

TARGET VICTORY

WEEK ENDING
SEPT. 30,
1944

A REPORT OF, BY AND FOR
COMBAT FLYING PERSONNEL

~~CONFIDENTIAL~~

RESTRICTED

FRENCHMEN'S BOMB PHOTOS



EXPLOSION ROARED 20,000 FT.
as 28D Libs departed Chalons-sur-Marne
marshalling yard in precision attack.

CIVILIANS REPORT 2 BD ACCURACY, SHOW SNAPSHOTS

Much of 2 BD's greatest work in the battle of Europe remains in the personal memories of Jerries who have fled and the natives of occupied countries who remained behind to greet the Allied forces. A collection of such priceless information was gathered in a visit to Chalons-sur-Marne, south of Rheims, where 2 BD heavies struck decisively a key marshalling yard on April 27, in the campaign preparing for invasion.

Better than our strike photos or our own "weeks-later" inspections, the observations of native laborers who witnessed the attack and were employed on reconstruction, reveal inside details

of bomb effectiveness extremely valuable in preparing for the final downfall of Germany.

Here presented are photos taken in awe by the French themselves within 24 hours of 2 BD's successful raid on Chalons' huge marshalling yard. Strongly they admired the American practice of braving intensified flak to accomplish such daylight precision.



LOADED AMMUNITION TRAIN WAS TOUCHED OFF
Blastpower of our bombs was compounded by tons
of Hun explosives assembled at Chalons. French
worker took this photo shortly after our bombers
left.

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. 10 SEPT. 30, 1944

INSIDE STORY SPEEDS VICTORY

At 35,000 feet a stripped down, racing photo ship exposed super-sensitive film thru a Jewel like lens, and whisked back to its base. Photo interpreters focused their magnifying glasses and made note that "Factory Building G received 6 direct hits, damage moderate."

Thus the impact of vari-typed bombing attacks has been ascertained up till now, and with phenomenal accuracy, by the Air Forces in England. Due to the land conquests, now AAF analysts can visit "Building G", "Airfield X", or "Fortification L", and examine at finger-tip reach exactly what happened when those 6 hits penetrated.

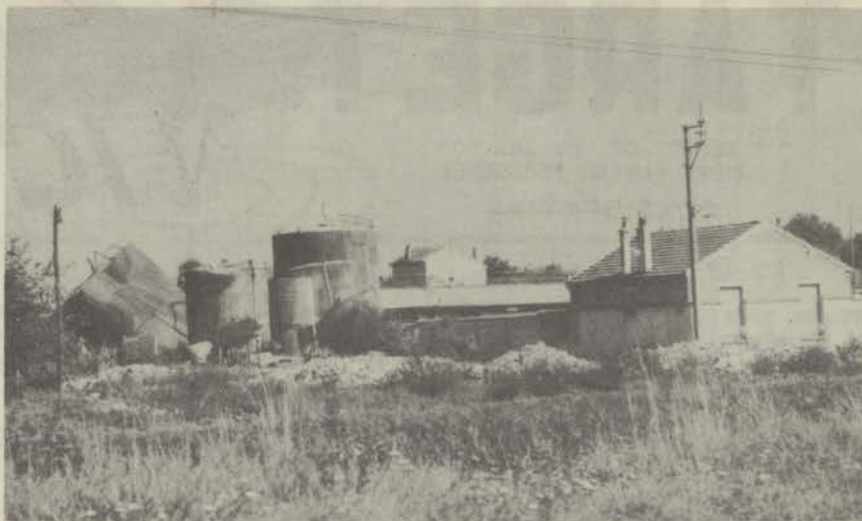
Oft-times they find the damage was far greater than we had guessed. Other times the effect was seen to be diminished by a miscalculation of proper fusing or bomb weight for a type of job. Next similar target will be hit with accelerated knowledge, and knocked out more quickly.

Thus our ground gains add to the victory power of the air forces. And the total inside story of bombs on Germany will be the greatest proving ground of all in devising aerial strategy against Japan.



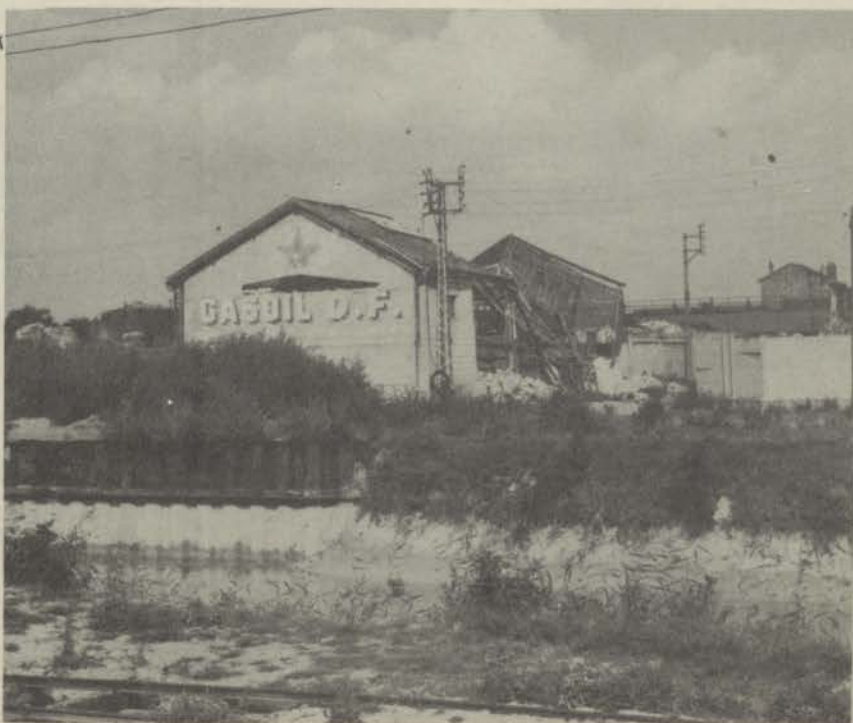
HAMM M/Y: HIGH PRIORITY

Attacked repeatedly this week. Pattern above is by 446th Group. Also good hitters were 93rd, 392nd, and 491st.

**BOMBARDIERS' OIL BONUS**

In releasing a few slightly wild hits at Chalons, this bombardier, instead of catching hell, raised aplenty of it. A step ahead of the Intelligence scouts, he lobbed some lucky bombs into a gasoline storage dump adjoining the marshalling yard. The resulting explosion rivalled that of the ammunition train previously hit, as 11,000 liters of high-test

gasoline went off, depriving the German war machine of their only supply in the area at that time. No reconstruction was attempted on the facilities, which are shown here as they appear today.





BOMBERS' VIEW ON LEAVING TARGET

Above oblique photo taken after the last squadron crossed Chalrons-sur-Marne on April 27, 1944, shows both the blazing marshalling yards, at right and the gasoline storage dump burning in the center of the picture.

Closeup effectiveness of the hits is impressed by the pictures below...showing damage as it remains today after months of repair had been undertaken. Current photos of the gasoline facilities are shown on page 2, adjoining to the left.



TOO HEAVY TO MOVE AWAY

Many locomotives and cars were literally blown out of the yards. Fragments had been cleared but heavier objects like this ruined locomotive are still obstructing normal traffic.



TRACKS STILL TWISTED AFTER REPAIR

Months of reconstruction still leave a "thin-ice" unreliability in the marshalling areas, necessitating slow traffic and limited volume.



NO TEARS WERE SHED OVER SLOW-DOWN:

Though censorship requires secrecy of this French laborer's features, only pride illumined his eyes as he posed smilingly with this monster locomotive, destroyed by the previous day's Allied air attack.

"MORNING AFTER" AT CHALONS



THIS'S AS FAR'S WE GO

8 weeks were needed to get a single track line operating through the city of Chalons

Chalons-sur-Marne contained one of the most vital marshalling centers between Paris and Germany. Perhaps no better example can be produced of the paralyzing military value of well-placed bombing.

Just 72 aircraft attacked, from the 44th, 392nd, and 445th Groups. By all indications, Intelligence had reported a loaded ammunition train here, and the 392nd, first Group to cross the target, made direct hits on the assigned MPI and its last strike photo showed a white flash as the ammunition train was blown up.

In the attack, 600 railroad cars were destroyed, and the tracks in an area of a mile in length and 200 yards wide were torn from the earth. Not a train moved through this yard for two months. By that time, it was D-Day plus 21!

Native French labor forced to assist the Germans had its secret slow-down practices. But none pleased them more than to have their energy diverted to bomb reclamation which was only reaching completion as the Allies moved in.



MAIN LINE, PARIS TO STRASBOURG
 Marvelling French laborer saved this photo of 2 ED
 prowess that left key marshalling yard in smouldering
 embers. Such scenes are recurring today in Germany.

AS SEEN BY FRENCH LABORERS

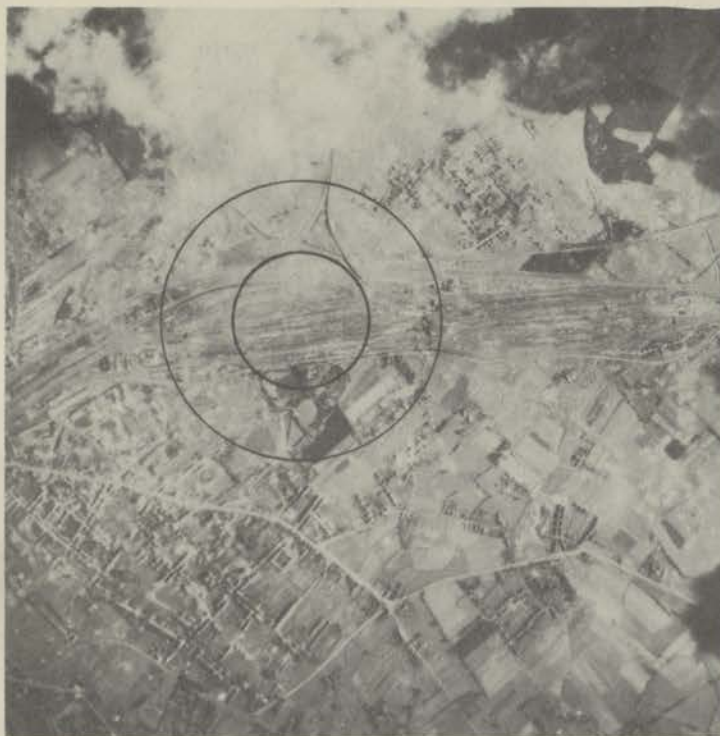


AN ALERT SAVED CIVILIANS
 In the yard area only 3 Germans were
 killed, no French. But destruction
 of vital area covered full mile.



SHELLS FROM AMMUNITION TRAIN LITTERED YARD
 On outskirts of devastation was found debris of
 multiple explosions that destroyed ammunition train,
 yard facilities, and gasoline storage dump.

BEST HIT BY A GROUP THIS WEEK

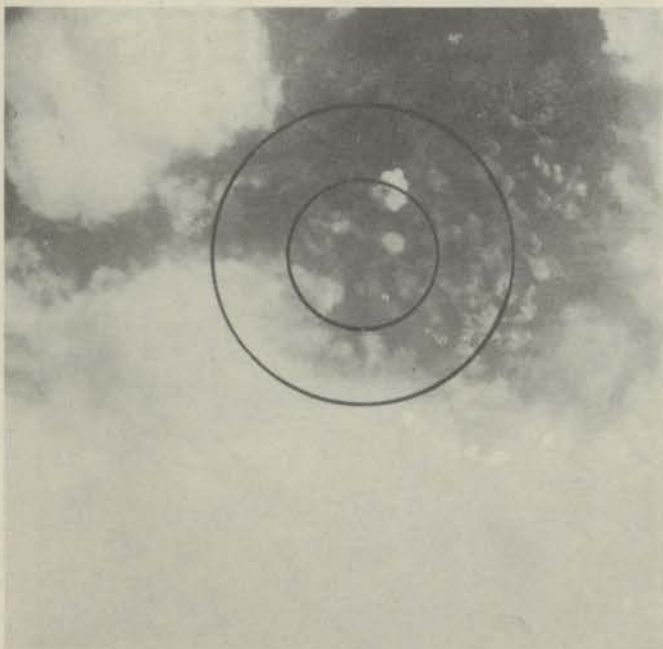


TARGET DURING ATTACK:
Clouds secreted the MPI,
so H2X was synchronized.



TARGET BEFORE ATTACK:
Hamm looked like this on
occasion of previous photo.
MPI of 392nd superimposed.

392ND LANDS HAMM-MAKER ON M/Y!



PATTERN OF 392ND: Visible thru a break in the
clouds are the MPI-piercing
hits of this well-aimed attack.

WILD WEEK'S CHAMP MOWS DOWN ROLLING STOCK AT R.R. YARD

"Like flinging touchdown passes blindfolded," is how one airman summed up this week's important attacks through some royally mucked-up weather, running the gamut from 10/10 to moments of 9/10!

Most Groups had to rely on H2X entirely, and observed hits were rare as fresh eggs at breakfast. But in a moment of good bombing, a break in the clouds, showed us Hamm marshalling yards getting the soundest MPI-pasting of the week from the 392nd.

Their Lead Squadron, with 1st Lt. R. K. Crowell, Lead Bombardier, saturated the rolling stock of the eastbound sorting siding, with 85% hits in 2,000 feet. The follow-up by Low Left and High Right (1st Lts. M. M. Serna and M. J. Cruney, Lead Bombardiers) were a little wide but range was perfect, and their patterns mowed through the yard's westbound siding sections. Lots more munitions that won't be fired at our advancing Yanks!

BEST RUNNER UP OF THIS WEEK

LOCOMOTIVE &
MOTOR WORKS:
MFI of attack.

2^D WING COME-BACK ON KASSEL!

**445th ROARS BACK
FROM 9-COUNT TO
TIE 389th SCORE**

The fighting spirit that springs from deep down inside propelled the 445th this week to one of this war's epic air come-backs. The preceding day at Kassel they were slashed heavily by one of the most determined German fighter attacks yet seen. This Ruhr marshalling yard and motor works was something the Huns could not afford to give up.

With scarcely time to regain breath, the 445th returned to this same target the next day. Displaying great determination and skill, with 2/Lt. Charles B. Gilfeather as Lead Bombardier, they plummeted their bombs into the pay heart of the Kassel motor and locomotive works. Clouds and bomb-smoke of the preceding 389th Group prevented detailed count of the hits, but PRUs have confirmed that their damage was excellent.

389th, led by Bombardier Capt. R. B. Williams, was seen to place at least 55% of their hits within 2000 feet of the MFI, and their non-counting bombs plastered pay territory for added damage.

The vital priority of this target was proved by the Germans themselves, and the achievement of the 445th in returning successfully to defy the defenders deserves a niche in the Air Force hall of fame!

**PART OF HITS VISIBLE:**

Balance of pattern of 389th and
445th Groups became cloud-obscured.
Averaged an excellent PFF run.

SNARFU OF THIS WEEK

"I Taxied Too Fast..."



"...The Wheels Skidded."

The pilot was going to check out a co-pilot. They were late, so he taxi-ed from the co-pilot's seat. Put it into the principal's words: "I taxied too fast for the condition of the perimeter track, and when I reached the turn to the runway, I couldn't allow enough time to slow down. The result was that the wheels skidded on the track, which I knew to be slippery. The plane left the perimeter, the left wheel hit a hole on the edge of

the perimeter track."

NET RESULTS: Main left landing gear collapsed, causing damage to number one and two propellers, possible damage to the engines, damage to left wing, collapsed nosewheel, buckled bulkhead at the rear bomb bay, and a crinkled left vertical fin.

LET'S BRING 'EM BACK SAFE



TARGET:
VICTORY'S

NOMINATION FOR
OUTSTANDING

"MAN-OF-THE-DIVISION"

LT. WILLIAM R. BROWN

With a leg almost completely sheared off by an anti-aircraft shell, 2nd/Lt. Wm. R. Brown of the 445th Group, continued to fulfill his duties as co-pilot, and while his right hand grasped arteries in the stump of his leg, used the other hand to assist in controlling the crippled bomber.

Lt. Brown was flying as co-pilot of the Liberator "4-F" when an unexploded shell from an airfield below penetrated the compartment, clipped off part of his right heel, and all but amputated his left leg at the knee, leaving only shreds of skin and a few tendons. The same shell destroyed control elements in the ship, and other bursts of flak knocked out the hydraulic system and twisted all the control cables.

Seeing blood gushing out of his left leg, he put his right hand into the wound, grasping the arteries between his thumb and forefinger. Immediately he informed the crew to keep calm. Then he continued to perform all the duties of co-pilot as the formation headed back to England.

One engine was virtually ineffective by the time an emergency field was sighted, and Lt. Brown instructed the flight engineer, S/Sgt. C. F. Hess, to lower flaps and landing gear by hand, then while his right hand was still grasping the arteries in his leg, the wounded flier with his other hand lowered the flap-control handle. As the Liberator made its approach, the wounded copilot called out to the pilot, 2nd/Lt. Wm. S. Bruce, "Watch your airspeed!" When the ship was ten feet off the ground, the pilot skillfully cut all four engines so that the propellers served for brakes in landing. Although he had remained fully conscious, Lt. Brown was not expected to live when removed from the ship. However, as a combined result of his own stamina, the navigator's devotion in applying pressure, and the use of quantities of blood plasma by the medical officers who had to amputate his leg, he is alive and will recover.