

TARGET

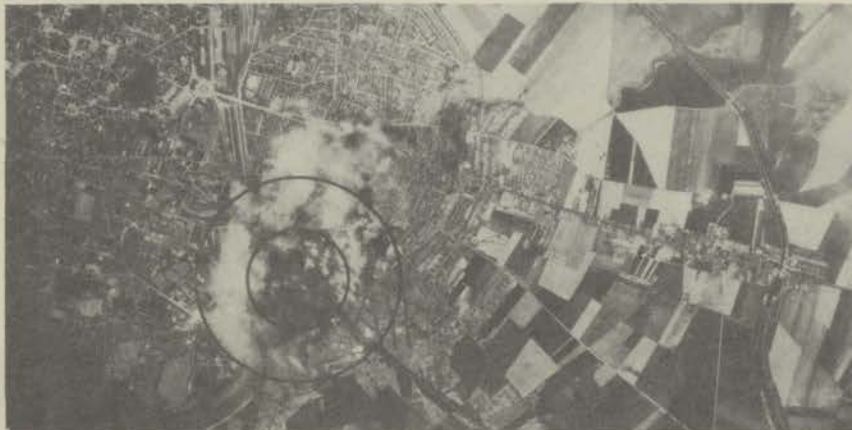
A REPORT OF, BY AND FOR
COMBAT FLYING PERSONNEL
CONFIDENTIAL



WEEK ENDING
SEPT. 2,
1944.

VICTORY

EX-2BD TARGETS TAMED



REIMS MARSHALLING YARD:
TARGET NO MORE

Shown here in attack of May 20 by 389th.
Enemy freight has ceased to flow here.

FRENCH "FLAK ALLEY" HALTS

Intense land drives are liberating names familiar to 2 BD aircrews — names prominent on flak routes and repeated in mission interrogations. To them it's a morsel of Victory to watch Abbeville, Dieppe, Lille, Orleans, Reims, Rouen hold fire as the Liberators streak overhead toward the fleeing Hun's remaining strongholds. Here are photos of a few former targets now friendly, where "Bombs Away" is but an echo.



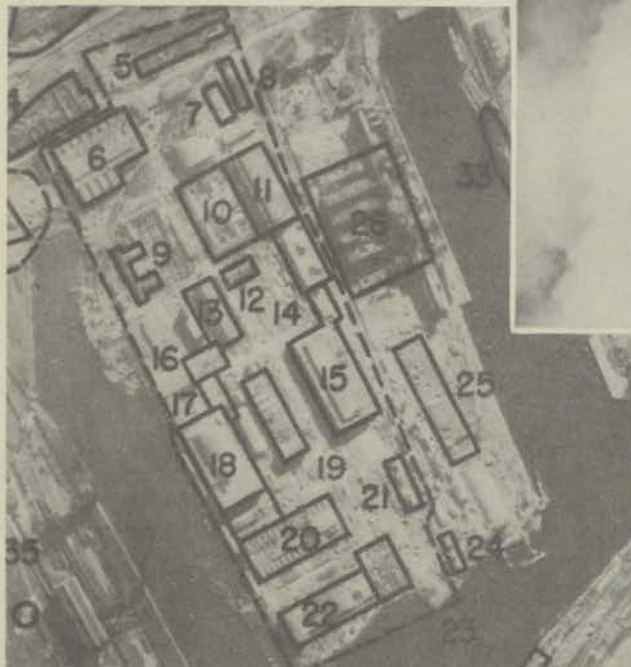
ORLEANS/BRICY SPAT FLAK: NOW IS FRIENDLY
Pitched battle of bombers vs. anti-aircraft
raged June 14. Reconstructed now by Allies.



"BOMBS AWAY" OVER BREMEN

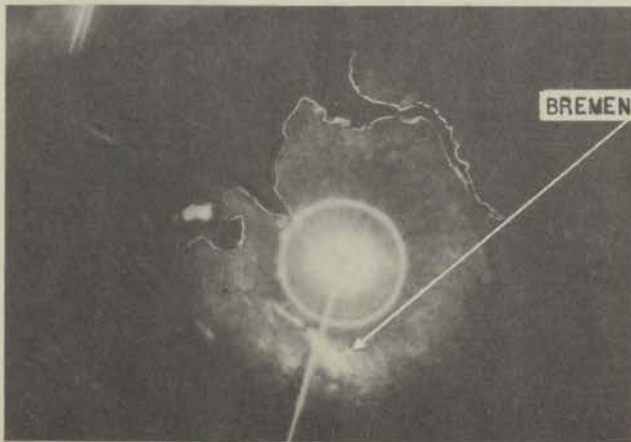
Excellent release photo on successful H2X mission late in July, thru 10/10.

P.R.U. THAT RESULTED FROM BREMEN



BRING BACK SCOPE PHOTOS!

Bombs dropped into clouds may seem a gamble-- till H2X plotters get to work! They pinpoint the course, speed, heading, and position of Bombs Away. Bring back your photographic evidence. PRUs, later, will check damage, but immediate appraisal depends on these scope photos!



BOMB RUN ON BREMEN:

Target approaches the "bombing circle" at the center of the scope. Bombsight is synchronized. Built-up areas show up as white outlines, which change at different angles of approach. H2X experts record these vari-angle shapes for information valuable on future missions.

WHEN

Clouds

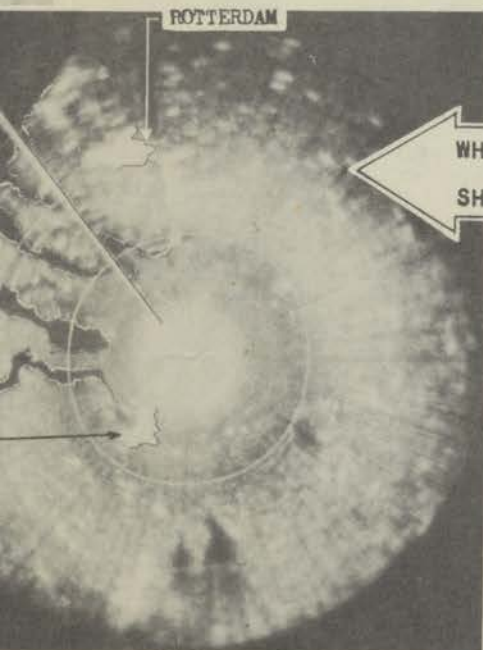
PRE-VEIL

--"MICKEY" TAKES YOU THERE

H2X NOW IS SHARPER THAN PILOTAGE!

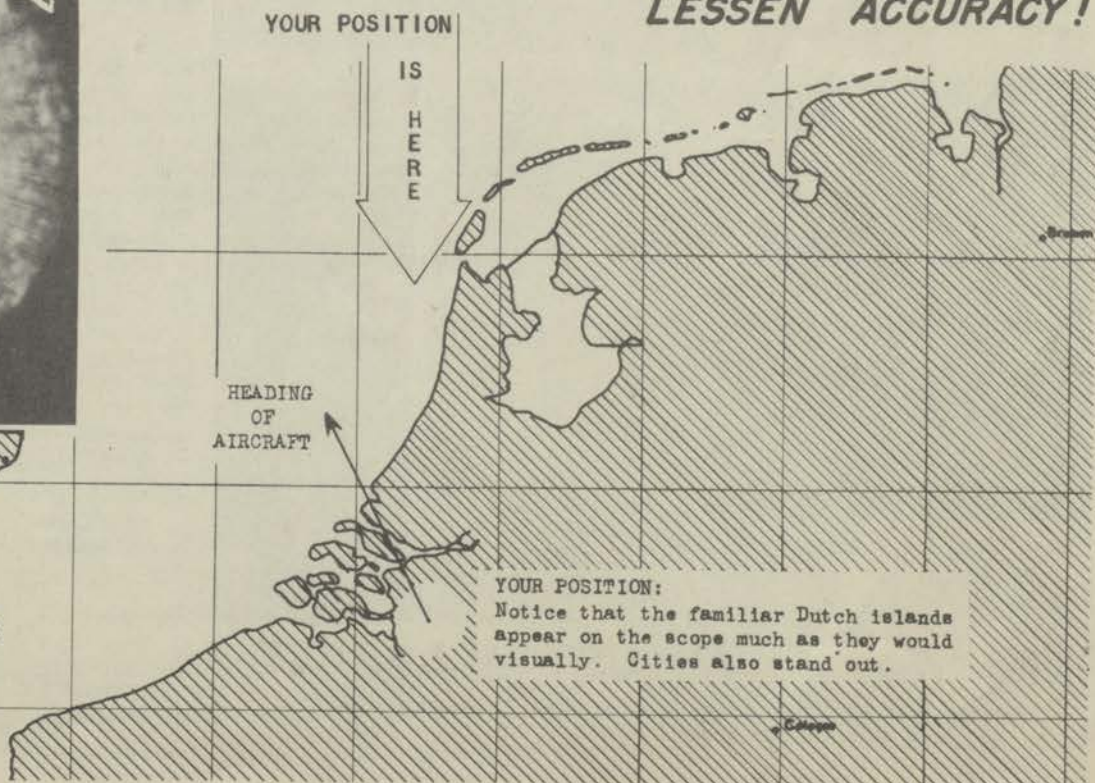
Bad weather ahead need not slow up our race to Victory. H2X has kept pace with the needs of our heavy bombers -- today it is more accurate than visual pilotage! Estimation by eye is good within a mile to 1/2 mile -- but today's Mickey Navigator can chart a course within a few hundred feet, and the Mickey Bombardier can synchronize a non visual bomb run to blanket a hidden objective. Combat Crews can invest confidence in the current equip-

ment and its operators. The cooperation of all crews is requested to exploit the full capabilities of H2X in assisting toward Victory for this winter. Excellent formations and bomb release are needed as on visual runs -- and Navigators must "snap" frequent, clear photos of their scopes, particularly on the bomb run. H2X target maps differ notably from ordinary maps -- and they are improved incessantly as the result of these scope photos. Every scope photo taken is not only a record of your mission, but a guide for better future missions. Be sure to obtain these photos, and help to make H2X the total answer to All-Weather accuracy!



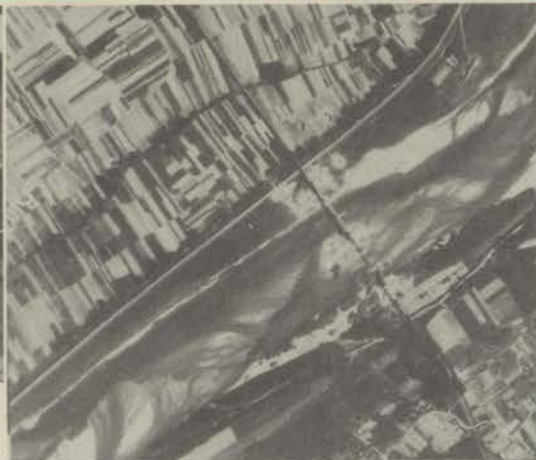
WHEN THE SCOPE
SHOWS THIS --

**DISTANCE FROM HOME
BASE DOES NOT
LESSEN ACCURACY!**





ORLEANS R.R. BRIDGE
A model of transport
obstruction, June 11.



AVORD A/F: TRAPPED
Mid-France artery threw
heavy barrage at 392nd
on May 24. Now encircled.



"ST. LO": THE BREAK-THROUGH
Very prominent was the Lib
bombardment which ground forces
rapidly followed up, end of July

Next Week: AUGUST ACCURACY

Heavies rested this week, a deserved breathing spell. August was one of the great months of 2BD's record. Complete scoring of Groups will appear next week.



TARGET:
VICTORY'S

NOMINATION FOR
OUTSTANDING

"MAN-OF-THE-DIVISION"

LT. WILLIAM W. GILBERT

Coming home on part of a wing and mostly prayer, 1st Lt. William W. Gilbert, Detroit, Michigan, of 448th Group crash landed his B-24 Liberator "Our Joy" without landing gear, with a 5½ by 2½-foot hole torn out of the wing by a 500-lb bomb.

The bombardier, 2nd Lt. Willard D. Powers, had just called "Bombs Away" when a burning Liberator passing overhead, out of control, jettisoned its bombs. Seven of the 500 pounders narrowly missed, but the eighth ripped a gash through the wing destroying main wing supports, one of the gas tanks and damaging one landing wheel. Luckily, the bomb did not explode.

"The gasoline started to burn as we were hit and it looked as if the whole wing would burst into flames any second," said the pilot. "I immediately shoved the nose down and went into a dive in order to put the flames out."

After losing 2,000 feet of altitude, one engine failed completely while another stopped due to lack of gas. A third engine momentarily failed, but T/Sgt Doriel S. Gilbert successfully transferred gas from other tanks. With only one smoothly operating engine, shortage of gasoline and a wing which might collapse, the crew made preparations to ditch in the Channel. However, the gas supply did hold up and Lt. Gilbert and Co-pilot 2/Lt. Anson F. Barton crash landed "Our Joy" with only 25 gallons of gas remaining in the tanks. "We must have flown back on our prayers," said engineer Sgt. Gilbert.

TARGET: VICTORY

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