

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

WAR DEPARTMENT  
 HEAD QUARTERS ARMY AIR FORCE  
 WASHINGTON

6787

MISSING AIRCRAFT REPORT

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

1. ORGANIZATION: Location AAF Sta. F-367; Command or Air Force VIII Fighter Group 20th Fighter Squadron 79th Fighter Detachment
2. SPECIFY: Point of Departure AAF Station F-367; Course 117°  
 Intended Destination Baden, Germany; Type of Mission Bomber Escort
3. WEATHER CONDITIONS AND VISIBILITY: TIME OF CRASH OR WHEN LAST REPORTED: 5/10 clouds. Visibility good. Heavy at 4,000 ft.
4. GIVE: (a) Date 19 July 44; Time 1155; and Location 3-5 miles N.W. Noord- of last known whereabouts of missing: Roosvelt wall, Holland (North Sea)
- (b) Specify whether ( ) Last Sighted; ( ) Last contacted by Radio; ( ) Forced Down; (x) 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; ( ) Enemy Anti-Aircraft; ( ) Other Circumstances as follows right engine feathered and nacelle was on fire

6. AIRCRAFT Type, Model and Series P-38J 510; A.A.F. Serial Number 43-67251
7. ENGINES: Type, Model and Series Y-1710-69 & 91; A.A.F. Serial Number A-045431  
 (b) A-044978; (c) \_\_\_\_\_; (d) \_\_\_\_\_
8. INSTALLED WEAPONS (Furnish below Make, Type and Serial Number)  
 (a) 50 Cal. Colt.; (b) 254961; (c) Sav. 561167; (d) Kelsey Hayes  
 (e) 459433, 459128; (f) Int. Bar. Cannon; (g) 123891; (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).

8FC/45627

Crew Position	Name in Full (Last Name First)	Rank	Serial Number
Pilot	<u>HILLIARD, OWEN THOMAS</u>	<u>2nd Lieutenant</u>	<u>0-763192</u>

AUG 18 1944



11. IDENTIFY BELOW THOSE PERSONS WHO ARE BELIEVED TO HAVE FIRST KNOWLEDGE OF AIRCRAFT, AND CHECK APPROPRIATE COLUMN TO INDICATE HOW CONTACTED FOR SALES:  
 Check Only One Column
- | Name in Full (Last Name First) | Rank           | Serial Number   | Contacted by Radio | Saw Aircraft | Forced Down |
|--------------------------------|----------------|-----------------|--------------------|--------------|-------------|
| <u>KLATT, QUINTIS (NMI)</u>    | <u>1st Lt.</u> | <u>0-753681</u> | <u> </u>           | <u> </u>     | <u> </u>    |
|                                |                |                 |                    |              |             |

*Incl 11*

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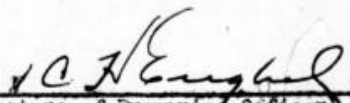
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Missing Air Crew Report cont'd.

12. IF PERSONNEL WERE BELIEVED TO HAVE SURVIVED, ANSWER YES TO ONE OF THE FOLLOWING STATEMENTS: (a) Parachutes were used \* See Notes; (b) Persons were seen walking away from scene of crash; or (c) Any other reason (Specify) unknown
13. ATTACH AERIAL PHOTOGRAPH, MAP, CHART, OR SKETCH SHOWING APPROXIMATE LOCATION WHERE AIRCRAFT WAS LAST SEEN.
14. ATTACH EYEWITNESS DESCRIPTION OF CRASH, FORCED LANDING, OR OTHER CIRCUMSTANCES PERTAINING TO MISSING AIRCRAFT.
15. ATTACH A DESCRIPTION OF THE EFFORTS OF SEARCH, IF ANY, AND TIME, NAME, RANK AND SERIAL NUMBER OF OFFICER IN CHARGE none

Date of Report 21 July 1944

  
\_\_\_\_\_  
(Signature of Preparing Officer)

C. H. ENGLISH  
Major, Air Corps  
Adjutant

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

\* Officer was not seen to bail out although he said he was going to. Dinghy was not seen either.

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C-T-R-T-E-N-E-T

Lieut. Hillyard was flying Yellow 2 and he called on the R/T saying that his oil pressure was low. I was flying Yellow 3 and squadron leader called and told us to escort Lieut. Hillyard back to the base. About 5 minutes before landing he called and said that his right engine was on fire. He feathered his engine and dived trying to put out the fire. He then called saying that the right engine nacelle was getting red and said that he was going to bail out, and I told him to let us know when he was going out. He then said that he was going out immediately. The plane flew straight and level for a few seconds and then started a gradual diving turn to the left until it was going straight down. The plane hit the water 3 to 5 miles north west of Noordal, Holland at 1156, and there was fire observed on the water. He was not seen to bail out and squadron circled the area but no dingy was sighted although the eye marker he was carrying was observed. There were 3 or 4 fishing boats in the immediate area that the plane was sighted crashing in.

*Quintus Klatt*  
QUINTUS KLATT,  
1st Lieut., A.C.

*April 3*

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