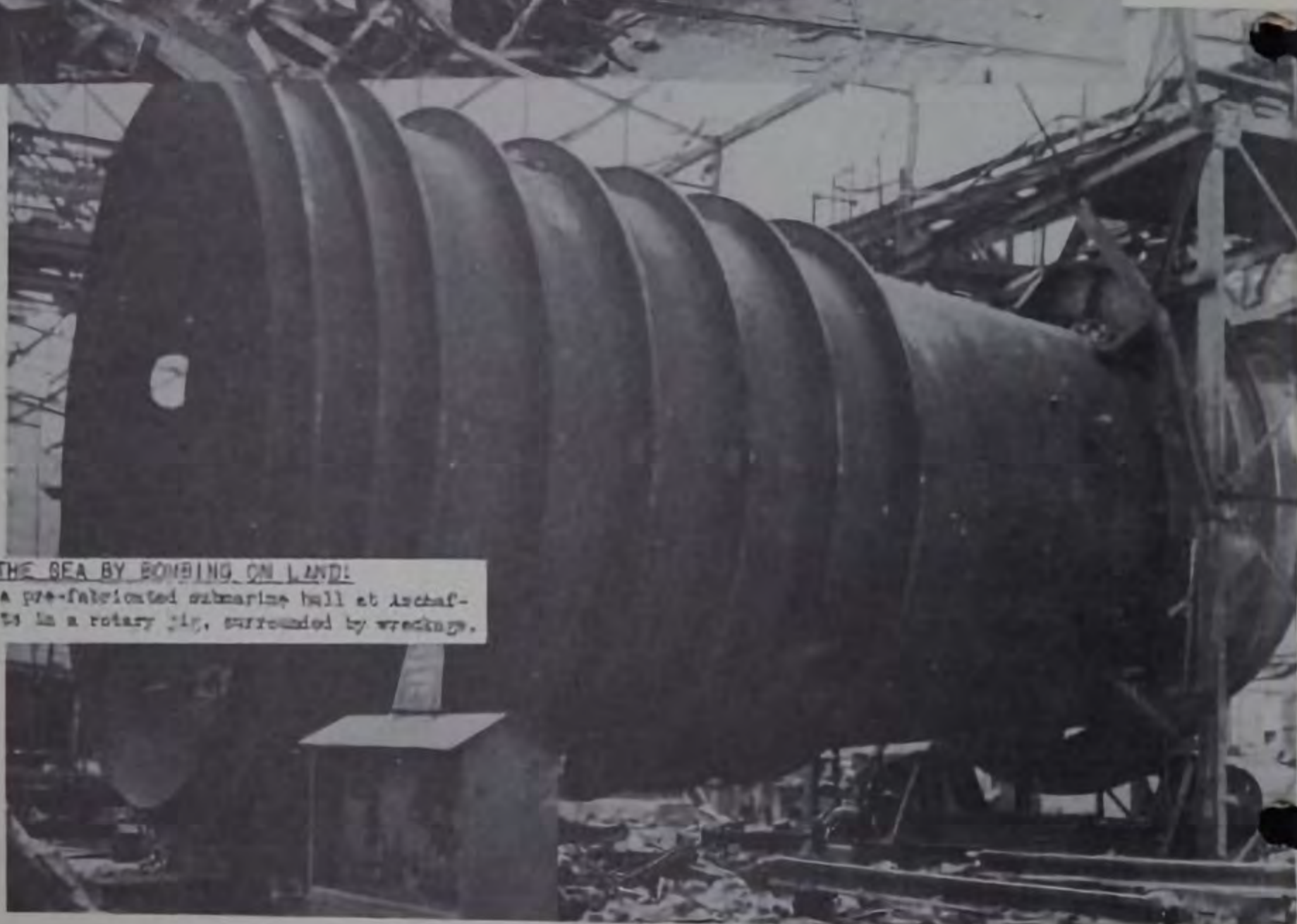
Here are a few scenes from the debris of "mopping after" at targets not long ago attacked by 2AD Libs. If you participated in one of these missions, examine closely. This was your most direct contribution to the Nazi party's headless hanger.

GERMAN
Captured
Kassel,
with un-



TANK PRODUCTION LINE AT ASCHAFFENBURG:

Output of giant tanks halted as 2AD 15th ravaged plant before Spring offensives. Debris was not yet cleared when American ground troops over-ran the area.



CLEARING THE SEA BY BOMBING ON LAND:

Section of a pre-fabricated submarine hull at Aschaffenburg rests in a rotary jig, surrounded by wreckage.

GERMAN PHOTO TAKEN AS BOMBERS LEAVE TARGET:

Captured photo shows Fieseler aircraft plant at Kassel, as German soldier and civilian look on with unbelieving expression "it can't happen here."



vat
979a.



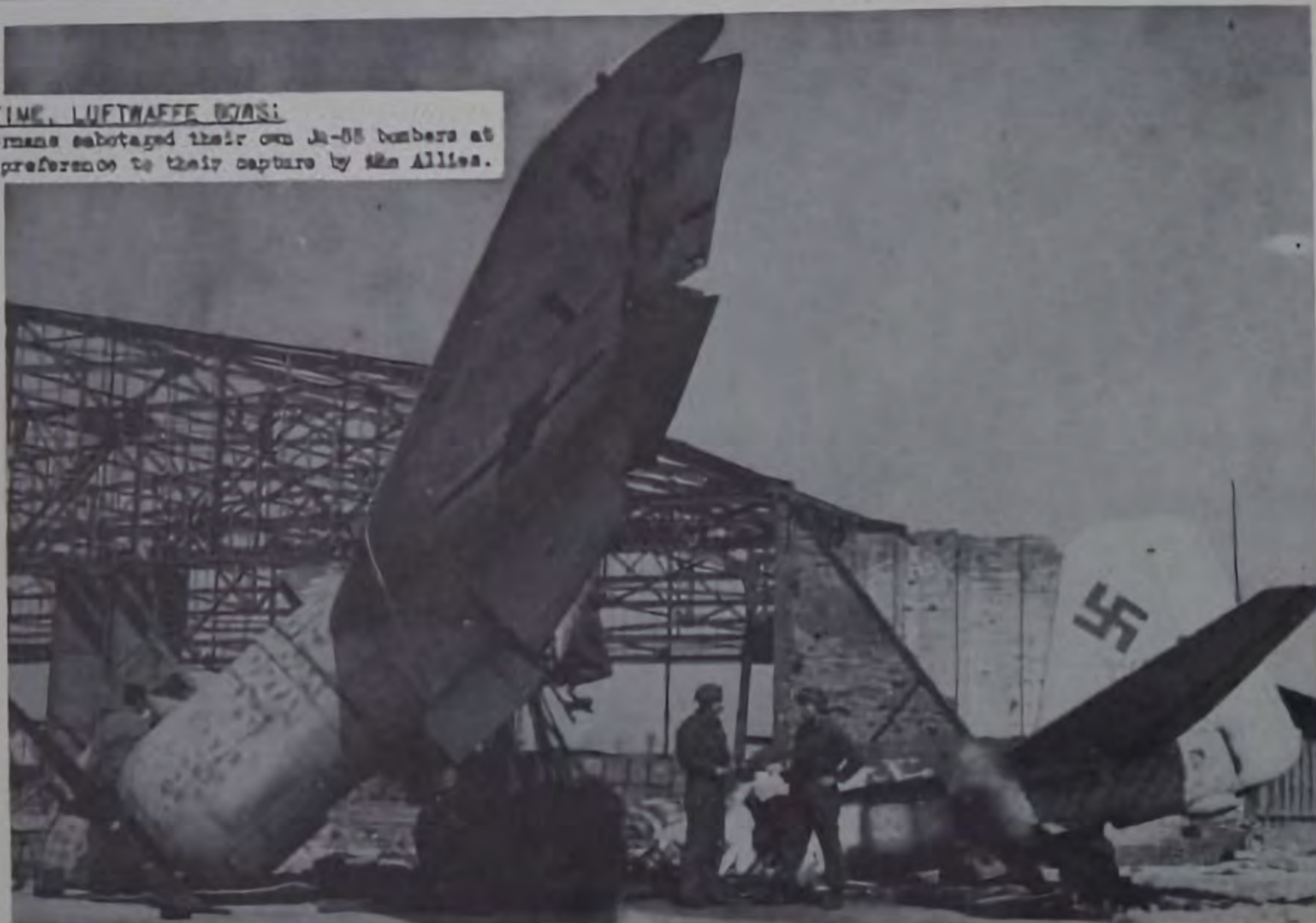
GREAT HENSCHEL FOUNDRIES AT KASSEL:
Ruhr center of locomotives, anti-aircraft guns
Further and Tiger tanks destroyed jointly by
R.A.F., Force and Libs. This thing new locomotive
was trapped by steel and reinforced concrete

MAY 2, 1945



ARE WE REALLY SUPERMEN, POPPA!
 Former worker and son survey Hildesheim marshaling yard after tons of Allied h.e. bombing had reduced rail-cars into masses of tumbled wreckage.

FOR FINAL TIME, LUFTWAFFE BOYS!
 Retreating Germans sabotaged their own Ju-88 bombers at Brunswick in preference to their capture by the Allies.





"LUCKY LUCKY'S" DAMAGED
TAIL BEFORE SALVAGING BEGAN.



IT COULDN'T BE DONE

--SO IT TOOK THE 467TH SUB-DEPOT 17 DAYS TO DO IT

The 467th Sub-Depot, serving B-24 Liberators of the 45th Bombardment Group, recently accomplished one of the outstanding aircraft salvage projects of Eighth Air Force engineering history. A two-ton Liberator stands today as colorful evidence of this previously termed impossible achievement of bomber surgery.

The Sub-Depot engineering department succeeded in combining the complete nose and tail sections of two damaged B-24s into one aircraft whose operational performance is normal in every respect. The unique B-24 Liberator not only passed all test flights, but it has already flown on five deep bombing penetrations into Germany. Pilots are unanimous in their high praise of its flying qualities.

Never before in the ETO has a Sub-Depot unit attempted such an ambitious undertaking. So far as is known it is the second Liberator to be so constructed. There is one other in this theatre, but it was built by an elaborate mobile unit of a control depot whose facilities compare with those of a factory organization.

The hybrid bomber, with its contrasting color scheme of an olive drab nose and a silver tail, presents a novel picture in the air and on the ground. Though it has retained its original name of "Lucky Lucky", station personnel insist upon dubbing it "Half and Half".

The story of "Lucky Lucky's" unconventional make-up goes back to the day when a faulty flare started a fire, resulting in extensive damage to the tail section, whereupon it was suggested that the bomber be salvaged. However, Major Robert T. Landletter, 467th sub-depot engineering officer, believed that the plane, at that time a veteran of 81 bombing missions, could be saved if a proper tail section were found. Four days were spent in locating a suitable tail, which had to be transported from another base.

The undertaking was made particularly difficult by the fact that the new tail had been previously stripped of essentials, such as control mechanism, hydraulics, oxygen equipment, and electrical system. It became necessary to make a number of major items, including ammunition racks. Nevertheless, rapid progress was made, and the exchange of tail sections was effected in 17 days, utilizing a total of 1994 man hours.

Considered as something of an experiment, the salvage project proved so successful that important recommendations for modifications in construction were submitted to Army technical experts in charge of heavy bomber development. It was discovered that certain changes in construction would make it possible to save many B-24s heretofore doomed because of serious damage.



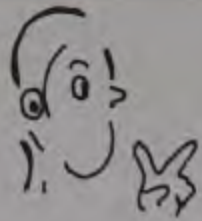
SCRAP NEAR
LOST ITS
CANDIDATE



S/Sgt. Elmer Killmer,
S/Sgt. Marie Strub,
and Sgts. Clarence D.
Gisner, Donald E.
Eivalsen, and William
A. Eisdit removing
rivets prior to par-
titioning of aircraft
at the bomb-bay.



The silver "other half" has been moved
in and spliced to the olive drab nose.



TARGET:
VICTORY'S

NOMINATION FOR
OUTSTANDING

"MAN-OF-THE-DIVISION"

LT. COL. CARL C. BARTHEL

Lt. Colonel Carl C. Barthel, Division Navigator, personifies the keen, aggressive airman -- the kind of man who performs his duties skillfully, efficiently and completely. The complex art of navigation requires continual and exhaustive study, which is supplied in full measure by this first navigator in 8th Air Force to wear the silver leaves of Lt. Colonel.

Radar aids to navigation -- like many innovations -- have been accompanied by countless problems which are successfully being solved. H2X, GH, Micro-H, Cat and Mouse, Dio-H, Gee, Loran, Shoran, Eagle -- these and other radar techniques being developed currently engender combat problems. Surmounting them forms an important part of the work of Colonel Barthel and his associates.

Formulation and supervision of adequate training, constant inspections of the status of navigation in the operational units of 2AD, recommendations for use in the planning of operations, all represent a good portion of the efforts

of the Division Navigator. Study of logs of lead navigators, close contact with other echelons, is maintained by Col. Barthel. The purpose -- determination of difficulties, often ephemeral and always swiftly changing, but vital to the success or failure of a mission. The result -- a competent knowledge of current combat navigation upon which to base decisions and to anticipate future obstacles. Colonel Barthel has made 2AD "navigation conscious".

Col. Barthel arrived overseas in September 1942 as a 2nd Lieutenant, after receiving his navigation training at Turner Field, Georgia, graduating 22 May 1942. His first mission was to a Jerry locomotive works at Lille, France, 9 October 1942 -- also the first mission for the Libs in the ETO. Then he went to such targets as Wilhelmshaven, Hamm, Vegesack, Floesti (1 August 1943 -- the famous low-level attack), Wiener-Neustadt, and Bremen. He has seen action in the Middle East, North Africa, and over the German heart-land. His decorations include the Silver Star, the Distinguished Flying Cross, the Croix de Guerre, the Bronze Star, the Air Medal (with three oak leaf clusters), and a Distinguished Unit Citation.

In rare sessions of hangar flying he can relate episodes of the no-fighter-escort days when "Me-109s and FW-190s used to fly solicitous cover" -- in the days when the deadly Luftwaffe was spearing Allied bombers with sickening regularity. Successively, he was Squadron navigator (329th), Group navigator (93rd) from 1 September 43 to 4 May 1944, 20th Combat Wing navigator from 5 May 1944 to 18 June 1944 at which



COL. BARTHEL, COL. WHITTAKER
Navigation teams with bombing.

time he became Division navigator.

Colonel Barthel's residence is in College Park, Maryland. He attended the University of Maryland, and at one time taught high school mathematics and social science. He is married to the former Miss Joan Thomas of Garrison, Maryland, a Red Cross veteran with two years duty in England. The ceremony took place at 2AD headquarters, 18 August 1944.

It is Col. Barthel's firm belief that good bombing results stem directly from good navigation. The realization of this end motivates all his efforts. The consistently high caliber of Col. Barthel's work, his unassuming attitude and quiet manner have won for him the highest respect of 2d Air Division personnel.



SGT. NEVILLE

If this hadn't happened at one of our own bomb groups, we wouldn't have believed it either. The smile on Sgt. Don C. Neville's face despite his delicatessen array of bandages is due to the whopping story he is going to have to tell to his grandchildren. And it's true.

While taking off on a recent mission at 458th Bomb Group, Sgt. Neville, a gunner, and F/O Lavonsky, bombardier, were riding in the waist of their Lib, when they noticed that one of their engines was on fire. Before anything could be done the bomber blew up, causing it to break in two. As Sgt. Neville was back towards the tail of the plane, he fell out of the escape hatch and without a parachute dropped 200 feet to the ground, landing in a clump of bushes which broke his fall.

F/O Lavonsky was still in the waist and remained in it until it hit the ground. He then managed to reach Sgt. Neville, who was close by, and they stayed together until the crash crew arrived and took them to the hospital.

F/O Lavonsky came through with a sprained back and minor cuts and bruises, while Sgt. Neville received a broken arm, broken leg, fractured ankle, sprained back, and minor cuts and bruises. The accident occurred on their second combat mission.



F/O LAVONSKY

BLASTED FROM LIB WITHOUT A 'CHUTE AT 200 FT. -- AND LIVES!