## DECLASSIFIED

Authority: NND 735001 By: NARA NARA Date: 1973

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	WAR DEPARTMENT OLSSITED FRANCE HEADQUARTEES ARRY AIR FORCES to MESS I BRADUNAS. Lt. Ool., AR ASHINGSON BY S. H. MURKSH, Oupt., AC
	IMPORTANT: This report will be complied in triplicate by each army Air Forces organization within As hours of the time an air crew member it of could report missing.
	1. ORMANI ATION: Location, by Mans INGSCITE: : Section Air Force Statement : Squadron 15th Fisher: Datachment : Course 126  2. SPECIFY: Place of Leparture INSSTRUCT : Course 126  Target or Intended Desting ion INSSTRUCT : Type of Mission PAIROL  3. WEATHER CONDITIONS AND VISIONIA Y : Tint OF CRUSH OA HEN LAST REPORTED:  Clear at 29,000 - C/C at 23/24,000 feet  4. GIVE: (a) Day 16 South Des Year 1244 : Time 1050 : and Location 5006  CASO E And of Frankling of Last known whereabouts of missing vircuaft (b) Specify whether wireraft was last sighted (x): Last contacted
	by radio (); Forced down (); Seen to Green (); or information not Available ()  5. ATRCRAFT WAS LOST, OF IS BELIEVED TO HAVE BYEN LOST, AS A RESULT OF: (Greek only one ) Enemy Aircraft (); Enemy Anti-Aircraft (); Other Circumstances as Follows: Research to the control of the
	5. AIRCRAFT: Tyce, Model and Series 151.015 M : AAF Serial Number 171870 7. NICKMAPE OF AIRCRAFT, If any 100 8. ENGINES: Type, Model and Series 1525385
4-	10. THE PERSONS LISTED WICH APPORTED AS: (a) Settle Casualty Yes or (b) Non Bettle Casualty
	11. NUMBER OF PERSONS ABOARD AIRCRAFT: Crew 1 : Passenbers : Total 1 (Starting with Pilot, furnish the following particulars: If more than Il persons were aboard aircraft, list similar particulars on separate sheet and attach original to this form.)  Name in Full Sprial Current Crew Position (Last Kamo First) Rank Number Status 1. Filot manager Status 2.
	3. To VOIAT
Inc	10.

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	1.	
	75.	OF AIRCRAFT, AND CHECK APPROPRIATE COLUMN TO INDICATE BASIS FOR SALE:
.0		Contacted Saw
•		Name in Full Surial by Last Saw Forced (Last Nume First) Rank Number Radio Sighted Crash Lunding
		1. FIGURCHTURITCHT, RICHARD WILLIAM Let I& OTOLYA9 X 2. HRUNN, JOHN KENAN, Let I& 0-6703&5
	13.	3. The second se
		FOLIGING STATEMENTS: (a) Parachutes were used Union (b) Persons were seen walking away from scene of crash : or (c) Any other reason
	1 21	(Specify) ATTACH ABRIAL PHOTOGR PH, MAP, CHAPA, OR SKYTCH, SHOWING APPROXIMATE
		LOCATION WHENE AIRCHAFT M.S LAST SEN OR HEARD FROM.
		ATTACH MYFRITMESS D'SCRIPTION OF CRASH, FORCED LANDING, OR OTHER CIRCUM- STANCES PERTAINING TO HISSING AIRCRAFT.
1	10.	GIVE NAME, R NK AND STRIAL NUMBER OF OFFICE: IN CHARGE OF SEARCH, IF ANY, INCLUDING DESCRIPTION AND EXTENT
1		Total
$^{\wedge}$		1 11/01
		Date of Report 11 Decreases 1944,
		A 1/2 1 0 111-11101
		(Sagnature of Preparing Officer)
		C. H. ENGLISH MAJOR, AIR CORPS
	17.	RELIERS
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## **DECLASSIFIED**

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1. Fosition of missing A/C when last sight 1 or contacted, 2. Polar Goordinates 5008-0850 E 2. Last noted heading: STRAIGHT DOWN d. If out of formation, approximate distance from formations 2. Enemy ophosition: Ifak, type, intensity, nony aircraft, type, number, method of attack etc., with particular refer ace to losing A/C.  FORMATION HAD GONE THROUGN A BARRAGE OF HEAVY, MODERATE, ACCURATE FLAK APPROXIMATELY TWO MINUTES BEFORE LT. URBANSK) WENT DOWN, BUT NO FLAK EXPLODED NEAR HIS FLIGHT.  3. Damage to Missing A/C: firen, ex losions, where sustained, etc.  NOT APPLICABLE  4. If A/C was out of control, describe. FLIGHT WAS AT AN ELEVATION OF 29,000 FEET WHEN LT. URBANSKI'NS SHIP NOSED UP, STALLED OUT, FELL BACK BETWEEN SHIPS IN HIS FLIGHT, FLIPPED OVER, AND WENT STRAIGHT DOWN THROUGH O/C WHICH WAS AT 23/24,000 FEI. Not Applicable.  6. If pilot bailed out: Describe jump, including altitude of bailout, opening of chute, landing of filet on accurd.  NO CHUTE SEEN.  7. Other remarks, not covered abors. If additional space is required, use back of form. A/C APPEARED TO BE AT SAME POWER AS DURING LEVEL FLIGHT. IT PICKED UP SPEED VENT UICKLY, DRAWING CONTRAILS UNTIL IT WENT THROUGH C/C. PILOT COULD NOT BE RAISED ON R/T.  8. Date of Report.  2. J.K. BROWN 1ST LT. 0-707/19 KI-D 2. J.K. BROWN 1ST LT. 0-670345 KI-B 3. 44. 5.	By: NARA	NARA Date:	1973	
DATE 10 DECEMBER 1944  Priot: URBANSKI, EVERETT THOMAS  (Name)  Aircraft  P-51-C-15-MA (Type)  Aircraft  P-51-C-15-MA (Type)  Aircraft  P-51-C-15-MA (Type)  1. Focition of missing A/C when last sight 1 or contacted.  a. Polar Coordinatess: \$006-0850 E  b. Altituds:  24.000 FEET  c. Last noted heading: STRAIGHT DOWN  d. If out of formation, approximate distance from formation:  3.000-FEET EELO  FORMATION HAD GONE THROUGH A BARRAGE OF HEAVY, MODERATE, ACCURATE FLAK APPROXIMATELY TWO MINUTES BEFORE LT. URBANSKI WENT DOWN, BUT NO FLAK EXPLODED NEAR HIS FLIGHT.  3. Damage to Missing A/C: first, ex losions, where sustained, etc.  NOT APPLICABLE  4. If A/C was out of control, describe. FLIGHT WAS AT AN ELEVATION OF 29,000 FEET WHEN LT. URBANSKI'S SHIP NOSED UP, STALLED OUT, FELL BACK BETWEEN SHIPS IN HIS FLIGHT, FLIPPED OVER, AND WENT STRAIGHT DOWN THROUGH O/C WHICH WAS AT 23/21,000 FEI S. Not Applicable.  6. If pilo: bailed out: Describe jump, including altitude of bailout, opening of chuto, landing of pilot on accurd.  NO CHUTE SEEN.  7. Other remarks, not covered abor . If additional space is required, uses back of form: A/C appeared to BE AF SAME POWER AS DURING LEVEL FLIGHT. IT WENT THROUGH O/C. PILOT COULD NOT BE RAISED ON R/T.  8. Date of Report.  Eyo Witnesses:  Name  1. R.W. FRUECHTENICHT 1ST LT. 0-701749 KI-0  2. J.K. BROWN  1. ST LT. 0-670345 KI-G  Intelligence Officer,	S-2 SUBLIFY OF	FRIE VI JESS ACCO		
Priot: IRRANSKI, EVERETT THOMAS 2ND LT. 0-82/326  (Name) (Rap) (Rap) (ASR)  Aircraft p-51-C-15-MA (Lype) (carial No.) (Markings)  1. Fosition of missing A/C when last sight 1 or contacted, a. Polar Coordinates 5008-0850 E b. Altitude: 24,000 FEET c. Last noted heading: STRAIGHT DOWN d. If out of formation, approximate distance from formation: 3,000 FEET ELOW.  2. Enemy ophosition: flak, type, intendity newy aircraft, type, number, method of attack etc., with particular refer nee to leath A/C. FORMATION HAD GOME THROUGH A BARRAGE OF HEAVY, MODERATE, ACCURATE FLAK APPROXIMATELY TWO MINUTES BEFORE LT. URBANSKI WENT DOWN, BUT NO FLAK EXPLODED NEAR HIS FLIGHT.  3. Danage to Missing A/C: firen, ex losions, where sustained, etc.  NOT APPLICABLE  4. If A/C was out of control, describe. FLIGHT WAS AT AN ELEVATION OF 29,000 FEET WHEN LT. URBANSKI'S SHIP NOSED UP, STALLED OUT, FELL BACK BETWEEN SHIPS IN HIS FLIGHT, FLIPPED OVER, AND WENT STRAIGHT DOWN THROUGH O/C WHICH WAS AT 23/24,000 FEE 5. Not Applicable.  6. If pilot bailed out: Describe jump, including altitude of bailout, opening of chutc, landing of pilot on accurd.  NO CHUTE SEEN.  7. Other remarks, not covered abor s. If additional space is required, was back of form. A/C APPEARED TO BE IT SAME POWER AS DURING LEVEL FLIGHT. IT PICKED UP SPEED VENT ULCKLY, ORAWING CONTRAILS UNTIL IT WENT THROUGH O/C. PILOT COULD NOT BE RAISED ON R/T.  8. Date of Roport.  Eyo Witnesses:  Name  1. R.W. FRUECHTENICHT TST LT. 0-7017k9 KI-D  2. J.K. BROWN  1. Interrogating Officer: ALIGNAL Was BARGE  Intelligence Officer,	55 ch F	ighter Squadron		
Aircraft P-51-C-15-NA (Namb) (Rark) (ASN)  Aircraft P-51-C-15-NA (Namb) (Narkings)  1. Fosition of missing A/C when last sight 1 or contacted, a. Polar Coordinates 5008-0850 E b. Altitude: 24,000 FEET c. Last noted heading: STRAIGHT DOWN d. If out of formation, approximate distance from formation:  2. Enemy opposition: flak, type, intensity nemy aircraft, type, number, method of attack etc., with particular refer nee to losing A/C. FORMATION HAD GOME THROUGH A BARRAGE OF HEAVY, MODERATE, ACCURATE FLAK APPROXIMATELY TWO MINUTES BEFORE LT. URBANSKI WENT DOWN, BUT NO FLAK EXPLODED NEAR HIS FLIGHT.  3. Danage to Missing A/C: firen, ex losions, where sustained, etc.  NOT APPLICABLE  4. If A/C was out of control, describe. FLIGHT WAS AT AN ELEVATION OF 29,000 FEET WHEN LT. URBANSKI'S SHIP NOSED UP, STALLED OUT, FELL BACK BETWEEN SHIPS IN HIS FLIGHT, FLIPPED OVER, AND WENT STRAIGHT DOWN THROUGH O/C WHICH WAS AT 23/24,000 FEE S. Not Applicable.  6. If pilot bailed out: Describe jump, including altitude of bailout, opening of chute, landing of filot on grand.  NO CHUTE SEEN.  7. Other remarks, not covered above. If additional space is required, was back of form. A/C APPEARED TO BE IT SAME POWER AS DURING LEVEL FLIGHT. IT PICKED UP SPEED VERY INJEKTY, DRAWING CONTRAILS UNTIL IT WENT THROUGH O/C. PILOT COULD NOT BE RAISED ON R/T.  8. Date of Roport.  Eyo Witnesses:  Name  1. R.W. FRUECHTENICHT TST LT. O-7017kg KI-D  2. J.K. BROWN  1. ST LT. O-670345 KI-B  Intelligence Officer,	DATE 10 DECFMBER 1944	MS	SION AREA	PATROL
1. Position of missing A/C when last sight 1 or contacted, a. Polar Goordina's 5008-0850 E b. Altitude: 21,000 FEET c. Last noted heading: 3TRAIGHT DOWN d. If out of formation, approximate distance from formation: 2. Ensemy ophosition: flar, type, intensity nomy aircraft, type, number, method of attack etc., with particular refer are to losing A/C. FORMATION HAD GONE THROUGH A BARRAGE OF HEAVY, MODERATE, ACCURATE FLAK APPROXIMATELY TWO MINUTES BEFORE LT. URBANSK! WENT DOWN, BUT NO FLAK EXPLODED NEAR HIS FLIGHT.  3. Dawage to Missing A/C: firem, ex losions, where sustained, etc.  NOT APPLICABLE  4. If A/C was out of control, describe. FLIGHT WAS AT AN ELEVATION OF 29,000 FEET WHEN LT. URBANSK!* SHIP NOSED UP, STALLED OUT, FELL BACK BETWEEN SHIPS IN HIS FLIGHT, FLIPPED OVER, AND WENT STRAIGHT DOWN THROUGH O/C WHICH WAS AT 23/24,000 FE!  5. Not Applicable. 6. If pilo's bailed out: Describe jump, including altitude of bailout, opening of chuto, landing of filot on prund.  NO CHUTE SEEN.  7. Other remarks, not covered abors. If additional space is required, uses back of form. A/C APPEARED TO SE' 1; SAME POWER AS DURING LEVEL FLIGHT. IT PICKED UP SPEED VENY BUICKLY, DRAWING CONTRAILS UNTIL IT WENT THROUGH C/G. PILOT COULD NOT BE RAISED ON R/T.  8. Date of Report.  2. J.K. BROWN 1. R.W. FRUECHTENICHT TST LT. O-701749 KI-D 3. J.K. BROWN 1. INTERIOR Officer: Loliffant W. Cong LAPLACE Intelligence Officer,			The second secon	
1. Position of missing A/C when last sight 1 or contacted, a. Polar Goordinatas: 5008-0850 E b. Altitude: 2,000 FEET 2,000 FEET c. Last noted heading: STRAIGHT DOWN d. If out of formation, approximate distance from formation: 2. Enemy ophosition: flak, type, intensity. Incamy aircraft, type, number, method of attack etc., with particular refer nce to losing A/C. FORMATION HAD GONE THROUGH A BARRAGE OF HEAVY, MODERATE, ACCURATE FLAK APPROXIMATELY TWO MINUTES BEFORE LT. URBANSKI WENT DOWN, BUT NO FLAK EXPLODED NEAR HIS FLIGHT.  3. Damage to Missing A/C: firen, ex losions, where sustained, etc. NOT APPLICABLE  4. If A/C was out of control, describe. FLIGHT WAS AT AN ELEVATION OF 29,000 FEET WHEN LT. URBANSKI'S SHIP NOSED UP, STALLED OUT, FELL BACK BETWEEN SHIP'S IN HIS FLIGHT, FLIPPED OVER, AND WENT STRAIGHT DOWN THROUGH O/C WHICH WAS AT 23/24,000 FEE Not Applicable.  5. Not Applicable. 6. If pilot bailed out: Describe jump, including altitude of bailout, opening of chute, landing of pilot on grand. NO CHUTE SEEN.  7. Other remarks, not covered abor's. If additional space is required, use back of forms. A/C APPEARED TO SE' 1 SAME POWER AS DURING LEVEL FLIGHT. IT PICKED UP SPEED VERN WICKLY, ORAWING CONTRAILS UNTIL IT WENT THROUGH C/C. PILOT COULD NOT BE RAISED ON R/T. 8. Date of Report.  Name A/C APPEARED TO SE' 1 SAME POWER AS DURING LEVEL FLIGHT. IT PICKED UP SPEED VERN WICKLY, ORAWING CONTRAILS UNTIL IT WENT THROUGH C/C. PILOT COULD NOT BE RAISED ON R/T. 8. Date of Report.  Name A/C APPEARED TO SE' 1 SAME POWER AS DURING LEVEL FLIGHT. IT PICKED UP SPEED VERN WICKLY, ORAWING CONTRAILS UNTIL IT WENT THROUGH C/C. PILOT COULD NOT BE RAISED ON R/T. 8. Date of Report.  1. R.W. FRUECHTENICHT 1ST LT. 0-707749 KI-D 2. J.K. BROWN 1ST LT. 0-670345 KI-B 3.  Interrogating Officer: Lolifac at W. Company LPROGED VERN WICKLY AND THE PILOT COULD NOT BE RAISED ON R/T. 8.	Aircraft P-51-C-15-NA (Type)			rkings)
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OF 29,000 FEET WHEN LT. URBANSKI'S SHIP NOSED UP, STALLED OUT, FELL BACK BETWEEN SHIPS IN HIS FLIGHT, FLIPPED OVER, AND WENT STRAIGHT DOWN THROUGH O/G WHICH WAS AT 23/21,000 FEI  5. Not Applicable.  6. If pilot bailed out: Describe jump, including altitude of bailout, opening of chute, landing of pilot on ground.  NO CHUTE SEEN.  7. Other remarks, not covered abors. If additional space is required, sugs back of form. A/C APPEARED TO BE 17 SAME POWER AS DURING LEVEL FLIGHT.  11 PICKED UP SPEED VERY NUICKLY, DRAWING CONTRAILS UNTIL 11 WENT THROUGH C/G. PILOT COULD NOT BE RAISED ON R/T.  8. Date of Report.  Eye Witnesses:  Name  1. R.W. FRUECHTENICHT 1ST LT. 0-701749 KI-D 2. J.K. BROWN 1ST LT. 0-670345 KI-G  Interrogating Officer: Action of the contraction of the co		iren, ex losions, 1	shere sustains	od, etc.
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Intelligence Officer,	Eyo Witnesses:  1. R.W. FRUEDHTENICH 2. J.K. BROWN 3.	T TST LT.		KI-D
	Interr	ogating Officer:	6 lighal w	Long billac
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