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BY **U. S. MARINE CORPS**
BY **C. E. [unclear]**
MAR 2 1948

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WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES
WASHINGTON

MISSING AIR CREW REPORT

IMPORTANT: This report will be compiled in triplicate by the Army Air Forces organization within 48 hours of the time an airplane is officially reported missing.

1. ORGANIZATION: Location: AAF Station 150, UK; Component: Force IX FG, 9th AF Group 354th Fighter Group; Squadron 553rd F.S. Attachment None.
2. SPECIFY: Point of Departure: AAF Station 150, UK; Component: 270; Intended Destination: Bremen AAF Station 150; Type of Mission: Member Escort.
3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED: Light haze restriction vertical visibility. Few to no middle and high clouds.
4. GIVE: (a) Date: 20 December 1943; Time: 13:27; Location: Approximately 53° N. - 3° E. of last known whereabouts of missing airplane.
(b) Specify whether () Last Sighted; () Last contacted by radio; () Forced Down; (X) Seen to Crash; or () Information not available.
5. AIRPLANE WAS LOST, OR IS BELIEVED TO HAVE BEEN LOST, AS A RESULT OF: (Check only one) () Enemy Airplane; () Enemy Anti-Aircraft; (X) Other Circumstances as follows: Engine Failure.
6. AIRPLANE: Type, Model and Series P51a-1; A.A.F. Serial Number 43-12170
7. ENGINES: Type, Model and Series V-1650-3; A.A.F. Serial Number (A) 43-49350
(b) _____ (c) _____ (d) _____
8. INSTALLED WEAPONS (Furnish below Make, Type and Serial Number)
(a) Make: Crowning M.G. Type: A.G. M-2 Serial No: 566681
(b) Make: Calibre .50 Type: ditto Serial No: 409568
(c) Make: ditto Type: ditto Serial No: 566278
(d) Make: ditto Type: ditto Serial No: 566776
9. THE PERSONS LISTED BELOW WERE REPORTED AS: (a) Battle Casualty Yes
(b) Non-Battle Casualty No
10. NUMBER OF PERSONS ABOARD AIRPLANE: Crew 1; Passengers 0; Total 1
(Starting with pilot, furnish the following particulars; if more than 10 persons were aboard airplane, 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>Seaman Owen McNeill</u>	<u>Major, A.G.</u>	<u>C-388638</u>
2.			
3.			

11. IDENTIFY BELOW THOSE PERSONS WHO ARE BELIEVED TO HAVE LAST KNOWLEDGE OF AIRPLANE, AND CHECK APPROPRIATE COLUMN TO INDICATE BASIS FOR SAME:

Name in Full (Last Name First)	Rank	Serial Number	Contacted by	Last Sighted	Saw Crash	Saw Forced Landing
1. <u>Mattie John B.</u>	<u>1st Lt.</u>	<u>AC 6-730756</u>	<u>Radio</u>	<u>xxx</u>		
2.						
3.						

12. IF PERSONNEL ARE BELIEVED TO HAVE SURVIVED, ANSWER YES TO ONE OF THE FOLLOWING STATEMENTS: (a) Parachutes were used No; (b) Persons were seen walking away from scene of crash No; or (c) any other reason (Specify) None

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HC:AAF
21 JAN 1944

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13. ATTACH AS FILE PHOTOGRAPH, MAP, CHART, OR SKETCH, SHOWING APPROXIMATE LOCATION WHERE AIRPLANE WAS LAST SEEN. Overlay of AAF Aeronautical Chart, (170) Kiel Canal, inclosed herewith.
14. ATTACH EXHAUSTIVE DESCRIPTION OF CRASH, FORCED LANDING, OR OTHER CIRCUMSTANCES PERTAINING TO MISSING AIRPLANE. Statement of 1st Lt. John D. Mattie, AC, inclosed herewith.
15. ATTACH DESCRIPTION OF THE EXTENT OF SEARCH, IF ANY, AND GIVE NAME, RANK AND SERIAL NUMBER OF OFFICER IN CHARGE HERE. See attached statement of 1st Lt. John D. Mattie, AC.

Date of report: 22 December 1943

Wallace P. Mage

WALLACE P. MAGE
Lt. Colonel, Air Corps
Executive Officer

(Signature of Preparing Officer)

2 Incls.

- 1-Overlay of AAF Aero. Chart #170.
- 2-Statmt., 1st Lt. John D. Mattie

219.1 1st Ind. C-D-3
HEADQUARTERS, IX FIGHTER COMMAND, APO 698, U-S ARMY, 27 December 1943.

TO: Commanding General, Ninth Air Force, APO 696, U S Army.
(ATTENTION: Statistical Control Section)

J. J. C.

2 Incls: n/c

I-GAL/hb
26TH STATISTICAL CONTROL UNIT, HEADQUARTERS NINTH AIR FORCE,
APO 696, U. S. ARMY, 30 December 1943.

TO: Commanding General, Army Air Forces, Washington 25, D. C.
Attn: Chief of Statistical Control.

2 Incls: n/c.

JAN 24 1944

R. R. A.
R. R. A.



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Air A. G.

RECEIVED
26th Statistical Control Unit
APO 696, U.S. Army
27 Dec 1943

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353rd FIGHTER SQUADRON
APO 638, STATION # 150

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S T A T E M E N T

I was flying Major Seaman's wing returning from the Bremen raid on Dec. 20, 1943. We were approximately 10 miles N.W. of Texel when I had the first indication that the Major was in trouble. I throttled back completely to stay with him as he informed me by R/T that he was having engine trouble. At the time we were at 9000 ft. on a heading of 270. He maintained this course but kept losing altitude slowly until after approximately 20 minutes of flying we were down to an altitude of 1000 ft. I saw his canopy come off at this time and as I pulled up on his wing he began a slight climb and maintained it for a few seconds after which he assumed a shallow glide, hitting the water in this position. The plane made a large splash on hitting, bounced once, went up on its nose with the tail in a vertical position, and settled into the water rapidly.

Lt. Beerbower and Lt. Kong, who had been following us closely, began circling the spot the plane had gone down in while I climbed for altitude and began calling for a fix on B channel. I called intermittently from 3000 ft. to 8000 ft., and after receiving assurance that a launch was on its way, dropped down to a low altitude and began circling and searching the area. Lt. Kong and I circled for 20 minutes. As our gas was getting low and we did not see anything, we set course for home at 1402 and made landfall north of Yarmouth at 1425.

I saw no parachute leave the plane before it hit the water nor did I see a dinghy or any signs of life after the plane went in.

John D. Mattie
1st Lt. A. C.

John D. Mattie

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(170) KIEL CANAL

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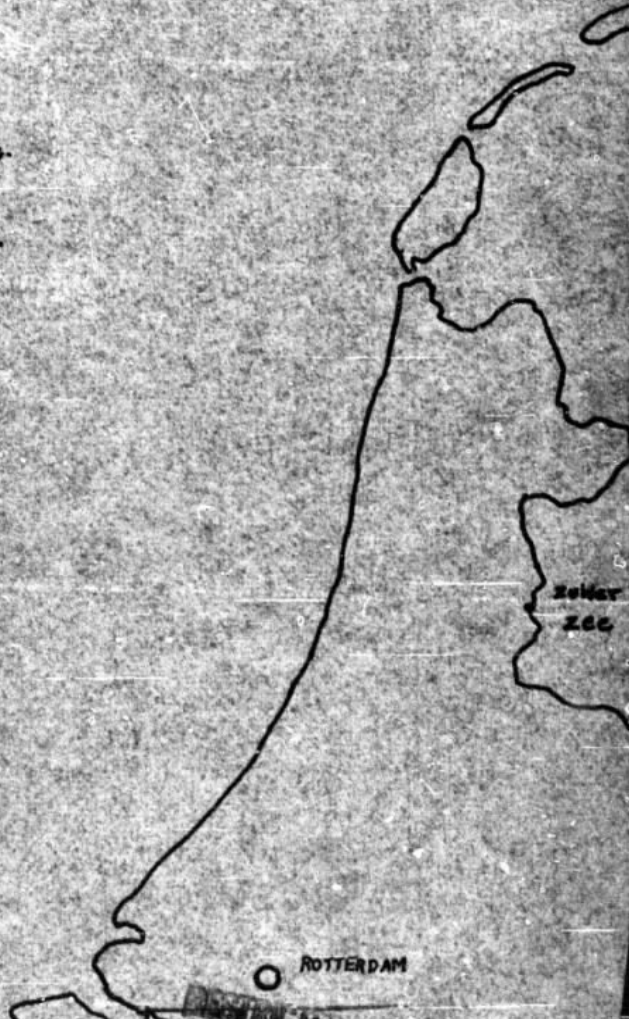
AAF AERONAUTICAL CHART

Scale 1:1,000,000

NEW 1/1/10

Airplane crashed at
this point.
53° N - 3° E.

59° N - 3° E.



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MAER-1509

20. Dec. '43

Seaman, Owen McNeill - Maj. AC - O-388638 - KIA