

FILE IDENTIFICATION TOPPER

FILE NUMBER

293 Unk. Siege Cil #276

SUBJECT

QMG FORM 1121
1 AUG 45

16-63202-1 GPO

HEADQUARTERS
7887 GRAVES REGISTRATION DETACHMENT
OPERATIONS BRANCH
APO 757 (Liege) US ARMY

GROF 200.2

27 August 1951

SUBJECT: Reprocessing of Remains

293 unk Liege Cil # 276

TO: The Quartermaster General
Washington 25, D. C.
ATTENTION: Memorial Division

Ja

1. Reference is made to processing report for S & R # 276, dated 20 August 1951, and allied papers, forwarded herewith.
2. Subject remains were recovered during search to locate the remains of S/Sgt George H. LEVENTON, 39 412 772, reported killed in an aircraft crash near Hollerath, Germany. The remains were actually recovered in adjacent Belgian territory, and consist of a skull only with several maxillary teeth intact.
3. Processing resulted in a tooth chart which is contradictory to dental data for S/Sgt Leventon. Tooth chart was also checked with negative results against OQMG Forms 371 for all casualties resolved and unresolved, reported MIA in the area covered by map sheets Germany 3, and Belgium.
4. The case papers on all remains resolved and unresolved recovered from the vicinity of Hollerath, Germany, and adjacent Belgian territory, were checked with negative results for possible association with SR # 276.
5. There is no conclusive evidence that the remains are American. No record can be found of an aircraft which crashed at the point of recovery.
6. In view of the above circumstances, and details related in narratives of investigation, it is requested that your Office review this case and give consideration to the designation of SR # 276 as a CIL Remains.
7. Case will be held in a suspense status and remains in Liege storage pending a reply from your Office.

293 SR & Remains

FOR THE COMMANDING OFFICER:

C. W. Steinsiek

C. W. STEINSIEK
Major, OMC
Operations Branch

1 Incl
OMC Form 1044
w/assoc case papers
(SR # 276)

*File 52
14900
28 Aug 51
NAN*

IDENTIFICATION DATA

1. Remains of Unknown S & R #276		2. Date of Report 20 August 1951			
3. Name of Cemetery Storage in above ground repository AGRS Mausoleum Liege, Belgium		4. Plot	5. Row	6. Grave	7. Date of:
		—	—	—	Disint- erment Reint- erment
8. Est. Age 26-28	9. Est. Height UTD	10. Color of hair None found		11. Race White	
12. Give description of any official identification found with remains None					
13. Give description of tattoos or scars on body and/or such information obtained from other sources None					
14. Was body burned?		To what extent.			
Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>					
15. Was body mangled?		To what extent.			
Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>					
16. Describe evidence of healed fractures and bone malformations. None noted.					
17. List every item of clothing, equipment and personal effects found, showing the type, color, size, markings, service, etc. (If laundry marks are indistinct, such notation should be made and specimen forwarded through channels for examination when facilities are not available in the area). None found					

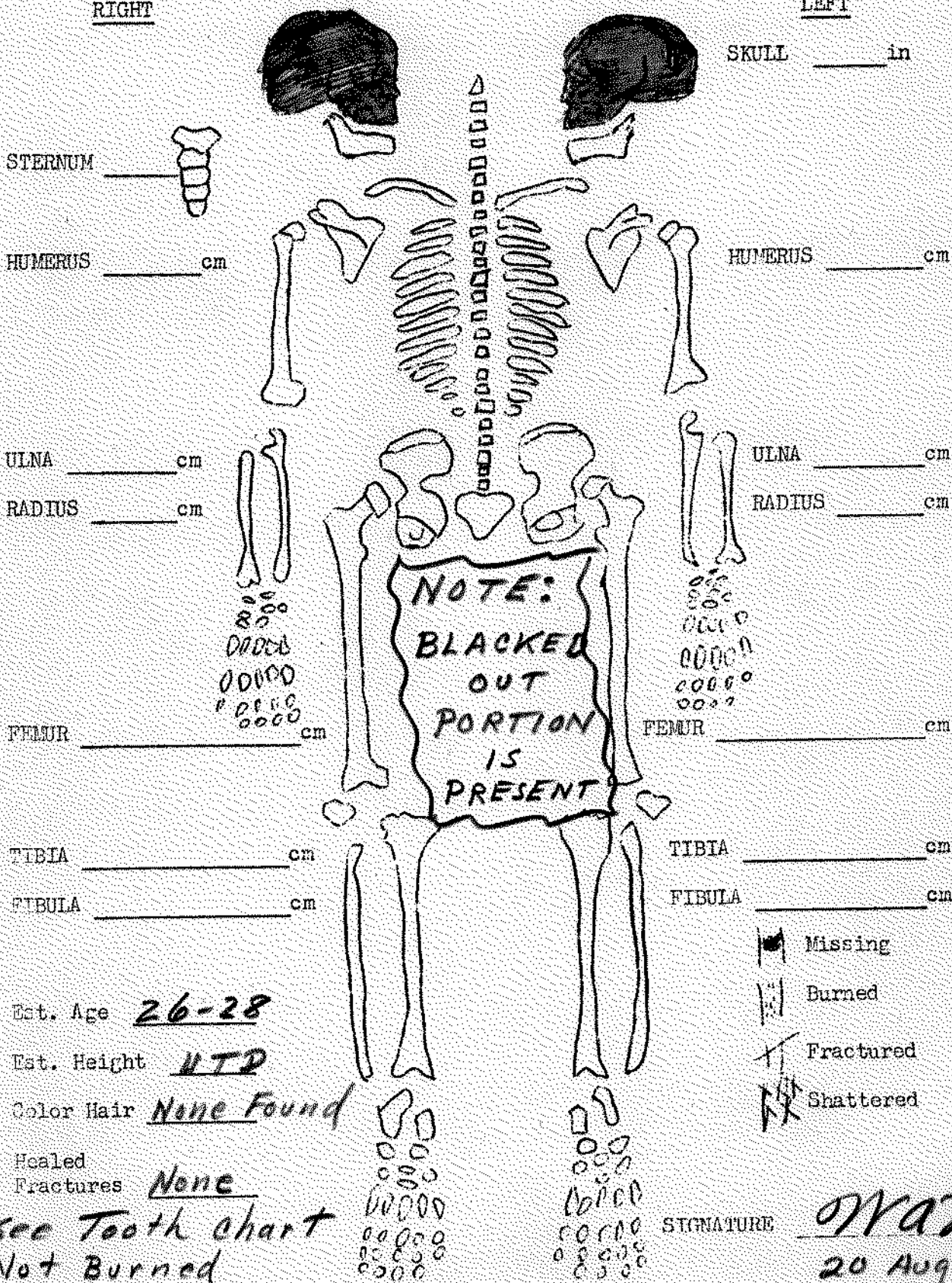
~~Not identifiable~~ *Pvt Asmt Radio*
 Not identifiable from *12-14-51*
 information presently
 available *3m2.*

(BLACK OUT PARTS OF BODY RECEIVED AT CEMETERY)

SR 276

RIGHT

LEFT



SKULL _____ in

STERNUM _____

HUMERUS _____ cm

HUMERUS _____ cm

ULNA _____ cm

RADIUS _____ cm

ULNA _____ cm

RADIUS _____ cm

FEMUR _____ cm

FEMUR _____ cm

TIBIA _____ cm

TIBIA _____ cm

FIBULA _____ cm

FIBULA _____ cm

Missing

Burned

Fractured

Shattered

Est. Age 26-28

Est. Height NTP

Color Hair None Found

Healed Fractures None

See Tooth chart
Not Burned
No Flesh

SIGNATURE

W. A. Hup
20 Aug 1951

SR 276

TOOTH CHART

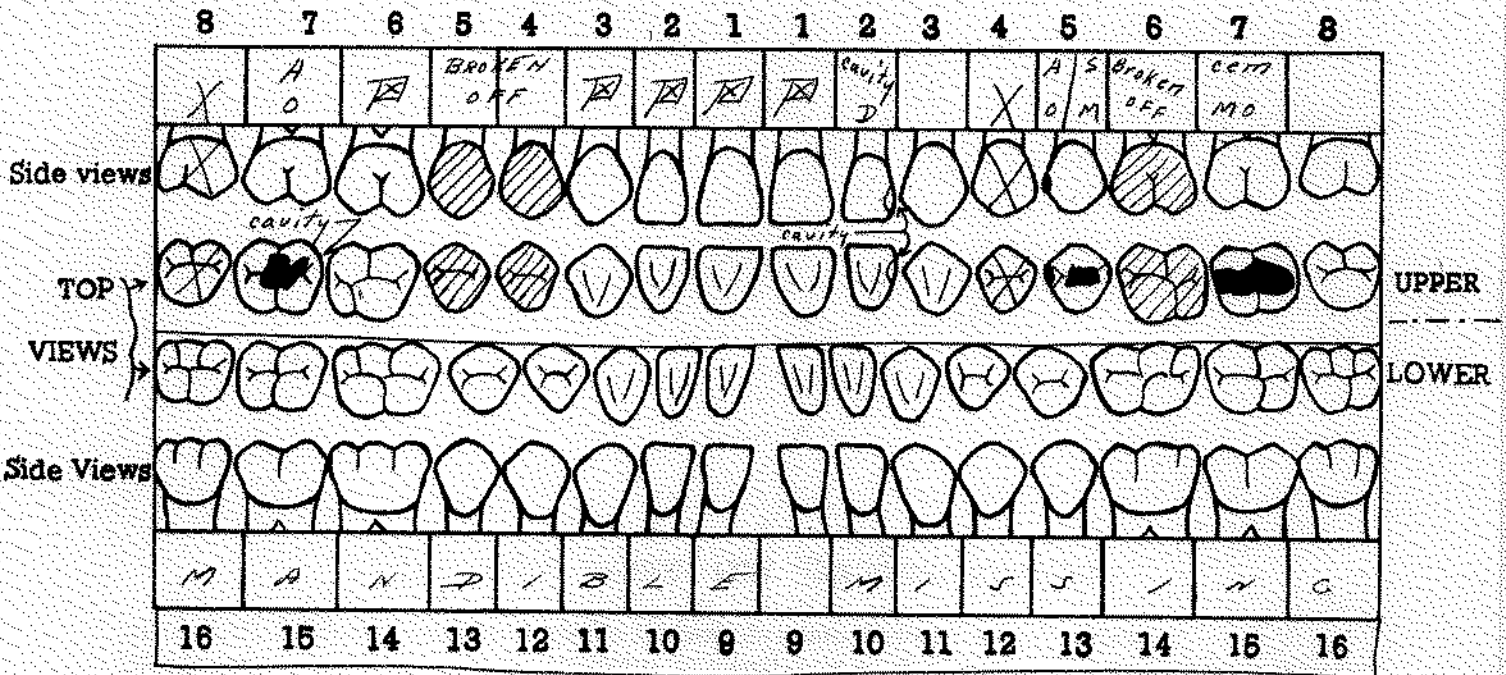
20 Aug 1951
Date

Last Name	First	Initial	Grade	Serial No.
Unit			Organization	

Place of Death	Date of Death	Cause of Death
----------------	---------------	----------------

Right

Left



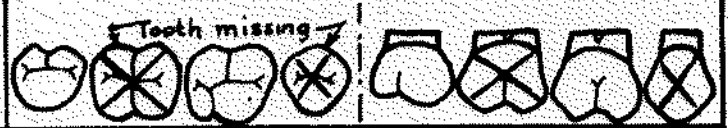
This dental chart is very important and should be filled in with great care. There are 32 teeth to be accounted for, as shown by the numbers on the chart. Beginning at the middle line in both upper and lower jaws, the teeth are arranged symmetrically on either side and classed as incisors (cutting teeth), cuspids or canines (tearing teeth), bicuspid (chewing teeth), and molars (principal chewing teeth). An examination should be made and findings charted to cover the following basic conditions: Lost teeth, crowned teeth, bridge work, fillings, caries (cavities of decay), dentures (plates), and any deformity of jaws found. See reverse side for illustrations.

Size - Average
 color - clear ivory
 Posthumously
 Missing - R1, 2, 3, 6; L1
 L5 has a facio-occlusal
 porcelain build-up.
 calculus - None
 wear - slight

[Signature]
 Signature of Officer or other person who prepared Tooth Chart

Verified by G. R. C. Officer

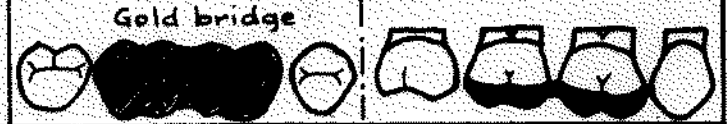
MISSING TEETH... All teeth missing through previous extraction (not those fractured or displaced by recent wounds) should be "X" 'd out and labeled, thus :



CROWNED TEETH... Block in solid the crown of tooth (label gold, porcelain, Silver or gold and porcelain), thus :



BRIDGE WORK... Block in solid the crown of tooth (label gold bridge, gold and porcelain bridge), thus :



FILLINGS... Draw filling on tooth as accurately as possible (block in and label gold, silver, cement), thus :



CARIES (CAVITIES)... Outline location and size of cavity, shade in thus :



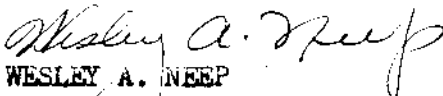
DENTURES (PLATES)... Draw diagram of relative size and shape of plate, block in teeth attached and indicate retaining clasps on natural teeth with the word "clasp"


ADDITIONAL SPACE FOR FURTHER REMARKS

20 August 1951

PROCESSING NARRATIVE

1. Search and Recovery Case #276 consists of a skull only with several maxillary teeth still intact.
2. Estimated Age is 26 to 28 years based on closure of skull sutures.
3. The dental repair is similar to U. S. dentistry but of the seven (7) complete teeth which are present, three of them have large cavities. The presence of these large cavities is strong evidence that this skull is for a non-American deceased. It is especially contradictory for U. S. Air Force personnel.


WESLEY A. NEEP
Laboratory Identification Technician


FRANS VANDERVAEL
M. D., Professor of
Anatomy and Anthropology
Liege University, Belgium

NARRATIVE OF INVESTIGATION & DISINTERMENT
AT HOLLERATH (3/F-00), GERMANY

16 March 1951

I. MATTERS INVESTIGATED:

In compliance with Investigation Directive ID # 603, AGRC Case # 9438, dated 5 January 1951, an investigation was conducted at HOLLERATH (3/F-00), Germany and vicinity in an effort to recover the remains of S/Sgt LEVENTON, GEORGE H., 39412772, who is believed to have been killed when the aircraft of which he was a crew member crashed somewhere in the vicinity of HOLLERATH, Germany.

II. FACTS AND CIRCUMSTANCES:

On 25 January 1945 S/Sgt LEVENTON's A/C, A-26-B-15, # 43-22316 received a direct flak hit over the target area of HILLESHEIM, Germany. According to German Dulag reports, the plane crashed at HOLLERATH, Germany.

Dulag reports further revealed the capture of Lt DOWNING and Sgt DODO, who were also crew members of the same plane, however, nothing is mentioned concerning the whereabouts of S/Sgt LEVENTON.

III. FINDINGS:

The undersigned first contacted the Kreis Inspector of SCHLEIDEN. A check of his files was made concerning plane crashes during the war in the Kreis of SCHLEIDEN, but no notes were on hand about the crash of an American plane in the HOLLERATH area. (See Exhibit "A").

Next person interviewed was Mr. ETEN, town director of HELLENTHAL. From him we learned that his office is the responsible administration office for the village of HOLLERATH. A check of his files revealed that several Allied planes crashed in the community of HELLENTHAL, which are listed as follows:

In HELLENTHAL	1943	one (1) plane
In UDENBRETH	1943	one (1) plane
In FELSER	17.8.43	one (1) plane
In HONNINGEN	Aug/Sep 43	one (1) plane

No records were on hand concerning the crash of an American plane in the HOLLERATH area on 25 January 1945. (See Exhibit "B").

Since the investigation at SCHLEIDEN and HELLENTHAL proved negative, this investigator proceeded to HOLLERATH. During interrogation of several local inhabitants, a Mr. MATHIAS SCHOMMER, resident of HOLLERATH stated that has no knowledge of an American plane having crashed in the community of HOLLERATH. During further questioning, Mr. SCHOMMER informed us that he

had found a human skull at a spot where an American plane had crashed during the war. He declared that the place of finding was located on Belgium territory approximately 3 kilometers from HOLLERATH. On 21 February 1951, this investigator, accompanied by Mr. SCHOMMER and a German border guard went to the place in question. The skull could be found immediately, but since the ground was covered with snow, no further remains could be recovered at that time. Mr. SCHOMMER was positive that additional remains would be found after the snow has melted.

Upon being asked about the whereabouts of the wreckage of the plane, Mr. SCHOMMER stated that Belgium scrap dealers had removed everything since the war's end. (See Exhibit "C").

On 15 March 1951, this investigator returned to the above mentioned place where the snow had melted in the meantime, and an extensive and thorough search was conducted, but no further remains could be located. Only a few very small pieces of metal without any numbers or writing could be found.

Since this search resulted negative, it is the opinion of Mr. SCHOMMER that wild animals carried away the remains he had seen there previously.

All persons interviewed at HOLLERATH and vicinity could not give information concerning the crash of American plane in that area around 25 January 1945, since the entire population was evacuated during the time fighting took place there.

IV. CONCLUSION:

The investigation at HOLLERATH revealed that no American plane crashed on 25 January 1945 in that community. It is possible that the plane in question crashed on Belgium territory, since HOLLERATH is only 2 - 3 kilometers away from the German-Belgium border.

A skull was found at a place where an American plane had crashed during the war. A comparison of the teeth does not compare favorably with Form # 371 for S/Sgt LEVENTON. This skull was wrapped in a mattress cover and metallic liner and assigned SR-276 for shipment to the CIL, Liege, Belgium for final processing.

V. RECOMMENDATION:

It is recommended that an investigation be conducted on the Belgium side of the border since the remains were found on Belgium territory. It is further recommended that the skull found by this team be compared with other casualties found in this area. Should an investigation in Belgium prove negative, it is recommended that the remains of S/Sgt LEVENTON be declared non-recoverable.

Handwritten Signature
BARB LEIER
M/Sgt RA-6848410
Investigator

T r a n s l a t i o n

Kreis Administration Schleiden
The Oberkreisdirektor

Schleiden/Eifel, 22 Feb 51

TO; American Graves Service
in Wiesbaden

Upon request of the above organization, it is hereby certified that at this office, nothing is known concerning the crash of an Allied plane in the HOLLERATH area on 25 January 1945.

Also, the records of this office concerning plane crashes, which were established in December 1949, do not reveal a crash of an Allied plane, as already mentioned above.

(Stamp)

/s/ illegible
Kreis Inspector

EXHIBIT "A"

T r a n s l a t i o n

Statement

According to records on hand, the following four (4) Allied planes crashed in the administration area of HELLENTHAL:

HELLENTHAL	1943	one (1) plane
UDENBRETH	1943	one (1) plane
FELSER	17.8.1943	one (1) plane
HONNINGEN	Aug/Sep 44	one (1) plane

It is unknown here that an American plane crashed in January 1945.

The communities of HELLENTHAL, UDENBRETH, HOLLERATH and LOSHEIM-KEHR come under the administration office of HELLENTHAL, with fifty-four (54) villages all together.

Blumenthal, 21 Feb 51
The Town Director

(StampP)

/s/ Etten

Exhibit "B"

T r a n s l a t i o n

Hollerath, 21 February 1951

Statement

I, MATHIAS SCHOMMER, residing in HOLLERATH, hereby state the following:

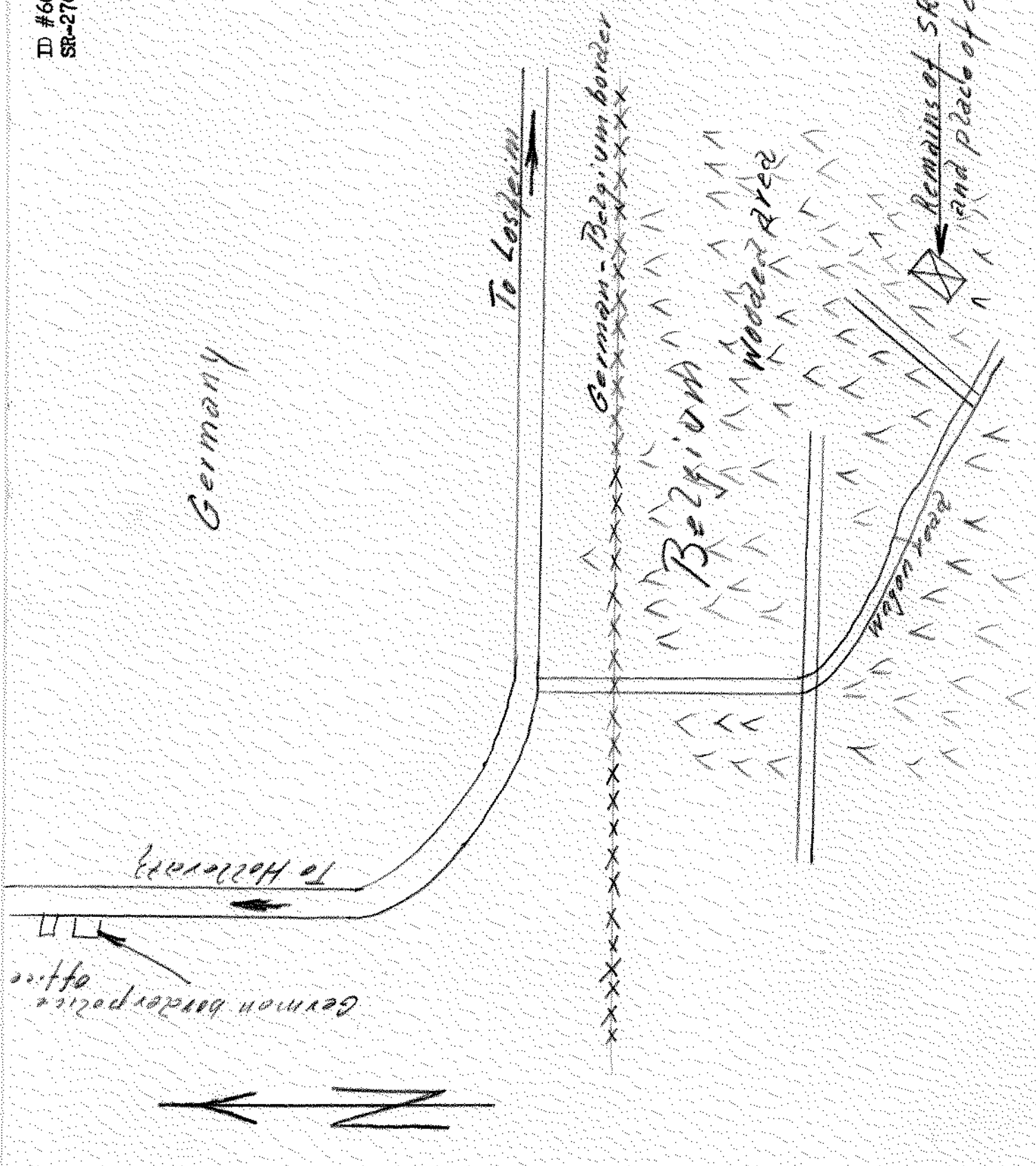
It is not known to me that a plane crashed in the community of HOLLERATH during the war, neither a German nor an American.

During the period from 1947 until the present time, I have been in the woods on Belgium territory several times. In 1947-1948 I saw the wreckage of a plane in these woods. Among the wreckage, I found a human skull and other human remains. [I am pretty certain that the plane was an American two-motored type.] The plane wreckage had been removed by Belgium scrap dealers in the years 1947 - 48. Today, I showed an American command the place of crash, but since snow covered the ground, no remains, other than the skull, could be found. I am sure that additional remains will be found after the snow has melted. I am willing to go with the American command again to the place after the ground is clear of snow.

/s/ Mathias Schommer

EXHIBIT "C"

ID #603
SR-276



Germany

To Losperini

German - Belgium border

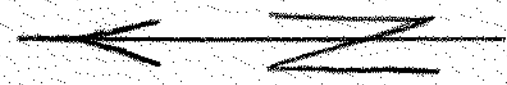
Belgium

Wooden Area

Remains of SR-276
and place of crash

To Helderberg

German border police office



HEADQUARTERS
7887 GRAVES REGISTRATION DETACHMENT
OPERATIONS DIVISION
APO 757 (Liege) US ARMY

17 May 1951

NARRATIVE OF INVESTIGATION

I. AUTHORITY:

In compliance with the instruction contained in Investigation Directive # 771, dated 3 May 1951, an investigation was conducted in the vicinity of KRINKELT, MURRANGE and HUNNANCE, Belgium in an effort to recover the remains of S/Sgt GEORGE H. LEVENTON, 39412772 reported as missing in action in this area.

II. FACTS & CIRCUMSTANCES:

Information available indicates that A/C A-26-B-15 #43-22316, in which Sgt Leventon was a crew member, received a direct hit from enemy anti-aircraft fire over the target of area of HILLESHEIM, Germany. German Dulag reports indicate that the plane crashed at HOLLERATH, Germany and that Lt. Robert J. Downing and Sgt. John A. Doddo, two surviving members of the three (3) man crew, were taken prisoner.

Eyewitness statements attached to MACR # P-240 indicate that only two (2) parachutes were seen and a statement made by one of the survivors, S/Sgt John A. Doddo, indicates that Sgt Leventon was trapped in the tail of the A/C and may have been killed or seriously wounded by the flak burst which damaged the A/C.

A previous investigation, conducted in the vicinity of HELLENTHAL, UDENBERETH, FELSCH and HONFINGEN, Germany, on 16 March 1951 revealed no American plane which crashed in this area on a date which can be associated with the subject A/C.

A human skull was found near the crash site of an American plane. Teeth are reported to compare negatively with dental data contained on OCMG Form 371 for Sgt. Leventon and nothing could be found which would associate this crash with that of the A/C which is the subject of this investigation.

III. FINDINGS:

A visit was first made to the town hall at HOCHERATH as administration functions of the town of Krinkelt are performed by this office. The secretary stated that no record were ever kept of plane crashes in this community other than those presumed to have been kept by the German military during their occupation of these towns. Due to the fact that the popula-

Narrative of Investigation:

17 May 1951

tion was evacuated from October 1944 to March 1945 any plane crashes in this area were not noted or reported to local authorities. (See Inc #1).

A visit was next made to the gendarmerie at Bullange as the villages of Murrange and Hunnange are a part of this community. Here it was discovered that no official records of plane crashes were maintained as the population of this community was also evacuated during the later part of 1944 and the early part of 1945. Contact was made however with Sgt. SCHOLZEN of the Bullange brigade and he stated that he personally knew of two (2) crashes in the region near the German border. He also knew of two other persons residing in Bullange who had reported additional crashes in this area. In the company of Sgt. Scholzen these persons were contacted and a visit was made to each of the areas where plane wreckage had been seen. The results of these visits are as follows:

- (a) Plane crashes investigated with Sgt. Scholzen: Two crash sites located in the forest north of Rocherath near the German border and about one (1) kilometer from the Schwahn river. Wreckage indicates plane was a B-17 and all major portions have been removed. From the portions of wreckage remaining it is believed that these two crash sites are actually parts of the same A/C. Nothing found by which A/C could be identified. No human remains found.

- (b) Plane crash investigated with Mr. Albert Gorny:

Crash site located in the forest (Section 164) between Elsenborn and Sahlerscheid near the German border.

Wreckage completely cleared away.

Small portions of metal remaining and description of A/C as furnished by Mr. Gorny indicates that this was a fighter type A/C of American manufacture.

Nothing found by which A/C could be identified. No human remains found.

- (c) Plane crashes investigated with Mr. Joseph Morars, scrap metal dealer of Bullange: Four crash sites located in the BUCHHOLZ forest near Murrange.

All major portions of wreckage have been removed. Small portions of wreckage remaining indicate that three (3) were bomber type A/C and one (1) possibly a German fighter. Nothing found by which A/C could be identified. No human remains found.

Narrative of Investigation

17 May 1951

The village constable of Bullange was also contacted and he stated that he knew of a plane crash in this area and that he had accompanied an American investigating team to this site. Further questioning revealed that this was the first crash site visited with police Sgt. Scholzen.

A statement was furnished by Sgt. Scholzen to the effect that he knows of no other plane crashes in this area. (See Incl. #2)

Contact was also made with Mrs. LeGros, owner of a hotel in Bullange, who was reported to have found some pieces of a parachute near her home in 1945.

Mrs. Le Gros states that she had found some American equipment near her garden wall and presumed it to be part of a parachute. She produced these items and they proved to be two (2) parachute packs of the Back-Pack type. One was clearly marked with a serial number (1065357) the other bore a number nearly obliterated which maybe (084884 - 84). Mrs LeGros does not know where these chute packs came from and no connection could be established with the A/C for which this investigation is being conducted.

IV. CONCLUSION:

There are no official records of plane crashes in the KRINKELT (Rocherath) and Murrange-Hunnange. (Bullange) area.

Population of this area was evacuated from fall of 1944 to February or March 1945 and many plane crashes were entirely unnoticed.

All known crash sites in this area were investigated with negative results.

Indications at each crash site show that a very thorough job of salvage has been done on each plane reported.

Many Belgian firms were engaged in this work and it is impossible to state when or by whom the wreckage was removed. The area in question is heavily wooded and many acres are covered with a stand of young pine ten or fifteen feet tall which is impenetrable.

There is a possibility that there are additional plane crashes in this heavily forested area which have not been discovered or reported. These possible crash sites could only be spotted by aerial observation, or

Narrative of Investigation:

17 May 1951

perhaps a chance discovery by forest guards, woodcutters or hunters.

V. RECOMMENDATION:

That consideration be given for Non-Recoverable action in the case of the subject casualty based upon the results of this and previous investigation.

HAROLD E. WARNER
DA Civ. D-046899
Investigator

S T A T E M E N T

Commune de
Rocherath

Rocherath

The undersigned, Mayor of the community of Rocherath certifies that he has no knowledge of the fact that an American aircraft crashed in the territory of Rocherath. He further certifies that the population of the community were evacuated from 7 October 1944 to March 1945.

Rocherath, 15 May 1951

The Mayor

Seal

s/ ROHL

Translator

DUFFY

Bullange, 17 May 1951

S T A T E M E N T

I the undersigned Joseph SCHOLZEN, Sergeant, 1st Class in the gendarmerie, residing in Bullange, certifies that except for the locations, that is those of allied air crashes, pointed out 40 investigators of A.G.R.C., I have no knowledge of additional crash sites in the region under the control of the gendarmerie of Bullange.

Because of control of this area we would have been notified of such incidents from the localities of Bullange, Hovsfeld, Murrange and Hunnange.

It is not to my knowledge that the remains of the American pilots could still be found in the wreckage now remaining.

I would to remark, that I was reinstated in Bullange the 17 February 1945.

I certify that the forgave is sincere and complete.

s/ SCHOLZEN

REPORT OF INVESTIGATION

AREA SEARCH

AGRC Form #10 (Revised)
1 January 1946.

21 February 1951
Date

NAME _____ RANK _____ ASN _____

ORGANIZATION _____

MEANS OF IDENTIFICATION _____

(All statements above this line will be completed, upon final processing, by the clerical staff at the unit processing point.)

SECTION A - GENERAL (To be completed by investigators in all cases)

1. Was positive identity acquired for the deceased through the surface investigation? If so, state the following information:

a. NAME _____ RANK _____ ASN _____

b. ORGANIZATION _____

2. Was partial identification established? If so, state the facts as to whom you believe the deceased to be:

a. NAME UNKNOWN RANK Unk ASN Unk

b. ORGANIZATION Unk

3. NAMES OF OTHER DECEASED BURIED IN IMMEDIATE VICINITY None

(Use reverse side for listing of crew members from MACT)

a. Date of above burials Not buried

4. Common Graves? Not buried

5. Name and Type of Cemetery _____
(Military or Civilian)

6. Map Coordinates of the Cemetery _____

7. Give exact location in cemetery of the remains.

a. Section _____ Row _____ Grave _____

b. Is Sketch attached? _____

B. If remains are not located in a cemetery, give exact location.

a. Town HOLLERATH Coordinates 3/F-00

b. Is sketch attached? Yes

c. Is area mined? No

9. How is the grave marked? _____
10. If grave is marked with cross, give exact markings thereon _____

 a. From what source was this information obtained? _____

 (Identification tags, personal effects)
- b. By Whom _____
11. Where are the cemetery records? _____

 (Town Hall, cemetery, burger-
 meister's office)
- a. What information was contained thereon? _____

- b. Where was the information obtained? _____

- c. By Whom? _____
12. What is the date of death? Unknown
- a. Give basis _____
13. What is the cause of death? Plane crash
- b. Give basis Remains found near place of crash
14. What is the date of burial: Not buried
- a. Give basis _____
15. Where was the place of death? Hollerath, Germany
 Coords 3/E-00
 Give basis Remains found there
16. Where were the remains found? In woods near Hollerath, Germany
 Coords 3/E-00
- a. By Whom? M/Sgt Harry Leier
- b. Is sketch attached? Yes
17. Was a casket used? no How marked? -
18. Who made the burial -
 (Civilian, American Mil. or German Mil.)
- a. What are the names and addresses? _____

- b. Are certificates and statements attached? _____

SECTION B - AIR CORPS DECEASED (To be Completed only if Deceased is believed to be a member of the AAF).

19. Were remains found in the plane wreckage? Unknown
a. Give location in plane from which the bodies were removed Unknown
(Tail gunner, pilot, radio, turret, etc., or front, side of plane)
b. Near wreckage? Unk
20. Scene of crash must be investigated. Give complete results of investigation (if removed, state when and by whom).
a. Type of Plane Wreckage removed by Belgian scrap dealers in 1947 - 1948
b. Markings and/or name on plane Unk
c. Give numbers on motors, machine guns, instruments, radios or other equipment: Unk
21. How did crash occur? Unk Anti-aircraft -
Enemy Planes? Unk Collision? Unk
22. Did plane explode in the air? unk On ground? unk
23. Did plane burn in the air? unk On ground? unk
24. What was the direction of the flight? unk
25. What was the civilian opinion regarding destination of plane? unk
26. Had bombs been released prior to the crash? Unk
27. Does specific time and date of crash correspond with date of death of above named deceased? unk
28. Number of planes in formation prior to crash unk
29. State precise time and date of plane crash unk
(Night? Day?)
30. Were parachutists seen? unk How many? - Escaped? -
Prisoners? Unk

SECTION C - ARMORED CORPS DECEASED (To be completed only in deceased is believed to have been a member of the Armored Force).

31. Were remains found in wreckage of a tank? DOES NOT APPLY
a. Give specific position in tank from which deceased was removed Unk
(Radio man, driver, assistant driver or....front, side, or back)
b. Near wreckage? Unk

32. Location of destroyed tank must be investigated. Give complete results of investigation. (If removed, state when and by whom)
- a. Type of tank _____
- b. Markings and/or name of tank _____
- c. Number on motors, machine guns, ammunition, instruments, etc. _____

33. What was the type of enemy action that resulted in the tank's disablement? _____

34. Did tank explode? _____ Burn? _____

35. Number of tanks in immediate vicinity at time of disablement _____

36. Precise time and date of destruction of tank _____
(Night? Day?)

38. Did any of the crew members escape? _____
Prisoners? _____

SECTION D - OTHER BRANCH (To be filled out if B & C are not applicable)

39. Did death occur from any other means? (i.e., truck, jeep, mines, drowning, or small arms fire) DOES NOT APPLY

a. Are all certificates and statements of people who possessed knowledge of the case attached?

40. State the specific clues and evidence that were obtained in securing the name and facts regarding the above listed deceased

SECTION E - GENERAL (To be completed by investigation in all cases)

41. Were personal effects recovered by the investigating team NO

If not, state reason None could be found

a. Were identification tags found at the time of death? Unk

Where? _____ By Whom? _____

Present disposition Unknown

If deceased is not identified, personal effects will not be forwarded to PE Depot, but will remain with this form until final identification is made, or investigation is abandoned.

b. Were personal effects found at the time of death? Unk

Where? _____ By Whom? _____

Present disposition Unknown

- c. Was deceased identified by living members of the crew at the time of death? Unk
- d. Did Cemetery register or cross indicate the immunization shot? _____
42. Was deceased given first aid? Unk If so, where? -
By whom? _____ Are statements from the medical people attached? _____
43. Was deceased evacuated to a German civilian hospital? No
WHERE? _____ Names of people concerned _____
44. Is it possible on surface investigation to obtain from civilian sources a physical description of the deceased? No
45. Is it possible on surface investigation to obtain from civilian sources the condition of the remains? No
(Burnt? Decapitated? etc) _____
46. Do facts surrounding death show any evidence that it might be an atrocity case? No
a. If so, give basis for positive assumption _____
b. If so, has higher headquarters been notified? _____
47. Was case previously investigated? Unk
By Whom? _____ When? _____
48. Give full names, addresses, and information obtained from each person interviewed See attached narrative
49. Are all positive statements regarding identification and particulars surrounding death attached? Yes
50. Has any information been given concerning isolated burials in the area outside the immediate vicinity? No
51. Was investigation preceded by advanced publicity? No
(If special investigation, give case number) _____

52. Give Brief Narrative See attached narrative.

(Use attached sheets, if necessary)

/s/t/ HEINZ SCHMITZ
Signature of Interpreter

/s/t/ HARRY LEIER
Signature of Investigator

Civilian
Rank ASN

M/Sgt. RA-6848410
Rank ASN

AGR S & R Unit # 3
Organization

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