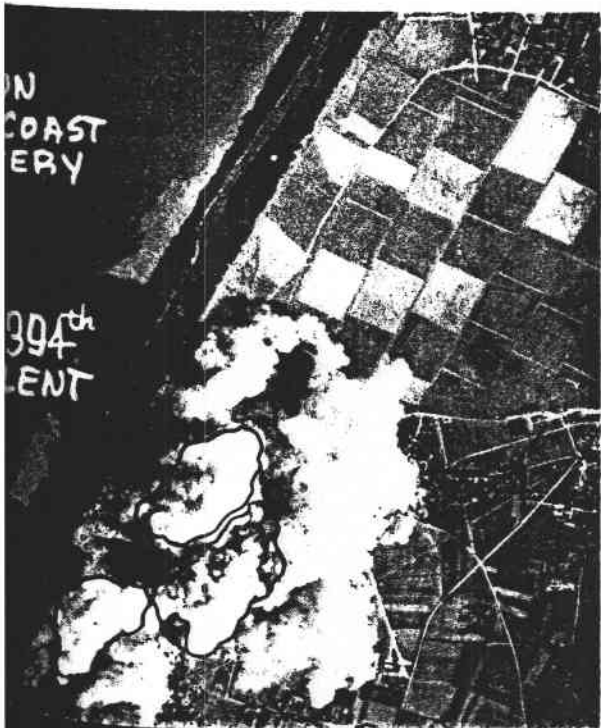


Ground crews often worked all night.

and fired on them before they were halfway across the channel, and continued to fire on them all the way in and out again. The Pathfinder ship was damaged by flak on the bomb run; therefore, the bombs fell wide of the target and were not too effective. Several of the group's planes were damaged, but luckily none was lost.

Mission number 11 for the group took them to Malines, Belgium, on April 19. The 394th was one of the five groups of the 9th Bomb Division, with a total of 198 aircraft, to attack the target. The first box bombed the marshalling (railroad) yards proper with 250-pound general purpose bombs, while the second box dropped incendiaries on the adjoining engine sheds. A survey, conducted after the village had been liberated, disclosed that there were 214 bomb craters within the walls of the plant, only four of which were left by another attack. The station chief and the yard foreman told the investigators that fire companies worked all night following the attack, fighting fires. The Germans impressed 1,000 civilians to repair the damage between April 20 and July 20, but the shops were still inoperative when American troops entered the town in September. The excellent bombing done by the 394th contributed heavily

attack on Le Havre on April 9 was successful.



to the destruction of this vital target.

On April 22, Colonel Hall, commanding officer, led the group in an attack on the city of Heuringhem in enemy-held territory. For approximately one minute prior to reaching the target, the formation was subjected to intense, accurate, heavy anti-aircraft fire. Fifteen seconds before the time of the bomb release, Colonel Hall's plane suffered extensive damage, including the electrical system out of commission, hydraulic system out, right engine badly damaged, G-box destroyed, left outboard horizontal stabilizer partly shot away, and a total of 264 holes in the ship. The bombardier, not knowing the electrical system had been shot out, was forced to salvo his bombs and did so too late to achieve good results. The second box, however, bombed with excellent results. Despite the condition of his aircraft, Colonel Hall continued to lead the entire formation through the bomb run and back toward his home base and, at Thames Estuary, was forced to withdraw as leader in order that his co-pilot, 2/Lt. Manville Fryman, who had been seriously wounded, could be brought back more quickly. For this action, Colonel Hall was later awarded the Distinguished Flying Cross.

On April 27, 35 aircraft bombed the marshalling yards at Cambrai, France. The group scored excellent results—little did they realize that short months hence they would be stationed just outside this city. In fact, such a good job was done that the Mayor of Cambrai later gave a dinner party for the organization who did the work! C'est la guerre!

All of the excellent bombing accomplished during the month was not without costly personnel losses. On April 20, Captain Frank Mee and his crew of the 585th Squadron were shot down. However, five of the crew, including Captain Mee, 1/Lt. Robert West, 2/Lt. Mark Pink, and S/Sgts. John Monahan and Dana Hastie, were later reported as prisoners of war. The other crew member, S/Sgt. Edward Hunter, was missing in action. In another 585th plane, Sgt. Woodrow Cook was injured, and died from these wounds on May 23. On the afternoon mission of the same day, Captain Elmer Gedeon of the 586th, one of the most popular officers in the group, was shot down over France. Captain Gedeon was a former outfielder on the Washington Senators, and also a star athlete at the University of Michigan. Other men of this crew who were killed included 2/Lt. Jack March, S/Sgt. Joseph Kobret, Sgts. John Felker and Ira Thomas, and Pvt. Charles Atkinson. 2/Lt. James Taaffee was taken prisoner.

J. Guy Ziegler, "Bridge Busters: the Story of the 394th Bomb Group" New York: Gannett, Harris. p29.

17

Secret
Auth 30 394th
Date 23 April 1944
Initial

HEADQUARTERS
394TH BOMBARDMENT GROUP (M) AAF

R. GDR-clr

SUBJECT: OPREP NO. 19b, ending Sunset 19 April 1944. Mission 11,
(394th BG), F.O. # 17-272. APO 140
TO : Headquarters, 9th A.F. ATTENTION: 26th SCU. 23 April 1944.

A. Thirty-eight (38) planes to Malines Marshalling Yards,
Results, excellent to good, Bombed from 12,000 feet. Take Off,
1700 hours, landed 2016 hours.

- B. 1. B-26B50, 2
B-26B55, 33
B-26G45, 3
- 2. All aircraft attacked target.
- 3. a. None.
b. None.
c. None. (4 x 250 lb, and 11 x 100 lb returned).
d. None.
- 4. None.
- 5. None.
- 6. None.
- 7. None.
- 8. B-26B50, 2 -- B-26B55, 33 -- B-26G45, 3.

C. None.

D. 1. B-26B50, 7 -- B-26B55, 106 -- B-26G45, 16:16.

- E. 1. 161,500 rounds, 50 Gal.
- 2. None.
- 3. None.

- F. 1. 266 x 250 GP H 1/10, T 1/40.
577 x 100 Incend.
- 2. 262 x 250
589 x 100
- 3. None (4x250, 11 x 100 returned).

G. None.

H. None.

For the Group Commander:

HENRY E. REYER, JR.,
Major, Air Corps
Asst Operations Officer

FROM CO AAF STA 161 19/XXX

TO CG IX BOMCOM
ATTN: RADAR OFFICER

CONFIDENTIAL

1. GEE 8
2. (A) ZB-918 B
(B) 19 APRIL 1944
(C) BASE TO DUNGENESS TO FAVERSHAM TO NORTH FORELAND TO FURNES
TO 50 DEG 55 MIN NORTH 03 DEG 41 MIN EAST TO ALOST TO
TARGET TO SECONDARY TARGET TO DIEST TO 3 MILES NORTH OF
MOLL TO ROSENDAAL TO 51 DEG 40 MIN NORTH 03 DEG 35 MIN
EAST TO BASE
3. (A) 2 587D AND 585K
4. (A) 2
5. NONE
6. 587D REPORTED GEE APPEARED JAMMED FROM NORTH FORELAND
CONTINUING THROUGHOUT MISSION
7. E. 587D REPORTED UNRELIABLE READINGS

HALL CO AAF STA 161

CLARENCE A. HOWARD
MAJOR AIR CORPS
OPERATIONS OFFICER

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 17-272

BOX I GROUP # 394 DATE 4 April 1944 TARGET ATTACKED Wolins

1. Method of Sighting: SYNCHRONIZING
2. Bombing approach: W to E
3. Was mercury erection system used? NO
4. Did entire box drop on lead bombardier? YES
 In either case explain fully method of sighting and dropping of bombs; and specify exact aiming point actually used:
SYNCHRONIZED ON AIMING POINT AND ALL OTHERS DROPPED AS BRIEFED - ON LEADER.
5. Name of lead bombardier: RAYMOND D. GUNN, Capt, AC.
6. Name of lead pilot: WILLIAM R. SCHUTLE, Capt, AC.
7. Intervalometer setting: MINIMUM
8. Indicated Air Speed: 190 Ground Speed: 250 Altitude: 12,000
9. Length of bomb run: 120 sec.
10. Bomb Load and Fuzing per A/C: 14 x 250 lb. Fused: W 1/10 T 1/40
11. Total Bombs Dropped: 252
12. Full statement of all factors effecting bombing - including:-
 - (a) Did weather conditions or visibility adversely effect identification of target attacked or bombing. NO
 - (b) Apart from weather or visibility, was any difficulty encountered in identifying target attacked, IP or AP? NO
 - (c) Did Flak affect bombing? NO
 - (d) To what extent did attacks by enemy aircraft affect bombing? NONE
 - (e) State any difficulties on bombing run: NONE
 - (f) Malfunctions, personnel errors or other factors affecting bombing: NONE
 - (g) Bombing results as reported by crews:
 Aimed at right Target: YES
 Results obtained: GOOD

BOMBING INFORMATION

IX B. C. FIELD ORDER NO. 17-272

BOX II GROUP 394 DATE 19 April 44 TARGET ATTACHED Melina

1. Method of Sighting: SYNCHRONOUS WITH PRE-SET DATA.
2. Bombing approach: NORMAL
3. Was mercury erection system used? NO
4. Did entire box drop on lead bombardier? YES

In either case explain fully method of sighting and dropping of bombs; and specify exact aiming point actually used:

AIMING POINT: AS BRIEFED

5. Name of lead bombardier: WARNER H. HUTCHINSON, CAPT, AC.
6. Name of lead pilot: CLARENCE A. HOWARD, MAJ, AC.
7. Intervalometer setting: MINIMUM
8. Indicated Air Speed: 190 Ground Speed: 250 Altitude: 15,000
9. Length of bomb run: 120 sec.
10. Bomb Load and Fusing per A/G: 30 X 100 lb. Fused: INST.
11. Total Bombs Dropped: 540

12. Full statement of all factors effecting bombing - including:-

(a) Did weather conditions or visibility adversely effect identification of target attacked or bombing. NO

(b) Apart from weather or visibility, was any difficulty encountered in identifying target attacked, IP or APT? NO

(c) Did flak effect bombing? NO

(d) To what extent did attacks by enemy aircraft affect bombing? NONE

(e) State any difficulties on bombing run: SMOKE FROM PREVIOUS BOMBS OBSCURED

AIMING POINT BUT SIGHTED ON POSITION AS DETERMINED FROM HEAR BY LAWYERS.

(f) Malfunctions, personnel errors or other factors affecting bombing: NONE

(g) Bombing results as reported by crew:

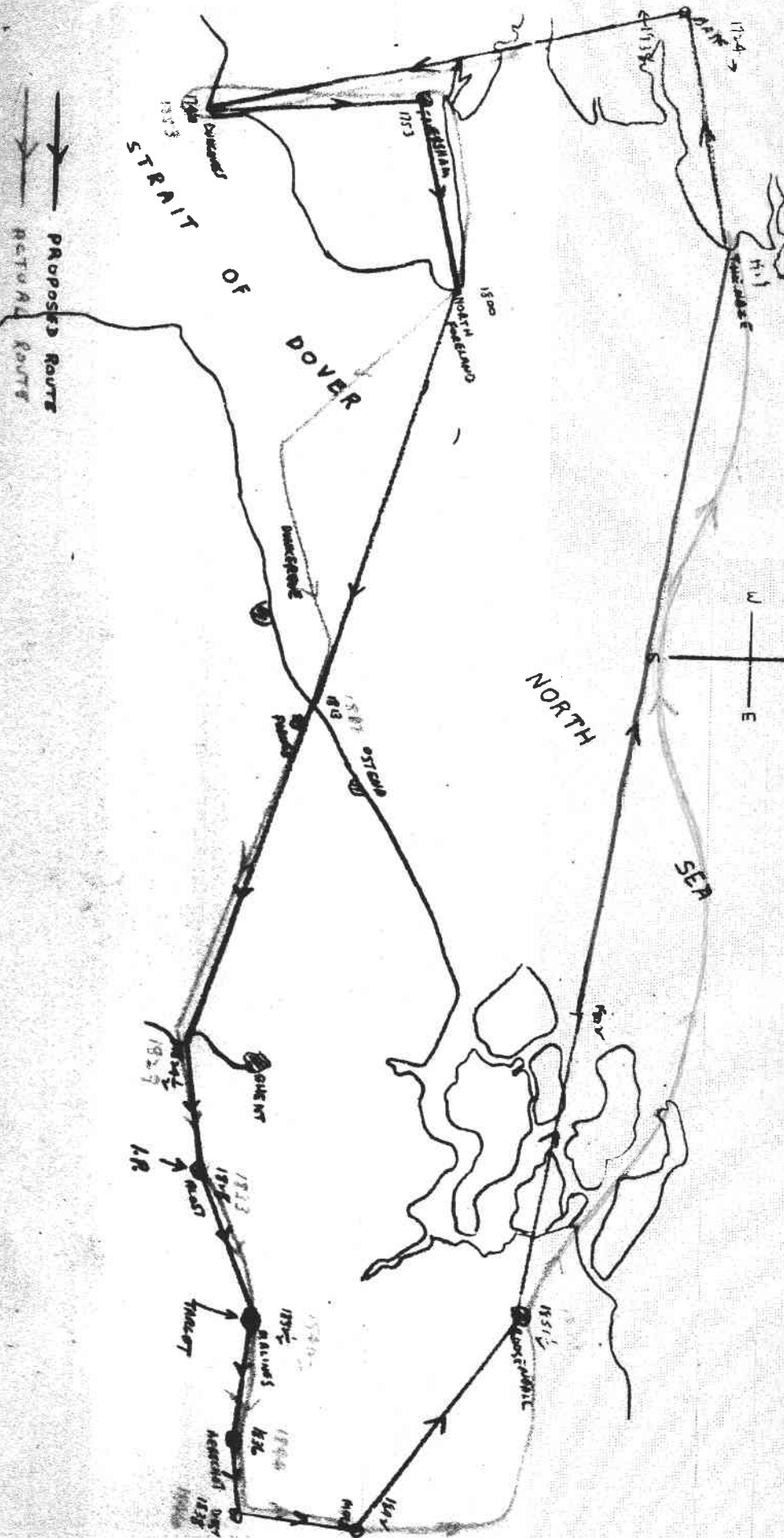
Aimed at right targets: YES

Results obtained: GOOD

WIND PATTERN POOR. LOW FLIGHT OUT OF POSITION AND ABOUT 1/2 MILE TO HEAR. THREE STRIPS IN HIGH FLIGHT RELEASED SEVERAL MILES EARLY.

6-7

MISSION #11 F.O. # 17-272 4/19/44





11-
17-27 ✓
4-19²-44

394th

#1 BOX

SCHULTE

047 D

TOWNSEND

SINGLETON

054 P₁

BUHLER

050-L

536th
N/line
10000

049 M

PARNELL

HARTLEY

043 B

628 Q

POTTS

KEATINGE

072-C₁

682 R

SHASTEEN

FREEMAN

KUBALA

WARD

068-J

062-H

079 φ

051 C

RUSSELL

FRASER

667-T

063 A

WILBERG

KEARSEY

YOPCHILK

RINKEL

077E₁

085-M₁

~~044 H~~
~~044 M~~

086 P₂

SPARE

MORELAND

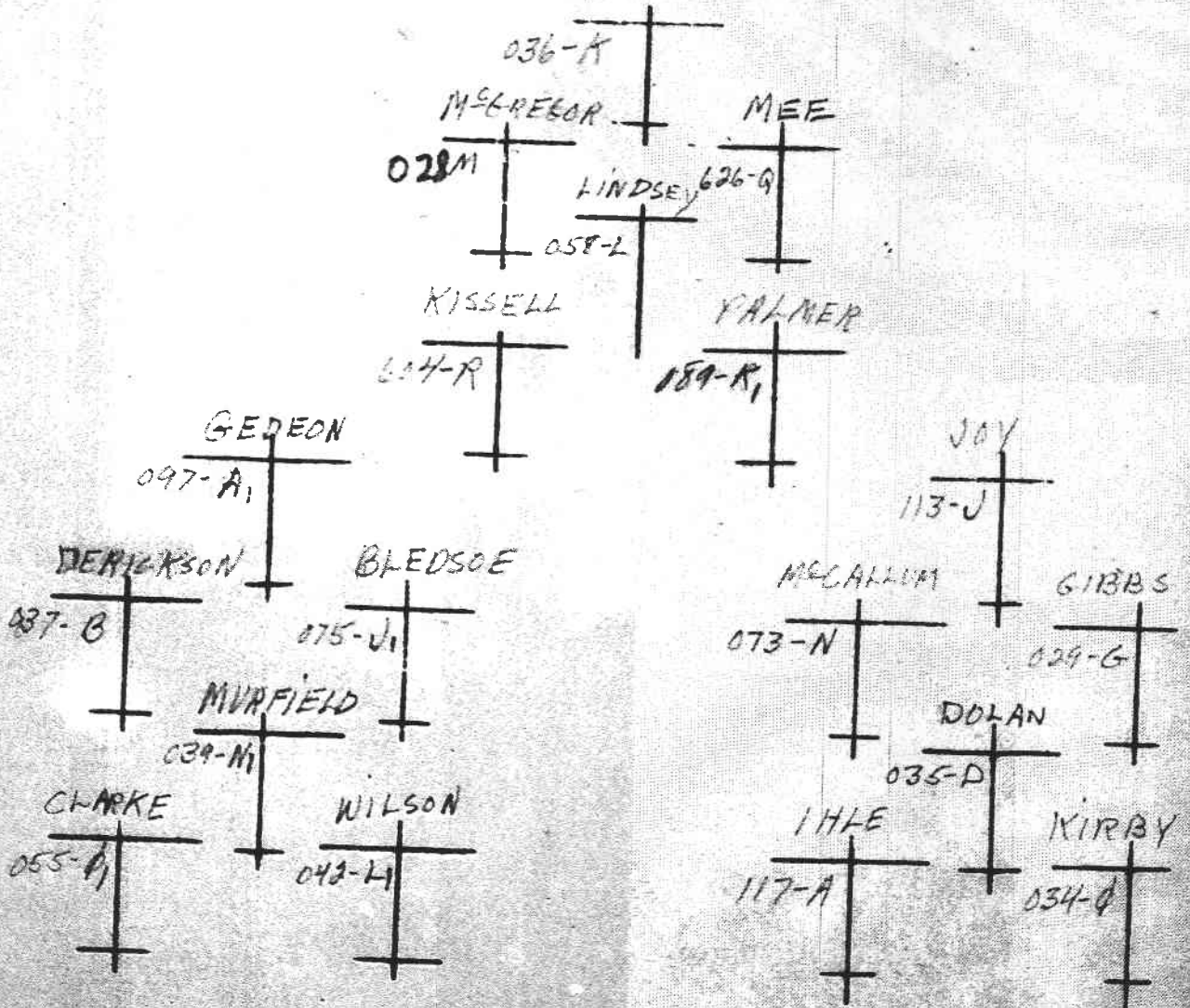
~~067 X~~

027-A

511-12-272
4-192-44

394u
2 BOX

HOWARD



SPARE

GREENE

053-G1