

AIRMAIL

293 unk. Newville CIL # 4735

QMGMT 293

1st Ind

GRS European

SUBJECT: Request for Approval of CIL Designation

Dept. of the Army, OCMG, Washington 25, D. C., 31 January 1951

TO: Commanding Officer, 7887 Graves Registration Detachment,
APO 757, c/o Postmaster, New York, New York

1. Reference is made to paragraph 6, basic communication.
2. The designation of remains as CIL #4735, by your headquarters, has been approved by this Office.

FOR THE QUARTERMASTER GENERAL:

2 Incls - w/d

THOMAS E. COX
Capt OCMG
Memorial Division

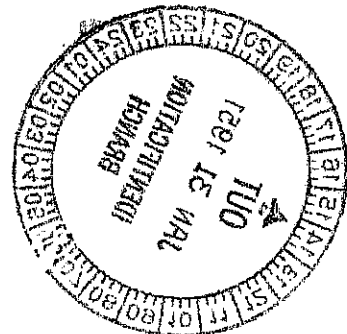
H. Martin:cam

Foy

cc--Administrative Section

4743 Smith, Charles C. 02061067
 4743 Kuntz, Kenneth C. 01295904
 4743 Lohr, Elbert K. 35279221
 4743 GRS (European)

Jan 31 3 45 PM '51
 O. S. M. G.
 COMMUNICATIONS BRANCH



AIRMAIL

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

GROP 200.2

2 January 1951

SUBJECT: Request for Approval of CIL Designation

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

1. Forwarded herewith is copy of RRE Form #50, Record of CIL Remains 4735, USMC Neuville.
2. On 24 November 1950 the above remains, consisting of six small portions of fractured skull, were recovered with an ID tag and bracelet inscribed, "CHARLES G. SMITH, O-2061067" at a plane crash site in vicinity of Hombourg, Germany, copy of Narrative of Investigation inclosed.
3. Records of this headquarters disclose that 2/Lt. Charles G. SMITH, O-2061067 (reburied FOC St. Avold K-20-32) and two crew members, 1/Lt Kenneth C. KUNTZ, O-1295904, S/Sgt Elbert K. LOHR, 35 279 221 (returned to U.S.) were the three casualties of a/c #44-6581 which crashed at Lochmeuhle-Oberusel on 9 February 1945.
4. Review of skeletal charts indicates that the craniums were not recovered with the above three identified crew members.
5. Due to the paucity of remains found which precludes effecting a conclusive consolidation of the skull fragments with any of the three associated decedents, these remains were designated CIL 4735, Neuville.
6. Request your Office review the forementioned facts and advise this headquarters of concurrence in the CIL designation of skull fragments cited above.

FOR THE COMMANDING OFFICER:

2 Incls

1. Cy RRE Form #50
2. Cy Narrative of Investigation dtd 25 Nov 50

C. W. STEINSIEK
Captain, QMC
Operations Division



293 Unknown, Neuville (CIL-4735)

OFFICE OF THE QUARTERMASTER GENERAL OF THE ARMY
INTRAOFFICE REFERENCE SHEET

DUE, HOUR AND DATE _____

1 NO.	2 FROM--	3 TO--	4 DATE	5 MESSAGE
1	Chief, Ident Br Mem Div	Chief, Mem Div	22 Jan 51	<p>SUBJECT: Request for Approval of CIL Designation</p> <p>DISCUSSION:</p> <p>1. Letter AGRC/EA dated 2 January 1951 states that on 24 November 1950 remains, consisting of six small portions of fractured skull, were recovered with an ID tag and bracelet inscribed "Charles C. Smith, O-2061067" at a plane crash site in the vicinity of Hombourg, Germany (See Narrative - Tab A).</p> <p>2. Investigation discloses that 2/Lt. Charles C. Smith, O-2061067 (permanently interred St. Avoild) and two crew members, 1/Lt. Kenneth G. Kuntz, O-1295904, S/Sgt. Elbert K. Lohr, 35279221 (returned to U. S.) were the three casualties of Aircraft #44-6581 which crashed at Lochmeuhle-Oberusel on 9 February 1945.</p> <p>3. A review of the skeletal charts indicates that the craniums were not recovered with the three identified crew members.</p> <p>4. Due to the paucity of the remains found, which precludes effecting a conclusive consolidation of the skull fragments with any of the three associated deceased the remains have been designated CIL #4735 Neuville, by the Field.</p> <p>RECOMMENDATION:</p> <p>It is recommended that remains referred to above be accepted as CIL #4735.</p> <p>4 Incls 1. Ltr AGRC/EA (in dup) dtd 2 Jan 51 w/2 Incls 2. 293 File (KUNTZ) 3. 293 File (LOHR) 4. 293 File (SMITH)</p> <p><i>[Handwritten: COX 71059]</i></p> <p><i>[Handwritten: Fisher FISHER 52462]</i></p>
2	H. Martin Chief Mem Div	Chief, Ident Br Mem Div	25 Jan 51	<p>SUBJECT: Request for Approval of CIL Designation</p> <p>Recommendation contained in comment 1 above is approved.</p> <p>4 Incls n/c</p> <p><i>[Handwritten: CLEARWATER 55289]</i></p> <p><i>[Handwritten: WPO]</i></p>

RECORD OF CIL REMAINS

CIL Number 4735 USMC NEUVILLE EN CONDROZ

Additional (CIL) remains disinterred from Plot Row Grave

FORMERLY S&R 266 (Entire remains)

Remains removed from:

Same Grave: Name ASN

Grave on Left: Name ASN

Grave on Right: Name ASN

Grave in adjoining Row:

At Head: Name ASN

At Foot: Name ASN

Brief description of Remains: (Attached skeletal chart if warranted)

~~Six (6) small pieces of fractured skull,~~

~~Assigned CIL per request Identification Branch dated 20 Dec. 1950.~~

Disposition of Remains: (Storage Place)

~~Per OI # 55~~

Sfo Miller
(Signature)

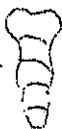
RRE Form #50
8 December 43

Incl #1

RIGHT

LEFT

STERNUM _____



HUMERUS _____ cm

SKULL _____ Inc

HUMERUS _____ cm

NOTE:
Blacked-out portions
denote portions received
at CIL.

ULNA _____ cm

RADIUS _____ cm

ULNA _____ cm

RADIUS _____ cm

FEMUR _____ cm

FEMUR _____ cm

TIBIA _____ cm

FIBULA _____ cm

TIBIA _____ cm

FIBULA _____ cm

Est. Age UTD

Est. Height UTD

Color Hair None

Healed Fractures None

No Burns.

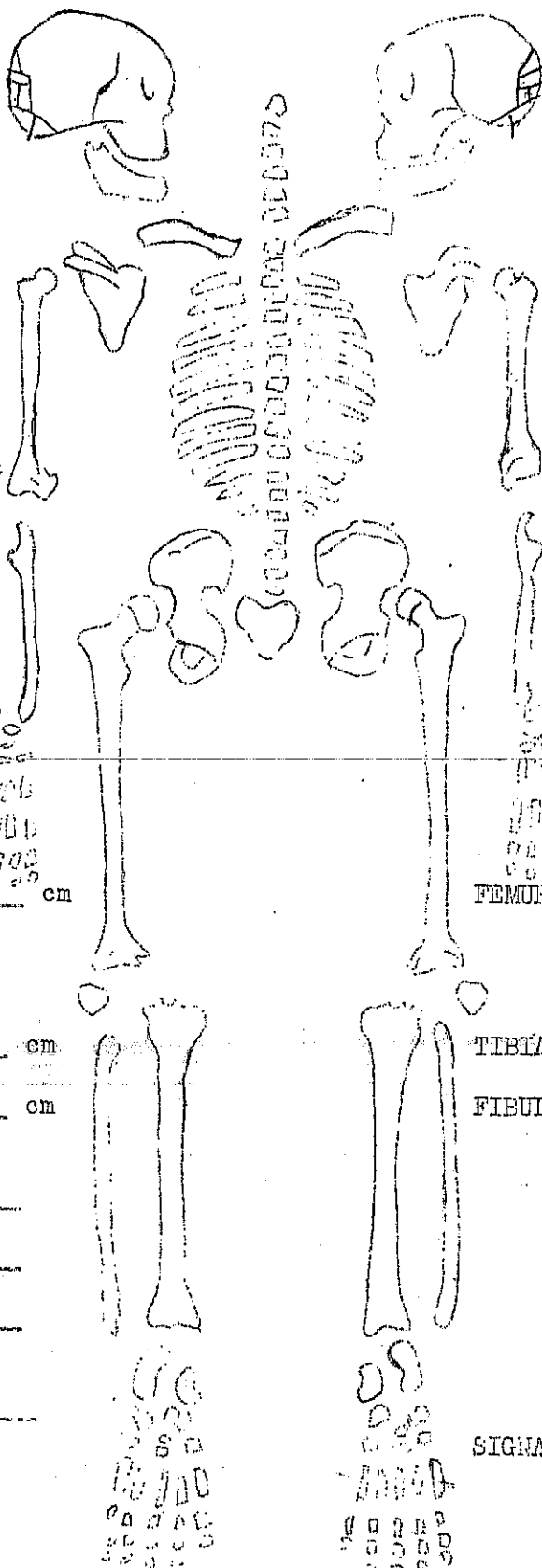
- Missing

- Burned

- Fractured

- Shattered

SIGNATURE SFC Miller



HEADQUARTERS
7887 GRAVES REGISTRATION DETACHMENT
APO 757 (LIEGE) US ARMY
(SEARCH AND RECOVERY UNIT # 3)
APO 633 US ARMY

Wiesbaden, Germany
25 November 1950

SUBJECT: Case # Miscellaneous/I-51, Germany
ID # 528, dtd 2 November 1950

NARRATIVE OF INVESTIGATION

I. MATTERS INVESTIGATED:

Pursuant to instructions contained in subject directive, an investigation was conducted at the crash site of A/C 44-6581, in the vicinity of HOMBURG, Germany, on 24 November 1950, in an effort to recover additional remains.

II. FACTS AND CIRCUMSTANCES:

Previous investigation established the crash point of A/C 44-6581, and processing of the recovered remains proved them to be that of the three (3) casualty crew members.

In response to a telephone report from the US Resident Officer at BAD HOMBURG, 21 September 1950, that a ring, ID tag and bracelet inscribed "CHARLES M. SMITH", had been found together with parts of a human skull; by a German civilian. S & R Team # 4, was dispatched to BAD HOMBURG on 25 September 1950, to recover the items and to conduct a preliminary investigation determining the facts involved, in advance of subsequent directive from headquarters, Liege.

S & R Team # 4, picked up the ring, ID tag and bracelet inscribed "CHARLES M. SMITH, O-2061067" and interviewed the German civilian, KARL HOHL, Industriestrasse # 6, HOMBURG, Germany, who found the items while engaged in removing the scrap material from the crash site. HOHL, informed the investigating team that the remains seen by him at the crash point had not been disturbed and were still at the crash site. An attempt was made by the investigation team, to reach the site by vehicle, but due to road and weather conditions, it was unsuccessful. Basing their conclusions on HOHL's description of crash site, the team reported that considerable excavation work would be necessary to accomplish the mission. Full report of these facts were relayed by telephone to headquarters, Liege.

III. FINDINGS:

The crash point is located as shown by overlay attached as exhibit

"A".

End #2

FRIEDERICH HOHL, son of KARL, who assisted his father in removing the salvage from the scene and who was present when the personal effects of SMITH, and the remains were found, accompanied this investigator to the scene.

A careful search of the surface was made, only parts of human skull were found. These are being evacuated under SN-266.

The entire crash area covers approximately 60 square feet. Garters were not formed by the crash. Only a small portion of the plane's parts are present. The ground is very soft and miring. The point is located on the side of a steep hill and directly in the water channel flowing from the hill.

IV. DISCUSSION AND RECOMMENDATIONS:

The finger bones referred to in the narrative were found by FRIEDERICH HOHL, at the time the ring was found. He placed them in a spot among the debris, near a tree stump, which he thought secure for preservation. These bones could not be found during this investigation, although a rigid search was made. It must be borne in mind that these as well as other portions of remains that might have been present on the surface at one time, have, for a period of almost six years, been subjected to ravenous wild life roaming the forest and to the continual passing of water over the crash point area during rainy seasons. For these reasons, it is most likely that the greater portions that might have been inadvertently overlooked during the first recovery, have long since been swept or carried away.

To recover the un-disclosed remains that might be present at this point, would require scraping and screening of the earth. This would be entirely impossible at this time due to the locating of the point and the season of the year. Any recovery work performed short of the suggested procedure would be folly in the estimation of this investigator. It is therefore recommended that an effort be made to associate the remains being evacuated under SN-266, with those of Lt. SMITH, and, in the event other portions are still missing after the association is made, that the case file be returned for further investigation when the weather and conditions will permit.

The ring, ID tag and bracelet are being placed in a P.E. bag and enclosed with the remains.

JAMES L. McCULLER
Capt., O-923281
AGK S & R unit # 3