

At the time the enemy fighters hit the 461st, Himmler called on VHF and told Lt Olson that he was going to abort. Himmler dropped his bombs just as two fighters made a pass at him. #28 reported 6 fighters at 6 o'clock high. 2/Lt Howard C. Long, navigator, shouted over the intercom "Give em hell!" over interphone as fighters attacked. The Bomber took hits in waist and bomb bay and burst into flames, went out of control, and entered a spin. 7 crewmen and Sgt. David V. Uber, aerial photographer went in with the plane. S/Sgt Frank W. Carr, nose gunner bailed out and was hidden by civilians for 10 days before he was turned over to Germans.

Another version has "Little Joe dropping his bombs and catching up with the formation then being hit by six fighters with strikes in the waist and bomb bay. The aircraft spun out of control, Eight KIA including photographer.

Letter: Ruth F Carr The mother of Frank Carr wrote the letter shown below:

"My son Frank Carr is now attending Roosevelt Aviation school and I am writing this added information for him. when he first came home he wrote to all of the boys' mothers and told them what he knew.

I am sorry he can't give you more information. He was a replacement and had never met or seen any of the boys before. The plane was blazing when he jumped and the Bombardier was apparently ready to follow him. When he was brought back to the ship by the enemy, Morris Daley was laying there dead. He did not see any more bodies, nor the two boys who were also saved. A woman discovered my son limping around and screamed. He was then taken by civilians and kept for ten days before being turned over to the Germans. If the government ever made it possible he would like to go back there and find out just where he landed.

(Mother) signed Ruth F Carr."

Statement : 1/Lt Israel B Markowitz 824 squadron

Just a few minutes before fighters attacked the 49th Wing aircraft #28 informed by radio that they were aborting and they left the formation. As we turned off the target someone said over the interphone, that aircraft #28 was back in formation. No further reports were made to me of the plane.

Statement: S/Sg George E Koch, 824 squadron.

Aircraft #28 flying Baker 12 position dropped back a considerable distance behind our box and stayed there for quite a length of time. About the same time as I noticed the enemy fighters attacking the 461st BG, Baker 12 called in on VHF and told Lt Olson that he was going to abort. Instead of aborting he dropped his bombs just as two fighters which I am unable to identify, made a pass at him. With his bombs dropped, he quickly caught up to Baker Box and there flew to the target and up until he disappeared somewhere between the Vienna area and Lake Balaton. I was unable to observe what became of Baker 12 because my attention was drawn to the sky in search of enemy fighters.

Investigation of the crash site revealed that the aircraft suffered 95% damage, with wings and fuselage burned. A hand camera was found as well as unspent ammunition cartridges, and one life raft and four parachute packs. The parts were handed over to a Naval Administration officer from the 20/XVII command. He oversaw the

salvage operations by the local citizens of Wenzeldorf that began on 29 December, 1944, and was finished 5 January 1945.

The airplane came to rest on hilly plowed ground with some timber about at Wenzeldorf, Czechoslovakia (49 degree 54'N.-17 degrees 07'E). The crewmen who were found in the wreckage were buried nearby.

Aircraft 42-50934 was a Ford built B-24J at Willow Run, June 15, 1943, Test flights were conducted in St. Paul, MN before delivery to Topeka, KS on or about 20 July 1943. The aircraft now designated a B-24J-42-FO, was assigned to the flight crew on 11 August, 1993, and departed to Granier Field, NH, where 3 more test flights were undertaken before departure on August 20, 1943 for delivery to the 484th Bomb Group.

42-52025,

"Arsenic and Old Lace" 461st, 765th Sq.#26 2/Lt Gerald R. Smith Commanding. This crew flew 11 missions between Oct 17 and Dec 17, 1944 (previous missions Vienna, Brux, etc.) No #26 was hit in the number three engine by fighters, but was still under control. It was last sighted 1145 Muglitz, Germany. (Olmutz, CZ, NE tip of CZ). Nine minutes from target.

Sgt Morris R Goldman upper gunner reported "enemy fighters at 6 o'clock level" The fighters crisscrossed from both sides of the plane, Left waist gunner Edwin L Howard fired at one of the fighters and was killed instantly by a 20mm shell in the stomach. Sgt Abraham P Abraham the right waist gunner also returned fire and was killed by 20mm shell in the chest. The bombers oxygen system was punctured.

The upper gunner tried to get out of the turret but the seat release jammed. Carlson now working without oxygen from the cockpit area from his usual position in the nose freed Goldman and they both fell to the floor unconscious from lack of oxygen blocking the exit through the forward bomb bay doors. The bombs were dropped.

The bomb bays were on fire and the nose gear doors were inoperative. In the nose compartment, Navigator Milton A Klarsfeld helped the nose gunner, David D Brewer from his turret. Escape through the nose wheel doors was blocked and the unconscious bodies



#26 Arsenic and Lace Lost 17 Dec. 44