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Classification changed

to

by E. A. BRADY, Lt. Col., AC

by F. M. MOENCH, Capt., AC

Date: JAN 15 1949

15014

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C O N F I D E N T I A L

WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES
WASHINGTON

MISSING AIR CREW REPORT

IMPORTANT: This Report will be compiled in triplicate by each Army Air Forces organization within 48 hours of the time an air crew member is officially reported missing.

1. ORGANIZATION: Location, by Name Raydon A/D, Command or Air Force 3rd Bomb Div
Group 353rd Ftr; Squadron 352nd Ftr; Detachment _____
2. SPECIFY: Place of Departure Raydon A/D, England
Target or Intended Destination Giessen M/Y, Germany
Course Base, 128°-121°-294°-301°-308°-Base
Type of Mission Pen, Tgt, W/D Support, 3rd Force, 3rd Div, B-17's
3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:
8/10 Cirrus Clouds, Tops 10,000 ft
4. GIVE: (a) Day 4 Month Dec Year 44; Time 1250; and Location 10 MI NW
Wiesbaden, Germany of last known whereabouts of missing aircraft.
(b) Specify whether aircraft was last sighted (); Last contacted by
radio (); Forced down (); Seen to Crash (); or Information not Avail-
able ()
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: Mechanical Failure
6. AIRCRAFT: Type, Model and Series P-51D-15; AAF Serial Number 44-15292 ✓
7. NICKNAME OF AIRCRAFT, if Any "Belchie"
8. ENGINES: Type, Model and Series V-1650-7; AAF Serial
Number (a) V-326267; (b) _____; (c) _____; (d) _____
9. INSTALLED WEAPONS (Furnish below Make, Type and Serial Number); .50 Cal M.G.
Buffalo Arms (a) 1323265; (b) 1323445; (c) 1323463; (d) _____;
(e) 1323478; (f) 1323232; (g) 1323452; (h) _____;
(i) _____; (j) _____; (k) _____; (l) _____;
(m) _____; (n) _____; (o) _____; (p) _____
10. THE PERSONS LISTED BELOW WERE REPORTED AS: (a) Battle Casualty X
or (b) Non Battle Casualty _____
11. NUMBER OF PERSONS ABOARD AIRCRAFT: Crew 1; Passengers _____; Total 1
(Starting with Pilot, furnish the following particulars: If more than 11
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	Current Status
1. Pilot	<u>HERNANDEZ, VICTOR M.</u>	<u>2nd Lt</u>	<u>0-710114</u>	<u>MIA</u>
2.				
3.				
4.				
5.				
6.				
7.				
8.				
9.				
10.				
11.				

12. IDENTIFY BELOW THOSE PERSONS WHO ARE BELIEVED TO HAVE LAST KNOWLEDGE OF AIR-
CRAFT, AND CHECK APPROPRIATE COLUMN TO INDICATE BASIS FOR SAME:

Check Only One Column

Name in Full (Last Name First)	Rank	Serial Number	Contacted by	Last Sighted	Saw Crash	Saw Forced Landing
1. <u>Price, William J.</u>	<u>Maj</u>	<u>0-793532</u>	<u>Radio</u>	<u>X</u>		
2. <u>Cundy, Arthur C.</u>	<u>Lt.</u>	<u>0-697006</u>		<u>X</u>		
3.						

(Over)

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13. IF PERSONNEL ARE BELIEVED TO HAVE SURVIVED, ANSWER YES TO ONE OF THE FOLLOWING STATEMENTS: (a) Parachutes were used YES; (b) Persons were seen walking away from scene of crash ___; or (c) Any other reason (Specify) _____
14. ATTACH AERIAL PHOTOGRAPH, MAP, CHART, OR SKETCH, SHOWING APPROXIMATE LOCATION WHERE AIRCRAFT WAS LAST SEEN OR HEARD FROM.
15. ATTACH EYEWITNESS DESCRIPTION OF CRASH, FORCED LANDING, OR OTHER CIRCUMSTANCES PERTAINING TO MISSING AIRCRAFT.
16. GIVE NAME, RANK AND SERIAL NUMBER OF OFFICER IN CHARGE OF SEARCH, IF ANY, INCLUDING DESCRIPTION AND EXTENT NIL

Date of Report 5 December 1944

Harry L. Hammer

(Signature of Preparing Officer)

HARRY L. HAMMER

1st Lt, AC,

Ass't Intelligence Officer

17. REMARKS OR EYEWITNESS STATEMENTS:

After thoroughly interrogating all the pilots having any knowledge of Lt Hernandez, the circumstances surrounding his status are as follows: due to a mechanical failure, he was forced to leave his A/C 10 mi NW of Wiesbaden, Germany at 14,000 ft. It was at this time that Lt Cundy last sight of him.

After talking with Major Price and Major Blickenstaff of the 350th Squadron, I'm of the opinion that they saw Lt Hernandez's chute open under the clouds at 10,000 ft. I make this statement because Lt Cundy agreed to the attitude of the plane, the time, and the location, plus the fact that both Majors Price and Blickenstaff were confident that it was Lt Hernandez.

Harry L. Hammer

HARRY L. HAMMER

1st Lt, AC,

Ass't Intelligence Officer

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JAN 10 1945

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S T A T E M E N T

On the 4th of December I led Jockey Yellow Flight, having taken over from number 3 position when the original leader failed to take off. Lt Hernandez, who was originally number 4, was flying my wing. At approx 1250 hours at 27,000 ft in the vicinity of Wiesbaden, Germany, Lt Hernandez called to me on the radio saying: "Hello, Cundy, this is Hernandez. My cockpit is full of smoke; my coolant temperature is 150. Take me down!" Lt Hernandez's airplane immediately went into a steep dive pouring out thick white smoke, apparently out of control. I told my other wingman, Lt Davenport, to tack onto another Jockey Flight and I went diving down with Hernandez, reaching such speed that control over my A/C was very difficult. At about 14,000 ft he jettisoned his canopy and came out of his airplane. I went into a tight diving turn around him with great difficulty and watched him until he fell into some clouds--still in a free fall. Having jettisoned my wing tanks as I was starting down, my engine had stopped running because I was so intent upon keeping Lt Hernandez in sight that I was unable to switch to an internal tank. An air lock in the gasline caused me to continue the power off glide for some length of time, flying into a towering cloud mass. I was unable to assist him further.

I did not see his chute open, but Major Price (350th Sq) leading a section of planes under the clouds (10,000 ft) did. I was confident that the chute he saw was Lt Hernandez, as he described the attitude of the A/C exactly as I saw it. The time and location also coincided.

Arthur C. Cundy
Arthur C Cundy
1st Lt, AC

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S T A T E M E N T

On the Giessen mission of December 4th, I led a flight of Seldom Squadron (350th) down under a cloud layer to take pictures of the target. At about 10,000 ft I observed an aircraft, trailing smoke or coolant, go straight into the cloud layer in a vertical dive. Flying over in the direction of this activity, I saw a white parachute floating down and from the facts I learned later, am sure this was Lt Hernandez, who had bailed out. The position was approx 10 mi NW of Wiesbaden, Germany.

William J Price
WILLIAM J PRICE
Major, AC
350 F Sq

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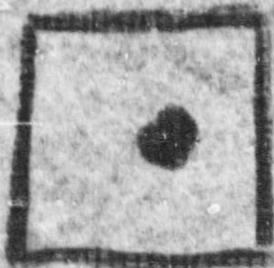
Giessen



Limburg



Koblenz



Wiesbaden



FRANKFURT



Rhein R.

(5000N-0730E)