

# TARGET

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FOR COMBAT FLYING PERSONNEL

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*RESTRICTED*



# VICTORY

## 2dBD BLASTS BRUNSWICK



**PRODUCTION PETERS OUT**  
A lull in plane and engine quotas descends on Brunswick assembly plants.

### 44th , 467th , 491st Lead Scorers On Me., Ju. Airplants

Reserve another barrel of Victory beer for those 2d Bombardment Division Liberators. Saturday (August 5) they settled a personal score with Brunswick.

No sweethearts were the MIG industry plants, assemblers of Me 110's, Ju 88's, and heavy engineering equipment. And the Querein aero-engine works. But they'll be less troublesome now.

Squadron on Squadron of the big-tailed B-24's swept in to suggest disarmament. They made a giant-sized impression. It has been revealed that the powerful new HIX explosive was employed. More potent than TNT, it vastly increases the bombing wallop of each hit.

Two squadrons of 44th Group delivered 95% within 2,000 feet of (Continued on page 2)



**392ND DOES STRIKING BRIDGEWORK**  
Now you see it, now you don't. Zuid-Beveland bridge, only a target of opportunity, but 392nd refused to miss.

**TARGET: *VICTORY***

A REPORT OF, BY AND FOR  
COMBAT FLYING PERSONNEL

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Headquarters 2d Bombardment Division  
in the ETO

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**WHAT GROUP IS BEST?**

There must be 'steven ways of rating our Groups. Every crewman wants his to be the best. It's good American spirit to try to accomplish this distinction.

So we go on a formation raid, and who can say when we do a better job than the men on our wing? Yet the points of winning style will stand out.

Perfect "shack" aiming may be delivered by one or two squadrons of a Group. The others may foul up. Perhaps the grouping was crowded over the target. Maybe they had a bad break in weather. One raid does not tell the tale.

Yet the Group that figures out these obstacles -- and every man shows an inclination to improve -- that Group in time is sending all three squadrons over, hitting right on the money.

A better Group? Perhaps because one leader, or someone in a wing crew, saw a problem and had an idea how to overcome it. That's an American privilege -- an American tradition -- perhaps the best reason we are winning this war today.



**KEEP THE HUN FIRES BURNING**  
Spectacular results increase as formation leaves Brunswick behind.

**2dBD BLASTS BRUNSWICK**

( CONTINUED FROM PAGE ONE )

their MPL. Two out of three from 491st tied them. Two Squadrons each from 467th and 453rd hit better than 80%. And that only commenced the attack.

Brunswick has several vital targets, of super-high priority. But divide them up into raids like

this and they won't last as long as a carton of cigarette lighters displayed at the P.X.

Visibility was excellent. Accuracy averaged where it hurt Hitler the most. Piercing fires were seen shooting skyward as the planes returned to friendly soil.



**FALLERSLEBEN: 448TH**  
Sank hits in smoke-blanketed MPI at motor transport works.



**R.R. CHOKE POINT: 93RD**  
Damaging masses of hits on bridge and rail junctions.



**NOGENT BRIDGE: 389TH**  
Lead squadron concentrated 100% within 2000 feet here.

**MORE 2d BD SHARPSHOOTING IN A BUSY WEEK**



LET'S TAKE A VOTE!  
An American practice. A party will  
result. Balance goes to war charity.

## AIRPLANT WORKERS GIFT AWARDED 564th SQ

### MOST REPRESENTATIVE LIB SQUADRON HAS MEN OF ALL GROUPS

At a brief, informal ceremony, a check for \$2,928.41 was presented to the 564th Squadron, 389th Bomb Group --a gift from the employees of the Fort Worth Division of the Consolidated Vultee Aircraft Corporation.

The money resulted from a spontaneous movement at the airplant in which workers began pasting bills and coins on one of the Libs as it moved down the assembly line. By the end of the line, \$2928.41 was plastered on. The money should go, the donors decided, to a Lib squadron in a war theatre.

The 564th was finally chosen, due to long-range pathfinder work for all Groups, and its composition of leading crews from the many Groups in the Division. It was the Group most representative of the entire Division, and a "through the cloud" leader for all.



MAJOR SISSON ACCEPTS  
Award presented by Maj. Gen. Hodges  
before assembled Squadron crewmen.



# ORLY • HOW TO MAKE A HUN • AIRDROME GO A.W.O.L.

Today's huge land advances in France are due partly to such work as this a few weeks back. One of the most important Jerry bases, with the largest hangar facilities on the Western front, Orly is conspicuous today by its absence. 2d ED B-24's took care of that.

Among precision jobs this one is discussed in all theatres, still stands as a prize lesson on how to remove an obstacle. Complete demolition resulted to all facilities, and most impressive was the vanishing of the colossal hangars.



### OPENING GUN:

A powerful airdrome despite previous frustrated attempts to remove it, Orly faces first attack by 2d Bombardment Division on May 24.



### FULL THUNDER:

A smouldering has-been, with over 600 heavy hits in fuel, ammunition, airstrips, hangars and repair shops. The bomb pattern entirely blanketed main hangar facilities, with incendiary bombs immediately following.



# BEST HIT BY A GROUP THIS WEEK



## 458, 93 GANG UP ON ROSTOCK



SMOKE SCREEN GAVE LITTLE PROTECTION

Rostock caught wind of what was coming, but the breeze stirred up swept smoke from the target--till our bombs hit! Damage smoke may be seen through the too-sparse screening.

**SQDN OF 458th BELL-RINGER 100% IN 1,000!  
93rd HIGHEST AVERAGE**

They just don't come better than 100% -- all within ONE thousand feet of the assigned MPI! That's special delivery, with a registered receipt. The lead squadron of the 458th Group gathered the honors here, and the followup squadron whammed close by with only 20% in 1,000 but 90% in 2,000.

93rd also had only 2 squadrons up, but they aimed for that record! So much smoke was left by the 458th that we couldn't see how many hit in 1,000, but they put 100% and 85% inside that 2,000 foot ring. We had to call it a draw -- both Groups still swinging!

The combined nod here goes to both Groups, all 4 squadrons battering the same target with 85% to 100%! We really have to duck when the competition for BEST HITS is this close -- but we'd be happy to see a dead heat between all the Groups in the Division!

# BEST RUNNER UP OF THIS WEEK



## 445<sup>TH</sup> ,STILL CHAMPS, AT SENS

### ONE TWO AND THREE SYSTEM PACKS PUNCH FOR 445th'S SQDNS

Title-snatching is becoming a habit with this 445th outfit! Best Hits champions they were last week, now they turn in the best job by any 3-squadron attack this week!

Here's their system. Lead levels off 100% in 2000, 55% in 1000. Low Left wavers a bit with 65% and 40% within two and one thousand. So High Right piles in 100% and 65%. Your Group average hits 88% within 2000 feet, 54% in 1000 feet for all three squadrons.

Their one-two (and then three while he's still groggy) system is a sure cure for enemy optimism. If your Group is sprinkling any bombs on cow pastures, why don't you call up 445th and ask for the formula?



SENS: OIL STORAGE, DISTRIBUTION DEPOT

Granted it's an inviting target -- oil tanks and all that. But you'll have to find another one now. They won't stand up under this type of precision attack, as you saw above.



TARGET:  
VICTORY'S

NOMINATION FOR  
OUTSTANDING

## "MAN-OF-THE-DIVISION"

LT. MELVIN ALSPAUGH

Rather than set his crippled B-24 Liberator down in Switzerland, and so have the entire crew and big bomber interned, 1st Lt. Melvin Alspaugh, of 448th Bomb Group, piloted his plane across mountainous neutral and enemy country, over the towering Alps, and landed on a fighter strip at Foggia, Italy.



LT. ALSAUGH POSES WITH HIS MOTHER.

Commendations for "fine airmanship and determination" have just been received from Lt. Gen. Spaatz, Commanding the United States Strategic Air Forces in Europe, Lt. Gen. Doolittle, Commanding 8th Air Force, and Maj. Gen. Kepner, Commanding 2d Bombardment Division.

On a mission to Munich on 22 July, the plane was hit by flak after the bomb run. The flak made three holes in the ship; there was an oil leak in one engine, and through one of the flak holes the precious supply of oxygen was leaking.

Faced with the long return haul to England, and with the oxygen supply nearly gone, Alspaugh turned south in an attempt to reach safety, so that the crew and the Liberator could fly again against the enemy. Most of the remaining trip was made without oxygen.

Flying unescorted, first over neutral Switzerland, and then over Italian territory, he piloted the plane to a landing near Foggia, setting down on a rather short fighter strip without further damage to the Liberator. No one in the crew was injured.

("Target: Victory" will nominate an outstanding man of the Division weekly)

# NAVIGATION POINTERS

## NEVER TOO LATE TO DO BETTER ---- HERE'S HINTS

### BE SURE YOU KNOW THAT MAP

There is one thing certain, no matter how good your bombardier is, he can't hit the target if he never gets there. Further, he doesn't stand a chance unless he can recognize it when he does get there. So it goes back to the basic story, the navigator must deliver the formation to a point from which the bombardier can start his run on the target. From this point, normally the IP, in to the target it is necessary to map read and to do so accurately and confidently. That's where a lot of both navigators and bombardiers fall down; they can't map read accurately and are not altogether sure of themselves. So that means an entire mission may be lost first because the right people don't know what some of the symbols on a map represent on the ground.

### NEW "G" LATTICE CHARTS

Very shortly, the "Gee" Lattice Charts are going to be published as an overlay on a topographical map. This means that the Gee Chart can no longer be used for plotting, but it does give a quick changeover in case there should be holes in the clouds, or the under-cast break. It takes quite a bit of time to convert the Gee Lattice lines to go on a mercator chart, but it is a rather simple procedure to compute them for a conformal map. Therefore, to save time and to have our maps up to date, we find that it is best to overlay them on topographical maps.

### RADIO COMPASS

From all indications a lot of navigators think that the radio compass is just something to be used as a homing device. These people must be interested in the fact that this instrument can be used for bearings and even fixes. Before long our splasher beacons will have only one transmitter instead of three. Therefore, all navigators should be doubly certain that they test for beaconing before putting faith in any of our radio aids of this type. However, if there is a nice solid undercast below, a radio bearing or fix is better than nothing and has brought many a ship back to base.

All this adds up to: "Know your equipment and how to use it." Consult your Group or Squadron navigator if you have any questions.



" HE REFUSED TO BE ANYTHING BUT A SINGLE-ENGINE PILOT -- BUT THEY PUT HIM IN A B-24 ANYWAY ! "