

TARGET: VICTORY

WEEK ENDING
SEPT. 9,
1944

A REPORT OF, BY AND FOR
COMBAT FLYING PERSONNEL
CONFIDENTIAL

HUN'S EYE VIEW OF 2BD HITS



MAINTENANCE WORKSHOP, RECOGNIZE?
Rumor has it that shop schedules were disrupted here indefinitely

"TARGET: VICTORY" CAMERA VISITS EX-HUN AIRBASE

"I vas dere..." (and he wished he "vasn't") is the only edge the Heinie airman can claim over our bombing crews when they knocked out his base. He witnessed the power of our bombs, better even than our PRUs could tell. What he saw is now revealed to us as we move into his former positions, and examine what "straight and level ... bombs away!" meant at the other end of the trajectory. Our camera shows

you here a story of the Heinie's melting glory, and a too-hasty exit that ruined his own plans of demolition as he retired in our favor.

Orleans/Bricy airfield already has become a main artery of supply for Allied forces at the front -- food and equipment roll in via an aerial bridge daily. Yet the Huns held this base only a few days ago and made extensive preparations to destroy it on the night of August 15.



STAFF OFFICERS' CLUB, HEIL!
Obliging bombardiers left the staff little but an exit door. They grabbed the hint.



JUNIOR BOMB DID THIS
A 250-lb. blast crater. Most hits were 500-lb. and 1000-lb.

TARGET: **VICTORY**

A REPORT OF, BY AND FOR
COMBAT FLYING PERSONNEL

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VOL. 1, NO. 7 SEPT. 9, 1944

MEMORIAL TO FRECKLETON

Every American airman felt keenest sympathy for the children and parents of Freckleton, Lancs., when a Liberator crashed a schoolhouse there. It was not a 2ED ship, but now recently a crew of the 392nd Group lost their lives in preventing a similar occurrence at Cheshunt, in Herts.

The pilot was seen to force his plane into extreme maneuvers to avoid hitting this city, and the citizens of Cheshunt collected among themselves a fund to express their "admiration for these brave men".

In accepting the donation, Col. L.L. Johnson, Commanding 392nd Group, stated, "We recall that another American bomber crashed into a schoolhouse at Freckleton, killing a number of children. We will forward this money for use in rebuilding their school. I can think of no better memorial to the men than this."

It is our opinion that every U.S. airman agrees, and hopes this fund may grow to help erase one of this war's most shocking memories.

**PAIR OF 500-LBS. IN CONCRETE:**

Heavy runway yielded crater 27 feet by 60 feet. Biggest crater on base was from a 2ED 1000-lb. G.P., penetrating 9" concrete and digging in 18 feet deep by 48 feet wide.

**SANDBAGGED -- FOR PROTECTION:**

Substantial steel construction of these workshops expired after 500-lb. blasts.

**NON-C/O BARRACKS GONE HOLLYWOOD:**

Permanent buildings, "fine type", reduced to imitations of cheapest-grade movie sets by 500-pounders.

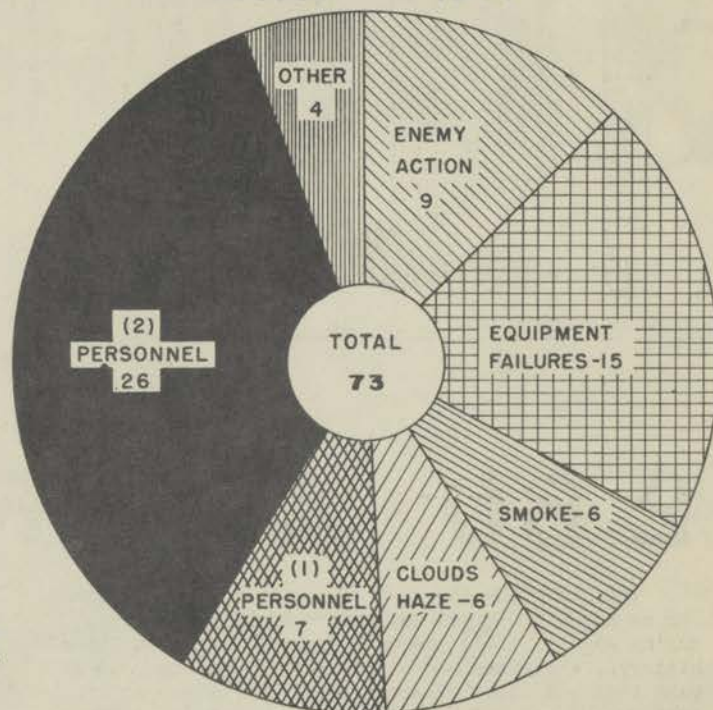
WHY IS A GROSS ERROR?

CAUSES OF GROSS ERRORS IN VISUAL BOMBING

AUGUST 1944



-HERE ARE CAUSES OF "SUMMER PLOWING" and "FLUB-DUB BLITZES" REVEALED BY STUDY OF ALL AUGUST ERRORS.



- (1) IMPROPER USE OR ADJUSTMENT OF BOMBING EQUIPMENT
 (2) FAILURE TO IDENTIFY CORRECT TARGETS, CHECK-POINTS, M.P.I.'s, ETC. NAVIGATION ERROR, PILOT ERROR.

IDENTIFICATION, A PERSONNEL ERROR, IS LARGEST CAUSE

The greatest single gain we can make in our bombing accuracy is the elimination of gross errors in all our units. This past month was an excellent bombing month, and our record of achievement is commendable. However, our striking power was markedly lowered because of "that Gremlin's delight", gross errors.

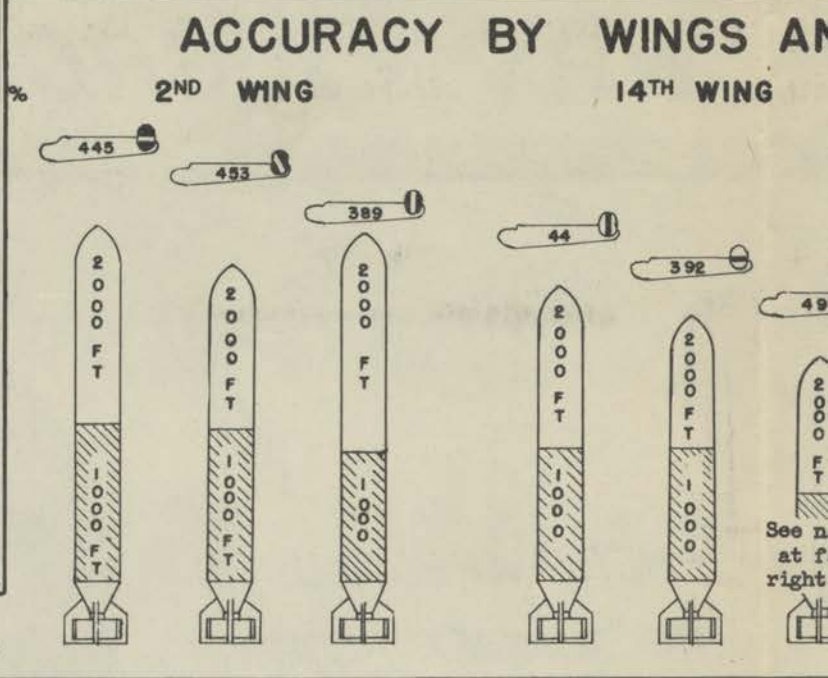
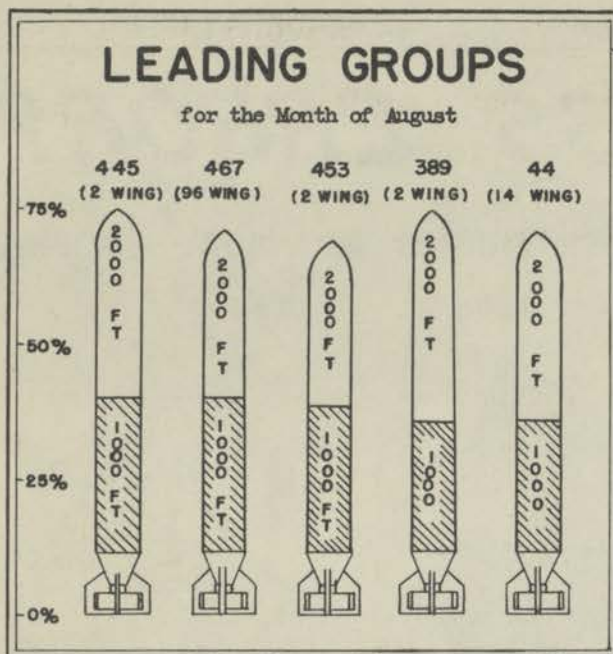
One of the major factors contributing to overall improvement in our recent bombing is the notable reduction of gross errors. We must continue this reduction.

The most common cause of gross errors is personnel error. Failure to identify the correct target and, many times, the assigned MFI within the target area, is one of the frequent personnel errors. Target identification errors can be

reduced through more study by leader crews and careful pre-briefings. Camera bombing has helped many leaders to eliminate this cause of error.

Some of our errors are caused through failure to read maps correctly and to identify check points or the I.P. Improper uncovering of formations, resulting in interference, prevents a long, unrestricted bombing run and has led to gross errors.

Mechanical malfunction of leader aircraft causes a large number of our errors. The majority of these cases can be prevented by complete shake-down flights the day before and having emphasis placed on the leader aircraft by Armament, Bomb Sight maintenance, Auto-pilot shop, Engineering, Communications, and anybody else who has any bearing on the proper functioning of that lead aircraft. Getting bombs on the target is everybody's job.



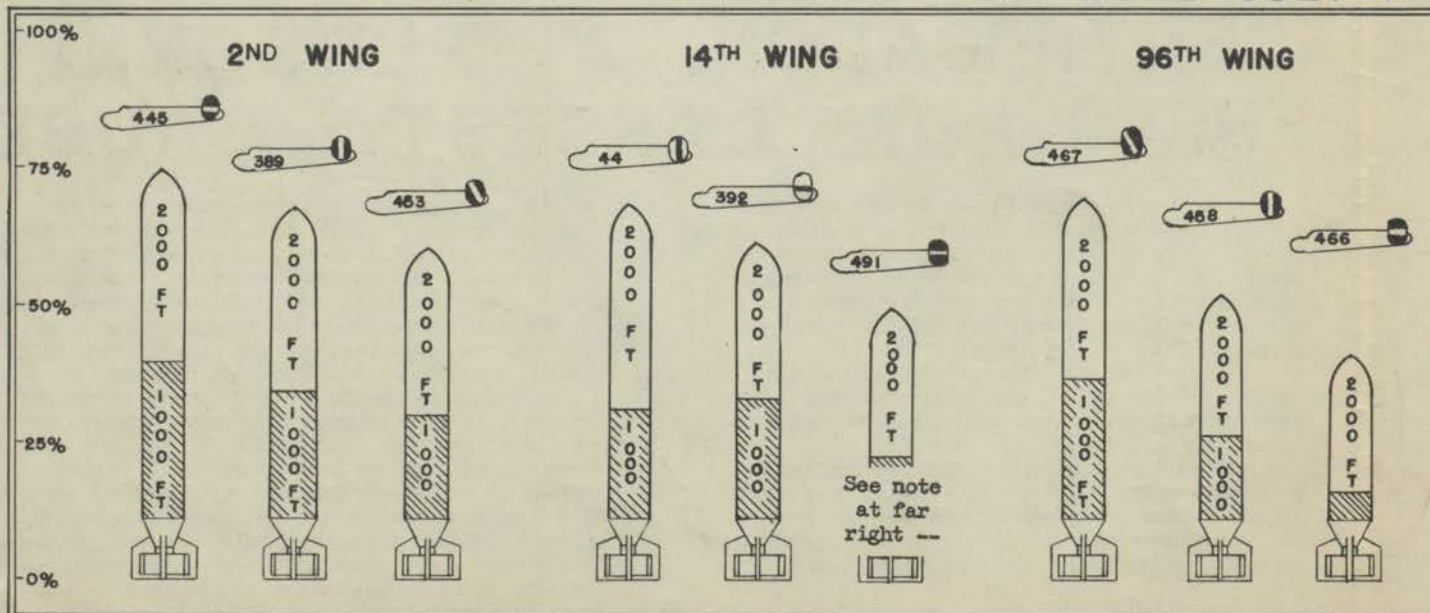
2 BD ACCURACY HITS N

You can shake the hand of the nearest crew member, for we hit our biggest jackpot of bombing precision during August. It's the most accurate month in 2BD's history...and every man on the crew had to be good to make this possible. The entire Air Force had an excellent month, but 2BD landed even more than its quota. The 8th Air Force increase was 5 1/2% more hits within 2000 feet than in July, and our Lib Division jumped its accuracy by 10%!

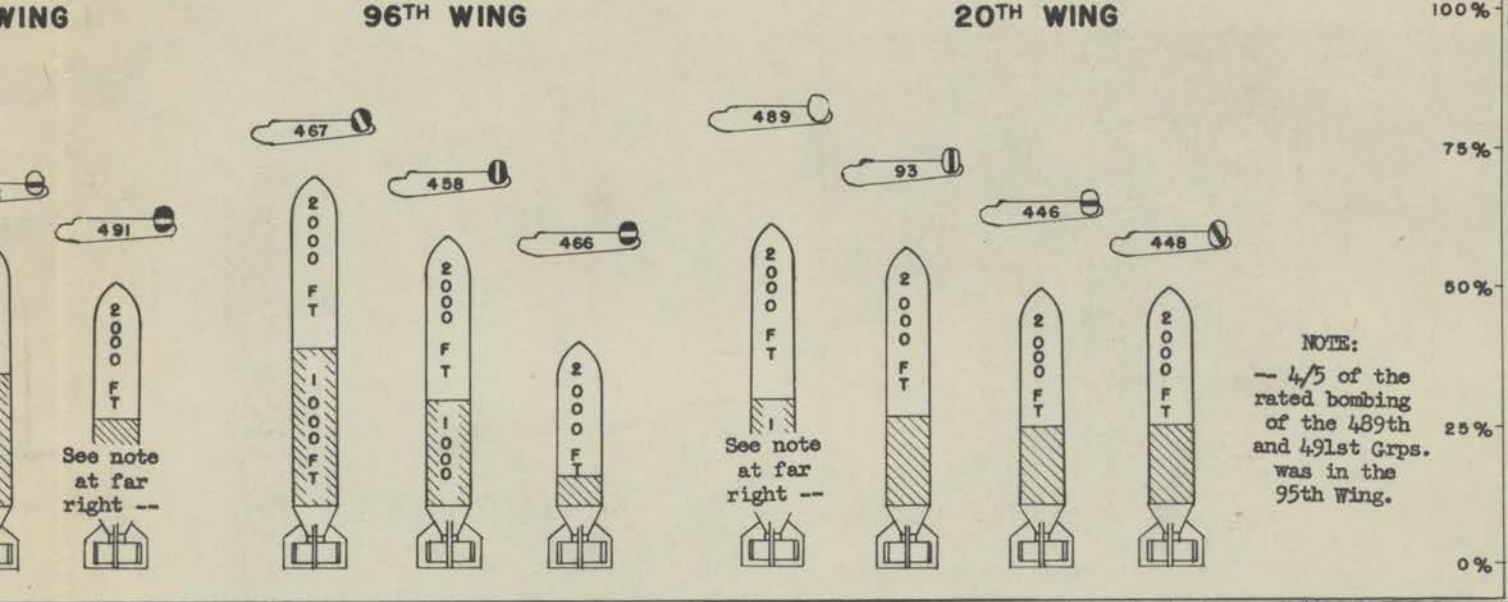
Most desired by crew members are comparative statistics of their Wings and Groups, which are here presented. All will agree, however, that relative scoring cannot be altogether just...there is no equality of targets and conditions of enemy resistance. Any Group may appear low through no fault of the crew members. Most important is the entire Division upswing, in which all members can share credit.

For Group and Wing statistics, 2BD Headquarters

3-MONTH STANDINGS FOR JUNE-JULY-AUGUST



GROUPS AND GROUPS FOR THE MONTH OF AUGUST



NEW HIGH IN AUGUST!

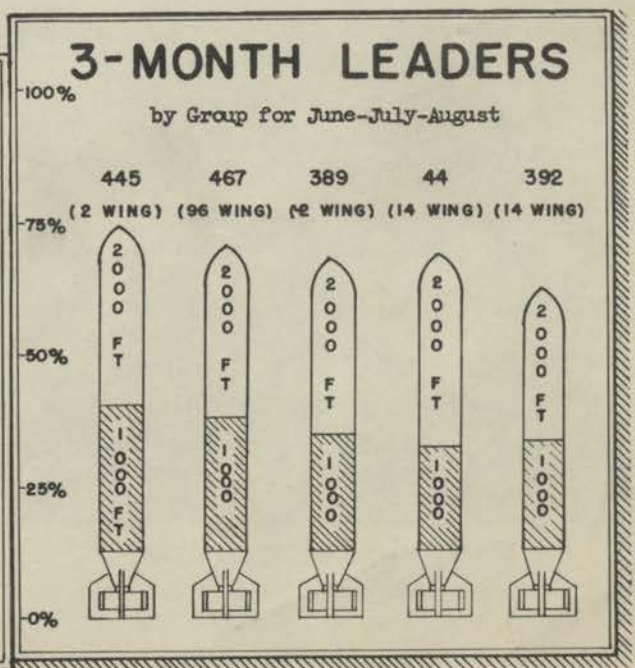
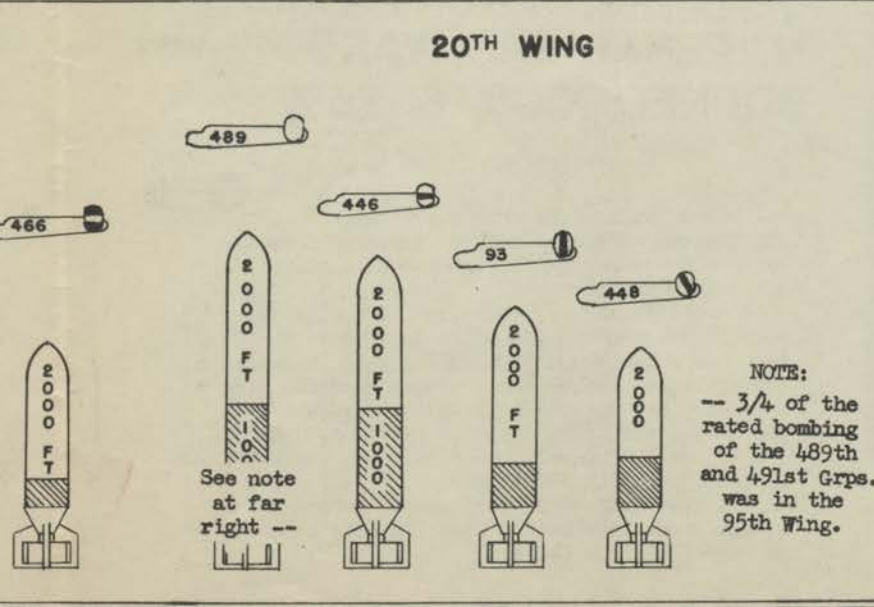
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evaluations are now used in place of Operational Research Section reports. 2HD evaluates more individual bombings, whereas ORS seeks primarily overall damage and planning for 8th Air Force. This change does not increase our ratings...ORS percentages show an average nearly 5% higher, but are based on more exclusions (less attacks) and may give a less adequate picture of individual Groups.

Included are visual attacks only, excluding PFF, post-holing missions and targets of opportunity.

2ND WING LEADS SCORING ANALYSIS; 445TH TOPS GROUPS

...Y-AUGUST (BELOW)



BEST HIT BY A GROUP THIS WEEK



HIGH RIGHT PUNCHES
THRU LEADERS' SMOKE

389TH TOPS SCORING ON KARLSRUHE



STRIKE PHOTO OF 389TH LEAD:

Sharp pinpointing of center of the M.P.I.

GERMANY FRONT-DOOR MARSHALLING YARD SOCKED 100% & 75%

Crews will agree this was no easy week for bombing attacks. Weather quavered between cloud and visual, greying many a tactician's and bombardier's noggin.

Notwithstanding, some excellent attacks were sandwiched in, and 389th Group made the best one. Karlsruhe marshalling yard, between Stuttgart and Saarbrücken, needed specific disarmament, and 389th's Lead squadron pointed out the method with 100% delivery within 2000 and 70% within 1000 feet. Their follow-up squadron placed 75% within 2000 feet.

A clear PRU taken very shortly after the attack shows excellent damage, further detailed on page 7 of this issue.

BEST RUNNER UP OF THIS WEEK



P.R.U. SHORTLY AFTER ATTACK



STRIKE PHOTO

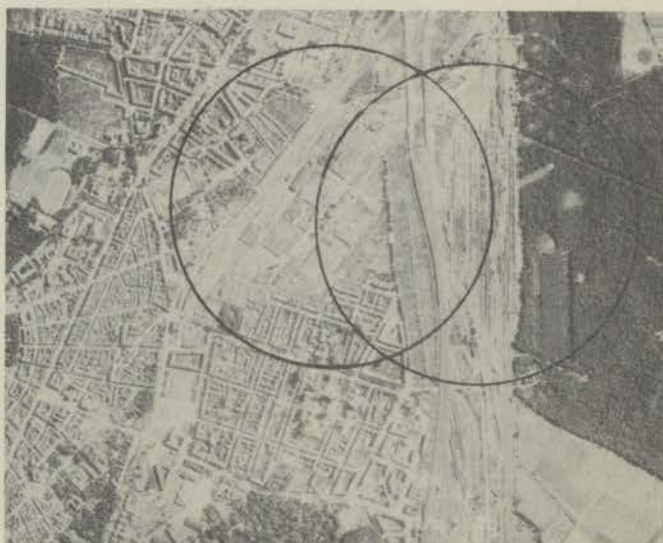
466TH HOT ON FOLLOW-UP PUNCH

THEIR SQUADRONS FLY WITH OTHER GROUPS, OUTHIT THEM

The golden value of coordination among all squadrons within the formation is pointedly illustrated in the Karlsruhe attack by the 466th Group. A perfect lead cannot save a Group's average if the follow-up is wild.

The 466th sent out its squadrons on the wing of two other Groups this day, but accepted no decreased responsibility, and outhit their leads. As High Right for one Group, they landed 100% in 2000, and 80% within 1000 feet! Their other squadron dropped largely into blast smoke, but at least 50% of the hits were seen to be within 2000 feet.

The PRU above shows disruption of practically all Storage Area tracks and destruction of much Rolling Stock. All buildings in the many Repair Shops have major damage, and the Engine Roundhouse and Transshipment Warehouse are destroyed.



PAIR OF M.P.I.S BEFORE ATTACK:

The extensive marshalling yard includes reception, sorting, storage and holding sidings, as well as vast repair facilities.



1000-LB. BOMB BEST FOR LARGE HANGARS:
In upper center are two huge hangars with steel girder cross-beams, reinforced concrete-covered. The one on right was hit more, but by 500-lb. bombs, suffering mostly roof and interior damage. The hangar at left received 1000-lb. direct hits, collapsing the main construction and rendering it entirely useless.



2000 KILO. CAPTIVE



SABOTAGE STUNT STOPPED SUDDENLY:

Along the runway note the row of Hun 2000-kilo bombs, neatly dealt out for a supreme demolition. They had been parked on the runways, needed only setting of time fuses, but Himmel!, der Americans wouldn't wait.



TARGET:
VICTORY'S

NOMINATION FOR
OUTSTANDING

"MAN-OF-THE-DIVISION"

S/SGT. WINIFRED C. MILLER

Although suffering from lack of oxygen and loss of blood, S/Sgt. W. C. Miller, of 453rd Group, remained resolutely by his partially operative waist guns, to destroy an Me 109 and ward off numerous threats by the Luftwaffe which sought to prevent a bombing deep in Germany.

The B-24 "Herman" encountered both enemy fighters and intense flak, and the fuselage was ripped, oxygen bottles broken, and control lines severed. Sgt. Miller was struck in the chest and momentarily knocked off his feet. Simultaneously swarms of Huns began closing in on the bomber formation.

Realizing that there was only one other effective gun on the plane besides his own, he refused to leave his firing position. Without stopping to apply first aid to his wound, he continued manning his gun and sent an Me 109 down in flames.

Weakened by oxygen shortage and loss of blood, he was on point of collapse when the bomber had passed out of danger. For his "gallantry in action" Sgt. Miller was awarded the Silver Star.