

OPERATIONAL NARRATIVE, February 4, 1944. [REDACTED]
FRANKFURT

1. General Narrative: The 100th "A" Group formation took-off at 0814 hours. By 0835 hours the Group had assembled in fair formation over the base and started to climb to altitude. We reached altitude at 1020 hours and on time, rendezvousing with the 390th Groups along the wing assembly line. The 100th "A" Group flew in the high position, with the two 390th Groups filling in the other two positions in the 13th "A" Combat Wing.

2. For the route flown, times, and formation, reference is made to the navigator's narrative, his log and attached formation charts.

3. Aircraft Not Attacking: 21 aircraft took-off from this base. 19 aircraft were dispatched. Aircraft #42-39799 is missing in action and is assumed to have gone over the target. #42-30487 turned back at 1129 hours at 51 40 North, 04 27 East. #42-30380 turned back at 1025 hours at an altitude of 20,000 feet over Norwich.

100th "B" Group

1. General Narrative: The 100th "B" Group formation took-off at 0831 hours. By 0855 hours the group formation had assembled over the base at 2,000 feet. We did not rendezvous with the other two groups in the wing as they were late. At 1045 hours we rendezvoused with the 13th "B" Combat Wing, flying in the low position thereof. The formation was good. Our assembly with the Air Division was made at the last control point in England, and at an altitude of 18,000 feet. Our ascent to bombing altitude started at the English Coast at 1055 hours and at a rate of climb of 200 feet per minute. Our escort of P-38s was very good. At 1127 51 41 North, 0304 East we saw a free barrage balloon.

After the rally point, the aircraft of the lead group in our wing were strung out somewhat. We encountered a good deal of flak, which was accurate and level. Strong winds which varied at the different group levels caused a considerable variation in the L.A.S. of the several groups.

2. Aircraft Not Attacking: 21 aircraft of this group took off. 17 aircraft were dispatched. #42-31412 turned back at 0900 hours over Diss at an altitude of 2,500 feet, landing at 0907

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hours. #42-31389, #42-37800 turned back at 1118 hours, #42-6087 turned back 10 miles south of the base. Aircraft #42-30758 and #42-37975 are missing in action.

3. Suggest that Combat Wings fly in trail formation rather than abreast.

4. Three of our aircraft are missing in action.

ADDITIONAL NARRATIVE ON MISSION

In the "A" Group the A.F.C.E. was used and the bombs were dropped on the pathfinder. The bomb-bay doors were opened at 1200 hours and the bombs were away at 1222 hours. There was solid overcast over the city and there were no visual results, though they were at 25,100 feet over the city area, probably Offenbach.

About 25 single engined enemy aircraft intercepted our formation near Liege on route from the target. They made several passes at the low group but seemed to concentrate on stragglers. Flak was observed at many indefinite places along the route. Some report that it was almost continuous over enemy territory but most of it was inaccurate on our group.

Aircraft #779 which is missing from "A" group was scheduled to fly #3 position in the 2nd element of the high squadron. It did not fly in that position and is not believed to have joined either of our groups. The following are the members of the crew which is missing: Lt J W Brown, Lt A F Fitzpatrick, Lt T H Kleinman, Lt L W Clements, S/Sgt G E Toomey, S/Sgt L D Florida,

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S/Sgt C F Keen, S/Sgt W L Kemp, S/Sgt H J Janderup, S/Sgt R A Tangradi.

The "E" Group approached from 15 miles East of the briefed I.P., and the bombs were dropped on notification of the Pathfinder by flares at 1227. There were no pictures available that show bomb bursts, but bombs away pictures indicate that the aircraft were over a city on a river, probably Offenbach. Visability of 9/10 obscured any visual results.

Flying low group in the formation "E" encountered no enemy aircraft. About 30 enemy aircraft were observed but all concentrating on stragglers. Many dogfights were seen with our fighter escort. The continuous flak over enemy territory was inaccurate.

Aircraft #'s 758 and 975 are missing. 758 was in position over the target, but soon thereafter began to lag behind. At 1237 hours it pulled away to the right near Wiesbaden and began to loose altitude slowly, and was last seen still going down but under control. No chutes were observed. 975 pulled out of its position in the high squadron of the formation at 1332 hours and headed for the undercast, smoking but under control. The following named men were on the ships and are missing in action: #758 - Lt R H McPhee, Lt F J Nelson, Lt M S Keker, Lt BB Levine, S/Sgts G C Scarlett, L J Bernagozzi, D J Shaw, B H Pate, J T Delemar; #975 - Lt's W E Green, J P Jensen, J J Joyce, J S Hamilton, T/Sgt R B Beran, S/Sgt's R P Valentik, R K Anderegg, S F Tisdale, H J Waskewicz, L E Leist.