

DECLASSIFIED
 Authority: NND 735001
 By: NARA NARA Date: 1973

3098
 MATYASZ

WAR DEPARTMENT
 HEADQUARTERS ARMY AIR FORCES
 WASHINGTON

MISSING AIR CREW REPORT

IMPORTANT: This report will be completed in duplicate by each Army Air Forces organization within 48 hours of the time an aircraft is officially reported missing.

1. ORGANIZATION: Location AAF Sta F-368; Command or Air Force VIII F. Command Group 20th Fighter Group; Squadron 55th F Sq.; Detachment _____
2. SPECIFY: Point of Departure AAF Station F-368; Course 12⁰⁰
 Intended Destination Augsburg, Germany; Type of Mission Bomber escort
3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED: _____
5/10 cloud cover. Clouds at about 8,000 feet.
4. GIVE: (a) Date 16 Mar, '44 Time 1330 hrs; and Location Enghien, Belgium
 of last known whereabouts of missing aircraft.
 (b) Specify whether () Last Sighted; () Last contacted by Radio; (x) Forced Down; () Seen to Crash; or () Information not Available.
5. AIRCRAFT WAS LOST, OR IS BELIEVED TO HAVE BEEN LOST, AS A RESULT OF: (Check only one) () Enemy Aircraft; (x) Enemy Anti-Aircraft; () Other Circumstances as follows _____
6. AIRCRAFT Type, Model and Series P-38J-10-10; A.A.F. Serial Number 42-7907
7. ENGINES: Type, Model and Series V-1710-91; A.A.F. Serial Number _____
 (b) 42-95454; (c) V-1710-89; (d) A-035498
8. INSTALLED WEAPONS (Furnish below Make, Type and Serial Number)
 (a) Cal 50 m/ Rev.; (b) IL 929900; (c) UL 930426; (d) UR 930422
 (e) IR 93002; (f) 20 mm Int. Harv; (g) 118801; (h) _____
9. THE PERSONS LISTED BELOW WERE REPORTED AS: (a) Battle Casualty yes
 or (b) Non-Battle Casualty _____
10. NUMBER OF PERSONS ABOARD AIRCRAFT: Crew 1; Passengers 0; Total 1.
 (Starting with pilot, furnish the following particulars: If more than 10 persons were aboard aircraft, list similar particulars on separate sheet and attach original to this form).

Crew Position	Name in Full (Last Name First)	Rank	Serial Number
1. Pilot	<u>MATYASZ, ROBERT (NM)</u>	<u>Second Lieutenant</u>	<u>0-753705</u>
2.	_____	_____	_____
3.	_____	_____	_____
4.	_____	_____	_____
5.	_____	_____	_____
6.	_____	_____	_____
7.	_____	_____	_____
8.	_____	_____	_____
9.	_____	_____	_____
10.	_____	_____	_____
11. IDENTIFY BELOW THOSE PERSONS WHO ARE BELIEVED TO HAVE THE BEST KNOWLEDGE OF AIRCRAFT, AND CHECK APPROPRIATE COLUMN TO INDICATE BASIS FOR SAME:
 Check Only One Column

(Last Name First)	Name in Full	Rank	Serial Number	Contacted			
				by Radio	Last Sighted	Saw Crash	Saw Forced Landing
1.	<u>McLary, Maurice R.</u>	<u>Captain</u>	<u>0-441851</u>	<u>x</u>			
2.	_____	_____	_____				

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Missing Air Crew Report cont'd.

12. IF PERSONNEL WERE BELIEVED TO HAVE SURVIVED, ENTER YES TO ONE OF THE FOLLOWING STATEMENTS: (a) Parachutes were used _____; (b) Persons were seen walking away from scene of crash _____; or (c) Any other reason (Specify) Yes, He said he would bail out when his gas was gone.
13. ATTACH AERIAL PHOTOGRAPH, I.P. CHART, OR SKETCH SHOWING APPROXIMATE LOCATION WHERE AIRCRAFT WAS LAST SEEN.
14. ATTACH EYEWITNESS DESCRIPTION OF CLASH, FORCED LANDING, OR OTHER CIRCUMSTANCES PERTAINING TO MISSING AIRCRAFT.
15. ATTACH A DESCRIPTION OF THE EXTENT OF SEARCH, IF ANY, AND THE NAME, RANK AND SERIAL NUMBER OF OFFICER IN CHARGE None

Date of Report 16 March 1944

Charles F. Salter

(Signature of Preparing Officer)

CHARLES F. SALTER
Major, Air Corps
Adjutant

Reproduced at Hq VIII FC
C-D-2 26 June 1943


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55TH FIGHTER SQUADRON, 20TH FIGHTER GROUP
A.P.O. #637, U. S. ARMY

DEE/S1

16 MARCH 1944

C E R T I F I C A T E

1. I CERTIFY THAT I, MAURICE R. MC LARY, CAPTAIN, AIR CORPS, HAD RADIO CONTACT WITH ROBERT MATYASZ, 2ND LT., AIR CORPS, IN P-38J-10-LO, #42-67907, OVER ENEMY TERRITORY ON 16 MARCH, 1944 AT APPROXIMATELY 1330 HOURS WHEN HIS PLANE WAS LAST SIGHTED.

2. I WAS LEADING YELLOW FLIGHT. LT. MATYASZ WAS FLYING YELLOW TWO. IN THE VICINITY OF NAMUR, BELGIUM WE RECEIVED A FEW BURSTS OF FLAK AT 19,000 FEET. THE TIME WAS ABOUT 1310 HOURS. AT ABOUT 1330 HOURS I CALLED AND ASKED LT. MATYASZ HOW HIS GAS WAS. HE SAID HE HAD 70 GALLONS LEFT. PREVIOUS TO THIS TIME I HAD NOTICED HE WAS LEAKING GAS AND TOLD HIM TO TRY ANOTHER SYSTEM, CROSS FEED, OR CHANGE TANKS TO STOP THE LEAKAGE. HE SAID HE HAD TRIED EVERYTHING BUT COULD NOT STOP THE LEAK. I HAD HIM FLY STRAIGHT AND LEVEL WHILE I INSPECTED HIS SHIP. THE GAS WAS POURING FROM THE RIGHT, BOTTOM, AND REAR OF HIS GONDOLA. I CHECKED HIS GAS CONSUMPTION, WHICH SEEMED TO BE ABOUT 10 GALLONS A MINUTE. AT THE POINT HE TOLD ME HE HAD 70 GALLONS I NOTICED THE TIME. I RE-CHECKED AFTER TWO MINUTES AND HE TOLD ME HE HAD 50 GALLONS. I THEN DIRECTED HIM TO TURN SOUTH FROM ENGHEN, BELGIUM AND TOLD HIM TO BAIL OUT. A FEW MINUTES LATER MAJOR MC AULEY CALLED AND ASKED HIM IF HE HAD BAILED OUT. HE SAID, "NO, I'M GOING TO RIDE HER 'TIL SHE QUILTS." SEVERAL PILOTS IN THE GROUP CALLED HIM AND GAVE HIM THEIR BEST WISHES. THE LAST WE SAW OF HIM HE WAS HEADED SOUTH.

Maurice R. McLary
MAURICE R. MC LARY
CAPTAIN, AC

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