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 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/Sgt. 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 Korn, Sgts. John Felker and Ira Thomas, and Pvt. Charles Atkinson. 2/Lt. James Taaffee was taken prisoner.
HEADQUARTERS
394TH BOMBARDMENT GROUP (N) AAF

E. CDR. th

APO 140

23 April 1944


To: Headquarters, 9th A.F. ATTENTION: 26th SCC.

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
2. 26B55, 33
3. B-26C48, 2

2. All aircraft attacked target:
3. a. None.
4. b. None.
5. 4 (4 x 250 lb, and 11 x 100 lb returned).
6. d. None.

C. 205.


E. 1. 161,500 rounds. 50 Cal.
2. None.
3. None.

F. 1. 250 x 250 GP II 1/19, T 1/46.
2. 577 x 100 Incend.
3. None (4 x 250, 11 x 100 returned).

G. None.

H. None.

For the Group Commander!

HARRY B. REYNES, Jr.
Major, Air Group
Assistant Operations Officer.
FROM CO AAF STA 161 19/XXX

TO  CG IX BOMCOM
ATTN: RADAR OFFICER

CONFIDENTIAL

1. GEE B

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 ROOSENDAAL 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 E.C. FIELD ORDER NO. 17-272

Box I  Group  #394  Date  4 April 1944  Target Attacked  Moline

1. Method of Sighting: SYNCHRONIZING

2. Bombing approach: W to E

3. Was mercury erosion 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. GOWD, Capt. AC.

6. Name of lead pilot: WILLIAM R. SCHULZE, Capt. AC.

7. Intervalometer setting: MINIMUM

8. Indicated Air Speed: 190  Ground Speed: 250  Altitude: 12,000


10. Bomb Load and Fusing per A/C: 1/8 X 250 lb.  Fused: W 1/10  F 1/40

11. Total Bombs Dropped: 232

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

   (a) Did weather conditions or visibility adversely affect 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 in bombing runs: NONE

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

   (g) Bombing results as reported by airmen:

      Aimed at right target: YES

      Results claimed: GOOD
BOOMING INFORMATION

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

BOX III GROUP 394 DATE 19 April 44 TARGET ATTACHED Wellies

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 N. 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: 10,000


10. Bomb Load and Fusing per A/6: 30 X 100 lb. Fused: INST.

11. Total Bombs Dropped: 540

12. Full statement of all factors affecting bombing - including:
(a) Did weather conditions or visibility adversely affect 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. SHOCKS FROM PREVIOUS BOMBS OBSCURED AIMING POINT BUT RIGHTED ON POSITION AS IDENTIFIED FROM FIELD BY LANDMARKS.
(f) Malfunctions, structural errors or other factors affecting bombing: NONE
(g) Bombing results as reported by control:

Aimed at right target: YES

Results claimed: GOOD

BOOM TAKING FIRE, BUT PLANT OUT OF POSITION AND ABOUT 1/2 MILE TO NORTH. THREE FLAK TO BEES PLANTED BESIDES BOMBED AREA IN NEXT