

# TARGET:

A REPORT OF, BY AND FOR  
COMBAT FLYING PERSONNEL  
CONFIDENTIAL



WEEK ENDING  
NOV. 4,  
1944

# VICTORY

## HUN FIGHTER WAR RESUMES

### 2 BD ESCORTS BAG 47 IN DAY, TWO Me 163 JETS



**TOP-FIGHTER CULLERTON: 355TH**  
Completing tour, destroyed 8 Jerries,  
topping own 1-day record of seven.

Failing to surprise anyone, the long-slumbering Luftwaffe took to the skies on Thursday (2nd), and 8th Air Force fighters hugged the opportunity to set a new record of 130 enemies shot out of the air in one day. 2BD fighters destroyed 47, answering distress calls of bombers from other divisions while the 2BD heavies escaped the Hun attacks almost entirely. Gunners of one Lib straggler successfully fought off 4 raiders, including an Me262 jet. Two rocket-driven Me 163s were downed by 2BD Mustangs.

The 355th Fighter Group collected 33 victories, when after they had shot eight out of the air, Maj. John L. (Moon) Elder, jr., led them thru intense ground fire to destroy 25 more German fighters parked on an airfield South of Berlin. The enemies were fueled and guns loaded, apparently to

join the battle, for their tracer ammunition exploded crazily about the field.

Group's leading battler for the day was 1st/Lt. William J. Cullerton. Flying the final mission of his tour, he bettered the previous 8AF record of seven destroyed in one attack -- which he himself had set -- by accounting for eight Me109s and FW 190s.

The day's bombing missions were mostly visual and highly successful, including 2BD's attack on Bielefeld marshalling center, near Munster.



#### BIELEFELD FED GERMAN FRONT LINES:

Extensive rail viaduct and marshalling yard back of West Wall heavily battered. Photo shows 93rd Group's 100% in 2000 feet by squadron attacking viaduct. 491st, 467th & 389th also had 100% squadrons, 489th one of 80% in 2000.

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Published by  
Headquarters 2d Bombardment Division  
in the HTO

ALL CONTENTS ARE CONFIDENTIAL

VOL. 1, NO. 15 NOV. 4, 1944

### WINTER LULL -- NIX!

October gave Germany a sample of the 'winter relaxation' to expect from the Allied air forces. A record total of nearly 100,000 tons of bombs were concentrated onto the Reich by the 8th Air Force and RAF.

Simultaneously a record low was set for Allied plane losses. Of 18,000 bombers despatched, less than 1% were lost throughout the month. The Luftwaffe came up in strength again, and was successfully battered into another defeat. In one day a record of 190 enemy planes were shot down.

Few visual missions were included in the 18 day operations, but pathfinder cloud bombing reached a new peak. The most acclaimed example of the month went to 2BD, for its pinpoint attack on Mitteland Canal at Minden, breaching the key east-west water route.

Jerry will think awhile, and attack our formations again. But we will attack harder and more often, and be ready for whatever he chooses to offer.



## 2<sup>d</sup> B.D. TEAM TOPS 8<sup>th</sup> A.F. MARKSMEN

Bomb specialists, surely ... but 2BD relies just as strongly on its gunnery. Scoring 1935 points out of a possible 2,000, the Second Bombardment Division team won the Eighth Air Force carbine championship at Thetford in competition against five teams representing other commands of the Air Force.

Top man for the Second Division team was Cpl. Benton S. McConnell of the Ordnance Section, 458th Bombardment Group, who scored 394 out of a possible 400. His score was the second highest of the competition.

Other members of the team and their scores were: Capt. Percy L. Rountree, station adjutant at 2BD Headquarters, who scored 391 (fourth high of the meet); 1st Lt. Joseph W. Rose, Ordnance officer of 479th Fighter Group, 386; 1st Lt. Raymond J. Dunphy, 392nd Bombardment Group, navigator who has completed 30 missions on the Liberator "G.I. Jane", 384; and Staff Sergeant Joe L. Hubbard, a sheet metal worker of the 491st Bombardment Group, 380.



### 448TH POUNDS RAIL VIADUCT:

Target of opportunity near Bielefeld aided damage to German front-line supply routes.



### 489TH, 491ST SKIRT A CLOUD:

Pattern of 489th starts across Bielefeld viaduct, scoring 80% in 2000 ft.; immediately afterward, 491st Lead placed 80% within 1000 feet of MPI, 100% inside 2000 ft.

# LEAD BOMBARDIER AVERAGES 98%

## CAPT. JOHN REPOLA, OF 389th, LEADER ON 26 MISSIONS, COMMENDED BY GEN. KEPNER

A candidate for Air Force "All-American" is sharpshooting bombardier Capt. John Repola, of 564th squadron, 389th Bomb Group. Completing his tour as Lead Bombardier of a Pathfinder crew on 26 of his 30 missions, bombing results on his sightings consistently read "Excellent" and "Very Good".

On ten of these missions visual sightings were made, and on five there were completely plottable Strike Attack Vertical photos, showing an average accuracy of 98% within 2000 feet of the MPI and 73% within 1000 feet of the MPI.

Where bombing was accomplished through the overcast, subsequent photographic coverage or plotted bomb-fall demonstrated the high degree of skill exhibited by bombardier Repola in getting bombs on the target through the coordinated use of his equipment. Neither difficult weather conditions nor determined enemy opposition have been able to prevent Capt. Repola from successfully bombing his assigned objectives.

Maj. Gen. Kepner, Commanding 2nd Bombardment Division, states in his commendation: "Captain Repola has been instrumental in the destruction of many important enemy installations and has made a material contribution to the improved bombing record of this Division.

"I take pleasure in commending him for his outstanding performance of duty, for the high degree of professional skill he has attained, and for his part in the successful development of a relatively new bombing technique. Captain Repola's splendid record will be an example and inspiration for his fellow bombardiers."

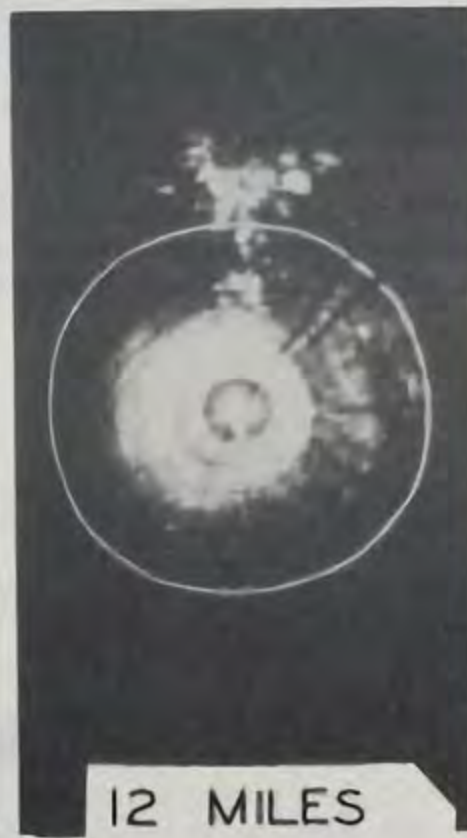


### PATHFINDER PAR EXCELLENCE:

Capt. John Repola led 26 out of 30.



19 MILES



12 MILES



6 MILES



BOMBS AWAY

## "SCOPE RUN" THIS WEEK ON HAMBURG

To the FFF expert these Mickey "scope" photos reveal the approach of Hamburg's industrial section, enabling accurate synchronization of sighting equipment. This strip, taken by 389th Group on October 30, reported delivery of concentration

of bombs onto area of Deutsche Petroleum works, and oil storage depots adjoining the Hamburg port. All Groups must record their bomb runs in like detail ... it is increasingly important."

# AIR, GROUND CREW ACES INV

## LEGION OF MERIT WON BY M/SGT. ALLISON, FLIGHT CHIEF



### ENGINEERS VOLUNTEER TO AID HIM:

"One-man production line", M/Sgt. Allison is pride of his buddies.

The high-ranking Legion of Merit has been earned by M/Sgt. Donald A. Allison, of 445th Bomb Group. This distinguished decoration, given by direction of the President of the United States, is the result of exceptionally meritorious work in the Engineering section of his Lib squadron.

As Flight Chief, M/Sgt. Allison directs maintenance of a flight of seven bombers. In the words of his squadron Engineering officer, 1st/Lt. Arne M. Mars, "Allison has been the backbone of the squadron engineering section ever since he joined it in Sioux City, Iowa, over a year ago. He concentrated on every combat-crew member, fully realizing that application on their part during training might save their lives during a combat flight.

"Long before his Group moved overseas, Allison had acquired a reputation as a walking textbook on the Liberator. The respect of his subordinate crew chiefs and mechanics was shown by their enthusiastic and voluntary attendance at his open-air classes."

Under Allison's leadership, maintenance crews of his flight have made engine changes in as little as five hours. He has actually crowded three and four aircraft simultaneously when inexperienced mechanics were unable to keep up, has often produced three more planes from his flight than were expected by Group operations, and has had only two passes in seven months. He spends his days and nights on the hardstands. In the D-Day rush he worked for 36 consecutive hours, slept for two, and came back for twelve more.

One night in May he detected a gas leak in the fuel cell of a lead ship, and replaced the cell -- ordinarily a 36-hour job -- in time for an early take-off next morning. One of the best testimonials to his inspiring leadership has been the fact that many aerial engineers, on completion of their tour of combat flying, have asked to be assigned to work under M/Sgt. Allison.

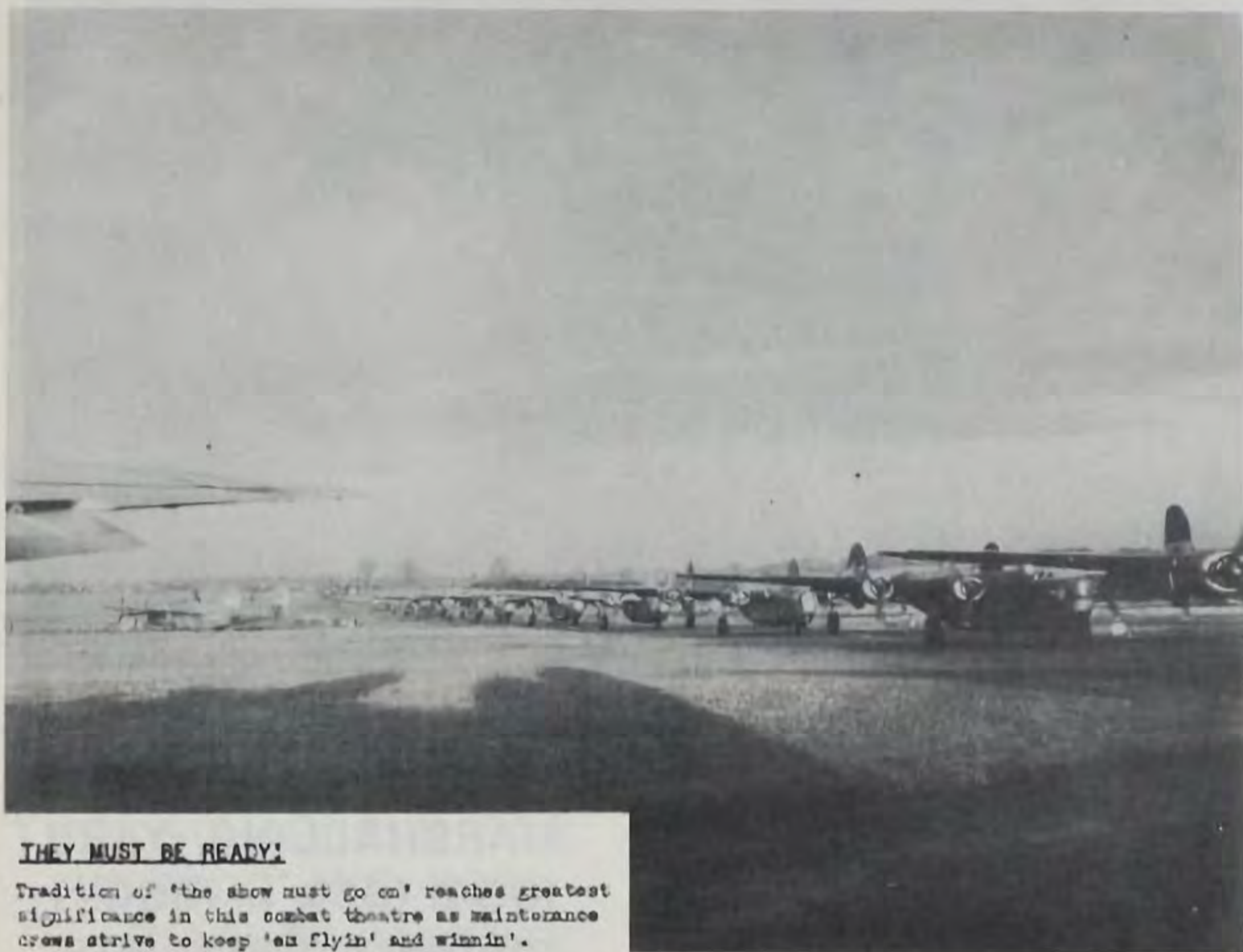
## GUNNER OF 491st GROUP PROVIDES PHOTO-PLATE IDEA

Tech/Sgt. James B. Tafel, Aerial Gunner and Photographer of 491st Bomb Group, hit upon the brilliant idea of a vacuum system to hold film flat against the pressure plate of the X-22 aerial cameras. The idea was so sound and prac-

tical that it was adopted as a.o.p. by the entire Eighth Air Force.

T/Sgt. Tafel has been awarded the Bronze Star in recognition of his achievement.

# MENT AIDS TO SPEED VICTORY



## THEY MUST BE READY!

Tradition of 'the show must go on' reaches greatest significance in this combat theatre as maintenance crews strive to keep 'em flyin' and winnin'.

## SIGNAL PISTOL, WRENCH AMONG T/4 WOLLESEN'S CONTRIBUTIONS

As armament mechanic, T/4 Adolph F. Wollesen, 445th Bomb Group, has distinguished himself by his ingenuity and successful application of ideas for the perfection of guns and turrets arming the Libs.

On his own initiative, he devised modifications to perfect a pyrotechnic pistol used for signalling while in flight. He cooperated in devising a special wrench for speedy removal of guns from the turrets, and a new instrument which insures the speedy and safe disassembly of certain parts of the caliber fifty machine

gun. Photographs and drawings of these inventions and improvements have been sent to Eighth Air Force headquarters for distribution to other armament and ordnance sections throughout the Air Force. He has received the Bronze Star.

Col. William W. Jones, Group Commander, comments, 'T/4 Wollesen's skill, ingenuity and enthusiasm have contributed directly to the success of armament maintenance and training. His ability and constant devotion to duty have been responsible for the creation of new and vital devices.'

# BEST HIT BY A GROUP THIS WEEK



## 389<sup>th</sup> SPIKES 2 MPIs, BIELEFELD

**MARSHALLING YARD  
100%, (85% in 1000.);  
VIADUCT GETS 80%**



TWO OF 389TH SQUADRONS ATTACKED VIADUCT.

Whoever first said "get there fastest with the mostest" (let 'em argue about that), the idea is a sound military one. The over-busy Germans will get there last and with the least, so long as we can cripple transport at such vulnerable spots as this viaduct and marshalling center at Bielefeld.

Here the main-line railroad crosses a valley on a viaduct over 300 yards long, rising as high as 72 feet above the ground. Every hit on this target is painfully slow to repair.

389th's Lead, attacking an MPI in the marshalling yard, pounded 100% into the 2000-foot circle, 85% inside 1000 feet of the MPI! Low Left, making a run on the viaduct, placed 80% in 2000 feet, 40% in 1000 feet. Lead bombardiers were Lt. C. Napientak, Lead squadron, and Lt. J. D. Daniel, Low left. High right was wide of the MPI.

**BEST RUNNER UP OF THIS WEEK**

**467<sup>th</sup> LEAD, 75% IN 500-FT. RING!**

**TWO SQUADRONS 100%  
IN 2000' VIE FOR  
VIADUCT VICTORY**

Extending their record of prize-capturing accuracy, 467th Bomb Group landed a near-impossible squadron pattern of 75% within 500 feet onto that vulnerable viaduct at Bielefeld. Leading the Group, this squadron put 85% inside 1000 feet, 100% within 2000 feet of the MPI. Lead bombardier was 1st/Lt. J. E. Brocks, flying his final mission.

Another 100% in 2000 was played by High Right squadron, but only 20% were within 1000 feet. Lead bombardier was 1st/Lt. R. D. Dolan. Low squadron was wild.

Bielefeld, east of Munster, is another interlocking link in German front-line supply which must be checked to assist the impending break-through into Mid-Germany. Keep those hits dancing on the MPIs, and you'll be dancing at the Victory Ball much earlier than the Germans expect.



# PRUs SHOW PFF SUCCESS

Mission results on attacks thru solid 10/10 are much slower to assess in detail, but at this season pathfinder attacks must carry the greater bulk of bombs.

The skill of current technique is consistently revealed as the PRUs arrive, days or weeks after attack. These two mid-October missions were entered as highly damaging, on German ledgers, even while we awaited results.

Headquarters 8th Air Force recently has made many complimentary references to 2BD's pathfinder accomplishments.



## KAISERSLAUTERN RAIL CENTER:

Rolling stock still exhibited heavy damage 15 days after attack of Oct. 14.



## LEVERKUSEN, I.G. FARBENINDUSTRIE:

Explosions rose thru clouds during attack by 2BD on Oct. 18. RAF followed up on Oct. 26. PRU now reveals that 47 buildings were hit.



TARGET:  
VICTORY'S

NOMINATION FOR  
OUTSTANDING

## "MAN OF THE DIVISION"

1ST/LT. THOMAS A. THOMPSON

After all other crew members had bailed out, the co-pilot, 1st/Lt. Thomas A. Thompson, remained at the controls of his crippled Lib, succeeded in flying it alone back to England, and finding it impossible to save the plane he courageously prevented impending danger to civilian lives.

When enemy ground fire at Saar-

brucken wounded the pilot, Lt. Thompson, 445th Bomb Group, controlled the ship while the crew bailed out.

With fire raging under the flight deck, the radio operator, T/Sgt. Barney Stamp, of Venice, Calif., remained to put out the fire. "I asked him to check if everyone else was out of the ship," recalled Lt. Thompson, "and he went forward into the nose, where he found that the nose gunner had not received the order to abandon ship. Together they went to the rear of the ship, and I saw their two chutes open several minutes later."

"Left alone in the ship, I switched on the auto pilot and took a look around. It was raining gas in the bomb bays, but it seemed I might be able to get the ship back to base.

"At first I had been too busy to bail out, and now the ship behaved better. I might make it across the channel if the fuel would

only last. Soon, P-51 Mustangs were flying off each wing. They guided me around flak areas, and escorted me to the nearest landing field in England. Then I found that the hydraulic system had been so badly shot up that the landing gear could not be lowered. One engine was out.

"With gasoline saturating the ship, it would have been suicide to attempt a belly landing, so I headed out over the channel again, and prepared to jump. The ship stalled and started losing altitude. After leveling it off three times, I again saw land through the door -- the ship was heading West. I returned and headed it back toward the channel, and saw it crash into the water as I floated down. I worked loose from my chute harness, hit the water okay, and the Mustangs stayed there circling till a mine-sweeper picked me up 15 minutes later."

For his gallant action, Lt. Thompson has been awarded the Silver Star.