

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

SPENCER, S.H.

Classification changed to **RESTRICTED**

by E. A. BRADUNAS, Lt. Col., AC
 by F. M. MUENCH, Capt., AC

WFO REPORT
 REPORT NO. 5733
 WASHINGTON

15-MAR-1946

5733

REPORT: This report will be copy to all applicable Army Air Forces organizations within 48 hours of the time an aircraft is officially reported missing.

1. ORGANIZATION: Location RAF Sta 2-307; Component or Force 8th
 Crew 20th Fighter; Station RAF Sta 2-307; Detachment
 2. SPECIFY: Point of Departure RAF Sta 2-307; Course 120 Degrees
 Intended Destination Winnover; Type of Mission escort
 3. WEATHER CONDITIONS AND VISIBILITY: TYPE OF CLOUDS: Clear - 5/100; low clouds
 4. GIVE: () Date 14 June 1944; Time 0830; Information Carole, Holland
 or last known whereabouts of missing aircraft.
 () Specify whether (a) Lost; (b) Lost reported by radio; (c) Forced Down; (d) Spun to Crash; or (e) Information not available.
 5. AIRCRAFT WAS LOST, OR IS BELIEVED TO HAVE BEEN LOST, UNDER THE FOLLOWING CIRCUMSTANCES: (Check only one) () Enemy aircraft; () Enemy anti-aircraft; () Other Circumstances: as follows X
 6. AIRCRAFT Type, Model and Series P-38H1010; A.S.N. Serial Number 42-68170
 7. ENGINES: Type, Model and Series P-1200; A.S.N. Serial Number 42-54470
 (a) V-1710-27; (b) 2-04473
 8. INSTALLED EQUIPMENT (Furnish below data, when applicable):
 (a) LI 1275160; (b) LI 1018967; (c) R 1275501; (d) LI 1272164
 (e) 20 in. 1st Army; (f) 120751; (g) 120751; (h) 120751
 9. THE PERSONS LISTED BELOW WERE ON BOARD: (a) Active Duty; (b) Yes
 or (c) Non-Active Duty
 10. NUMBER OF PERSONS ABOARD: 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 None in Full Name in Full (Last Name First) Rank Serial Number
 Pilot SPENCER, STANLEY 1st Lt 4732000 2nd Lt 4732075 2nd Lt
 11. IDENTIFY AND CHECK PERSONS WHO REMAINED TO BEYOND THE REAR EDGE OF AIRCRAFT, AND CHECK IF CRAFT WAS TO BE DESTROYED BY FIRE:
 Check Only One Column
- | Name in Full
(Last Name First) | Rank | Serial Number | Contacted | | Saw | |
|-----------------------------------|---------------|----------------|-----------|--------------|----------|----------------|
| | | | by Radio | Last Sighted | Crash | Forced Landing |
| 1. <u>SPENCER, STANLEY</u> | <u>1st Lt</u> | <u>4732000</u> | | | <u>X</u> | |
| 2. _____ | | | | | | |

810/43598

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Missing Air Crew Report cont'd.

12. IF PERSONNEL WERE BELIEVED TO HAVE SURVIVED, ANSWER YES TO ONE OR MORE OF THE FOLLOWING STATEMENTS: (a) Parachute not used; (b) Persons were seen walking away from scene not seen; or (c) any other reason (Specify) none
13. ATTACH AERIAL PHOTOGRAPH, MAP, CHART, OR SKETCH OF THE APPROXIMATE LOCATION WHERE AIRCRAFT WAS DOWN. None
14. ATTACH EYEWITNESS DESCRIPTION OF CRASH, WRECK, IMPACT, OR OTHER CIRCUMSTANCES PERTAINING TO MISSING AIRCRAFT.
15. ATTACH A DESCRIPTION OF THE EMPLOY OF AIRCRAFT, TYPE, MAKE, AND MODEL, MAKE AND SERIAL NUMBER OF OFFICIAL IDENTIFICATION MARKS. None

Date of Report 10 June 1944

E. G. Fiddley

(Signature of Reporting Officer)

E. G. FIDDELY
Captain, Air Corps
Assistant Adjutant

Report issued 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

14 JUNE, 1944

C E R T I F I C A T E

1. I CERTIFY THAT I, JOHN H. TENNANT, 1ST LT., AC., SAW STANLEY P. SPENCER, 2ND LT., AC. IN P-51J-10-10, SERIAL NO. 42-52170 OVER ENEMY TERRITORY ON 14 JUNE, 1944 AT 0636 HOURS.

2. I WAS FLYING NO. 2 POSITION IN WHITE FLIGHT. LT. SPENCER WAS NO. 3 MAN IN THE SAME FLIGHT. WE WERE EAST OF THE ZUIDER ZEE FLYING AT ABOUT 5,000 FEET HEADED SOUTH. WE SAW A TRAIN HEADING NORTHEAST NEAR HENSELO. WE STARTED DOWN IN A BIG S TO MAKE THE ATTACK ON THE LOCOMOTIVE. LT. SPENCER WAS THE THIRD MAN TO MAKE THE PASS FROM A 60 DEGREE FRONT QUARTER. FLAK (20 MM SELF DESTROYING) ON AFT PART OF TRAIN HIT HIM AS HE PASSED OVER. HE WAS FLYING ABOUT 25/30 FEET OFF THE GROUND. HE STARTED HIS PULL UP, GOT TO ABOUT 100/150 FEET, AND THEN SEEMED TO FALL AGAINST THE STICK. THE PLANE WENT IN, HIT THE GROUND AND EXPLODED.

John H. Tennant
JOHN H. TENNANT
1ST LT. AC.

[REDACTED]

2nd/3

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