

TARGET VICTORY

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VOL. 2, NO. 3

A REPORT OF, BY AND FOR COMBAT FLYING PERSONNEL

SINK CRUISER, HUN SHIPS

GREATEST 8AF ATTACK ON PORTS 2 AD LIB-BATTERS WILHELMSHAVEN



WEATHER SCOUT DOWNS ME-262:

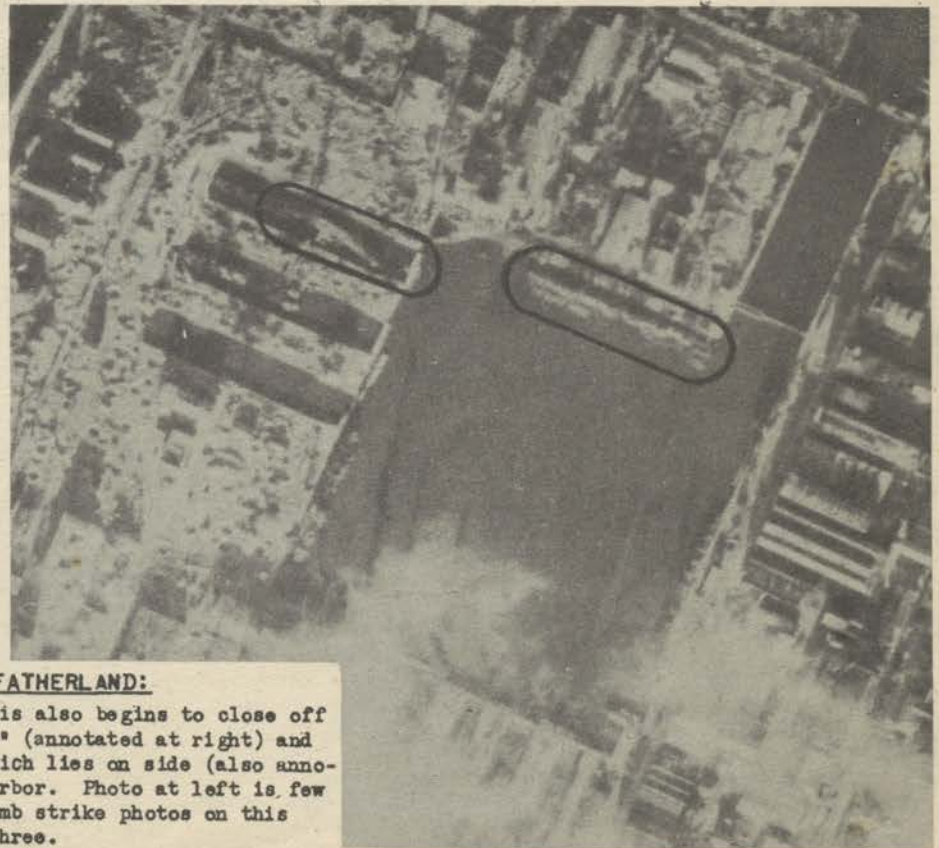
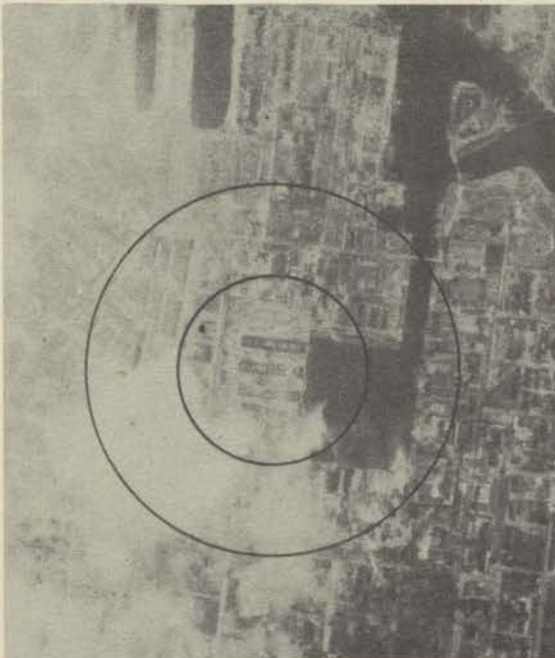
Sighting three German Jets attacking our bombers, 1/Lt. Marvin H. Castleberry, 2AD weather scout, destroyed one in a diving chase from 25,000 feet to near ground -- his first air victory.

The 580-foot German Cruiser "Köln" (Cologne) has been sunk by direct bomb hits from 2AD Libs in the attack on Wilhelmshaven Naval dock yards this week. Also sent to the harbor bottom or capsized were two 350-foot merchant vessels, a 250-foot Sperrbrecker (armored sweeper) a large floating drydock, and at least three smaller vessels, all confirmed by clear photo reconnaissance.

Another 410-foot merchant vessel is badly damaged, and seen listing to starboard, low in the water. Fate of thirty midget U-boats known to have been in the Tirpitz-haven was not immediately determined.

This 2AD raid (March 30) was part of 8th Air Force's largest attack of the war against naval installations, as other Air Divisions struck at Bremen and Hamburg. A total of 1400 heavies and 900 fighters participated.

2 AD Libs attacking Wilhelmshaven inner harbor were returning to the scene of 8 AF's first assault on Germany, January 27, 1943 -- when 52 Fortresses hit this area.



DON'T LET 'EM OUT OF FATHERLAND:

Sea escape of boxed-up Nazis also begins to close off as 2AD sinks cruiser "Köln" (annotated at right) and armored vessels, one of which lies on side (also annotated) in Wilhelmshaven harbor. Photo at left is few moments before attack. Bomb strike photos on this target are shown on page three.



TWO FULL TOURS NO TURN BACKS

Returning recently from Berlin, Capt. David W. Howe, 4th Mustang Group pilot, completed his second tour of operations in fighters, and never turned back from a single mission.

His record of 500 operational hours without abort is a tribute equally to his crew chief, S/Sgt. Raymond Larmouth, shown checking the Captain's plane in photo above. "Capt. Howe's been flying my plane all the way," said Larmouth. "The little troubles never bother him."

Howe had faith in his mechanic's ability to make good on the main points of keeping his airplane flying. Adding his own skill, he managed his way thru each show in two combat tours, and destroyed six Huns in the air, plus three more on the ground.

Sgt. Larmouth crewed Spitfires with the 4th originally; later the Group switched to P-47s, and eventually to Mustangs.

SILVER STAR TO SGT. "3rd PILOT"



Tech/Sgt. Buford E. Glover, engineer-gunner who took over as pilot of a B-24 on a bomb run over Germany, has received the Silver Star for his gallant action.

Glover, of 392nd Bomb Group, had only one hour's instruction in piloting a four-engine bomber when he took over after the pilot, ill of a respiratory ailment, became delirious and the co-pilot lost consciousness because of an oxygen mask malfunction.

Glover flew the Liberator out of the target area, let down through a cloud layer and was in control for nearly 2 hours before the co-pilot was revived.

"FORGOTTEN MAN" WINS SALUTE APRIL 8th-14th

The man on the ground in the air forces often finds himself in the position of the author at a hit play. Nobody knows he is there, but everyone is raving about the clever lines spoken by the lead actor.

In air combat the credit sweeps understandably to the man fulfilling the final phase of flying the plane on its mission. But most combat men are unsparing in their personal praise of the crew chief, the armorers, the mechanics, flying control, weather, intelligence, ordnance, administration, medicine, supply -- the thousands of cooperating fellow air force men who make possible the miracle of an unstoppable mission.

The week of April 8 through 14 is being dedicated to "Salute the Ground Man" at 2nd Air Division. Appreciation by all men in the Division as well as attention of the public through stories in the press and the bestowing of hard-earned decorations will be focused on the man who in general recognition might be referred to as "forgotten".

Presentation ceremonies commence on Sunday, April 8, at 2AD headquarters, where Maj. Gen. W. E. Kepner, commanding the Division, will address personnel on the theme of "Salute the Ground Man Week". Similar gatherings will follow at each fighter and bomber base of 2AD.

Let each member of 2AD dedicate himself to the objective that in this Division there be no "forgotten man". Each day's mission or a day of stand-down sees thousands of 2AD personnel laboring throughout the 24 hours of the clock to prepare for the next operation, to analyze the past mission, or possibly just to care for the shelter, food, clothing, health and entertainment requirements of a mighty striking force. Everyone is helping to place bombs on the target.



SOUVENIR EDITION FOR NEXT WEEK

Theme and activities of "Salute the Ground Man Week" will be pictured in a special Souvenir Supplement to "Target: Victory" for week ending April 11.

This supplement will be cleared by field press censors, without the usual Confidential classification, so it may be retained or mailed home as a souvenir of the achievements of 2AD ground and air personnel in the ETO.

TARGET: **VICTORY**

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COMBAT FLYING PERSONNEL

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BEST HIT THIS WEEK



"BOTTOMS UP" TOAST LED BY 392nd, 445th WILHELMSHAVEN NAVAL ANNIHILATION H2X + VISUAL

Axis naval vessels took another ducking from American airpower in this week's Lib attack on Wilhelmshaven. Clouds gamboled over the port area and naval dock yards (where the Tirpitz was built), so that some 2AD Groups bombed by H2X only, others by visual sighting alone, and most by a combination of the two. Each system produced some of the outstanding damage, as this water-defined target was ideal for instrument bombing.

Some squadrons' hits could not be observed due to cloud obstruction, but bomb strikes were identified from at least one squadron of each Group. Flak defenses also were heavy, making the successful mission all the more impressive.

Two squadrons of 392nd Group ringed their MPIs (naval Yard) with near-perfect patterns. Lead squadron sweated out pure visual aiming, punching 98% into 2000', 80% within 1000' of their assigned MPI. Low Left squadron, using H2X with visual assist, likewise gathered 98% into 2000 feet, cloud concealing the central portion of the pattern, but most of their hits appeared to blast within 1000 feet. Lead bombardiers were Major H. F. Welland, and Lt. D. L. Flory. Mickey navigators, Capt. J. E. Morris and Lt. H. M. Vasconcellos.

445th Group handed similar treatment to a second MPI-- the Lead squadron placing 95% in 2000', 70% within 1000 feet, while Low Left collected 100% in 2000', 40% into 1000 feet. Both used H2X with visual corrections. Lead bombardiers were Lt. Aarvig and Lt. Peacock; Mickey navigators, Lt. Morris and Lt. Ball.

Single squadrons scoring heavily were 389th Low Left (100% in 2000', 85% in 1000'), on a visual run aided by H2X; 448th Lead (90% in 2000', remainder cloud-obscured), H2X with visual assist; and 491st High Right (90% in 2000'), using straight H2X. Lead bombardiers were Lt. F. G. Doan (389th), Lt. Snider (448th), Lt. Allen (491st). Mickey navigators, Lt. L. P. McLendon, Lt. Cross and Lt. Schwietert.



HAVOC IN HARBOR AREA:

Besides sinking of vessels (see page 1), severe damage was dealt to Marine Werft, shipbuilding facilities, and dockyard torpedo station. Destroyed were fitting shops and storage -- heavily damaged by direct and near hits were an electric power station, torpedo boat berths, foundry, machine shops, oil tanks, and railway facilities.



TARGET:
VICTORY'S

NOMINATION FOR
OUTSTANDING

"MAN-OF-THE-DIVISION"

BRIG. GEN. JESSE AUTON

The difference between a scrambled maze of airplanes in the sky, and a smoothly coordinated armada of bombers and fighters must be traced to the administration. Key man on the fighter side of 2nd Air Division striking forces is Brig. General Jesse Auton, Commanding 65th Fighter Wing.

In recognition of Gen. Auton's exceptional achievements in "solving the difficulties attendant to fighter escort on long-range bombing missions," he was awarded the Legion of Merit this week by Gen. Carl Spaatz, commanding U.S. Strategic Air Forces in Europe. Brig. Gen. Auton instituted the practice of fighter-bomber critiques, and improved in-the-air communication between the two types of planes. All this has added up to better fighter protection for the bombers, as well as ever greater destruction of the Luftwaffe and of bombing targets in Axis territory.

Two fighter Groups of 65th Wing each have destroyed more enemy planes than



the entire Air Force of the U.S. accounted for in World War I. There were 755 enemy credits in the last war by the 45 U.S. "Aero" squadrons. The top-scoring fighter unit of the ETO, 4th Fighter Group of 65th Wing, now has 867 confirmed victories.

Much of American air-sea rescue technique has been developed by 65th Wing, who operate our search planes and conduct liaison with British facilities.

Gen. Auton arrived with the first United States troops in North Ireland (1941), as an AAF observer. Later he commanded the San Francisco Air Defense Wing, from which he organized the 4th Air Defense Wing that he brought to England in May 1943 to serve with 8th Air Force as the 65th Fighter Wing.

A graduate of Georgetown College, Kentucky, he entered the service in October 1929, was commissioned at Kelly Field, Texas. For five years he served with the 94th Squadron (the Eddie Rick-enbacker Sq.) at Selfridge Field, Mich.

In 1937 he was assigned to Washington D.C. as aide to the Secretary of War. In 1941 he became CO of the 20th Group at Hamilton Field, California, and participated in Louisiana and Carolina maneuvers with this organization.

LANNING'S SPECIALTY STORY-BOOK LANDINGS



For skillfully crash-landing his battle-damaged B-24 following a mission to Germany, a DFC was awarded recently to 1st/Lt. Harold E. Lanning, 491st Bomb Group. This performance was his third return under unorthodox conditions.

First of the series was after his plane was mercilessly shot up by enemy fighters. The best the crew could do was nurse the plane to friendly territory, and all had to bail out over Belgium, which they accomplished safely.

Second episode, two engines were shot out by flak on a mission over Hanau. Aileron controls also were shot away, and a large hole in the main fuel cell caused continual loss of gasoline. But Lanning made a successful landing in friendly territory.

Act three, returning again with flak damage, all 4 engines cut out simultaneously over his home base. Unable to get the landing wheels down, he warned the crew to brace themselves for a belly landing. He skidded the bomber in, and all members emerged from the wreckage without injury.

BY OUR ENEMIES MAY YE KNOW US:

*"Hostile Air Force is
Enemy No. 1," says Hun
Field Marshal Model*

In an order captured on the Western Front, some biting admissions have been made by Field Marshal Model, one of the German Army Group Commanders under Von Runstedt.

The five chief enemies of German success he enumerates are: "No. 1, the hostile air force with its absolute superiority"; No. 2, the Allies' strong artillery; No. 3, the minefields; No. 4, the Allies' tanks; and No. 5, treason.

The USAAF and RAF "destroy the German spearheads of attack and German artillery through bomb carpets and fighter-bomber attacks, and render movements in the rear areas impossible."

Also he vented anger at the shattering blows on Nazi oil supplies. The "iron will" of the Nazis, he confessed, could do nothing to prevent them.



ME-262 JET ATTACKING LIBS:

Repeatedly this German jet is rising against our heavies. Fighters and gunners are downing many, but identification must be fast, and firing faster.