

**Historical Report: MACR 14387
Lönnewitz, State of Brandenburg
Federal Republic of Germany**



by

Camillia Rodgers, PhD

**Research and Analysis Group
Joint POW/MIA Accounting Command
310 Worcester Avenue
Joint Base Pearl Harbor-Hickam, HI 96853-5530**

17 November 2014

**Historical Report: MACR 14387
Lönnewitz, State of Brandenburg
Federal Republic of Germany**

**Research and Analysis Group
Joint POW/MIA Accounting Command**

17 November 2014

INDIVIDUAL ASSOCIATED

Name	Service Number	Rank	Aircraft Position	Branch of Service	Date of Loss	Status
BEALS, Donald L.	O-706338	1st Lt	Pilot	USAAF	17 April 1945	KIA-BNR*

HISTORICAL BACKGROUND*

First Lieutenant (1st Lt) Donald L. BEALS (O-706338) was a member of the 9th Air Force, 48th Fighter Group, 494th Fighter Squadron. On 17 April 1945, 1st Lt BEALS, piloting a P-47D-26, serial number 42-28372, departed the Kassel-Rothwesten Airfield on an armed reconnaissance mission over the Dresden area in Germany.¹ According to 1st Lt Hobart M. Albright, the squadron leader, on the way to the target 1st Lt BEALS radioed that he sighted some aircraft on the ground near Lönnewitz, Germany. Lieutenant Albright instructed 1st Lt BEALS to go down after them and said that he would follow. As they turned into their dive, enemy antiaircraft guns opened fire on them. The flak was so intense that 1st Lt Albright told 1st Lt BEALS to “pull up...it isn’t worth it.” However, 1st Lt Albright did not realize that flak had hit 1st Lt BEALS’s aircraft until minutes later.² The Adjutant General’s Office declared

* The historical background and investigations sections were compiled, unless otherwise noted, from information owned and published by the Department of Defense.

¹ Missing Air Crew Report (MACR) 14387, 17 April 1945, the Missing Air Crew Reports of the U.S. Army Air Forces 1942-1947; (National Archives Microfilm Publication M1380), Records of the Office of the Quartermaster General, Record Group 92; National Archives at College Park (NACP), College Park, MD.; Capt James H. Griffin and T Sgt George A. Nelson, “494th Squadron (SE) 48th Fighter Group, Historical Report, April 1-30, 1945.” Air Force Historical Research Agency.

² MACR 14387.

1st Lt BEALS missing in action on 17 April 1945, and later determined his date of death to be the same date.³

In July 1947, the American Graves Registration Command (AGRC) conducted field investigations of this incident in Lönnewitz, Germany. The mayor of the town, Bürgermeister Emil Schmidt, took the AGRC investigator to an aircraft crash site. He told the investigator that a fighter aircraft had crashed and exploded there in 1945, and there are no reports that a parachutist had left the aircraft. At the site, the investigator found five Browning .50-caliber machine guns, with serial numbers (1275334, 1275232, 1275355, 1275084, and 1275237) that correspond to the weapons installed on 1st Lt BEALS's aircraft. According to Bürgermeister Schmidt, only small splinters of bone were located at the crash site at the time of the crash. According to the AGRC investigator, the USAAF insignia was still recognizable on wreckage at the site, and two cylinders of a radial engine were still at the crash site. In addition, the investigator found a piece of aluminum with a red checkerboard design, possibly a group insignia, at the site. Additionally, the investigator spoke to Mr. Roeger, a possible eyewitness, at his restaurant to discover when this aircraft crashed. Mr. Roeger stated that he thought it crashed in March 1945.⁴

The AGRC investigation into this case did not produce positive results. Investigators could neither correlate the remains of unknown deceased interred in United States military cemeteries and in reported isolated burials with 1st Lt BEALS, nor could they locate any remains at the crash site. Therefore, the AGRC investigator concluded that 1st Lt BEALS's remains completely disintegrated in the explosion.⁵ On 23 March 1948, an AGRC Board of Review met and recommended that no further action be taken to recover the remains. On 18 May 1949, the chief of the AGRC Identification Branch approved classifying his remains as non-recoverable.⁶ On 9 March 1953, the chief of the AGRC Identification Section approved the removal of 1st Lt BEALS's name be deleted from the Deferred Search Roster. His name appears on the Tablets of the Missing at Henri-Chapelle American Cemetery in Belgium.

³ FINDING OF DEATH OF MISSING PERSON, WD AGO FORM 0353, for BEALS, Donald L.; and REPORT OF DEATH, DA AGO FORM 52-1, for BEALS, Donald L., dated 20 December 1949; in individual Deceased Personnel File (IDPF) for BEALS, Donald L., 1st Lt, O-706338; Records of the Office of the Quartermaster General 92, Washington National Records Center, Suitland, MD.

⁴ Eric R. Ungar, "False Report, Lönnewitz Germany," Headquarters, 95th Quartermaster Battalion, American Graves Registration Command, European Area, Berlin Germany, dated 15 July 1947, in IDPF for BEALS.

⁵ Walter S. Morrow, Headquarters, American Graves Registration Command, European Area, APO 58 US Army, "Non-Recoverable Remains;" Proceedings of a Board of Officers appointed in accordance with letter File AGAO – S 293.9, dated 27 March 1947; D-M, War Dept, TAGO, dated 9 Apr 47, in IDPF for BEALS.

⁶ OQMG Form 1916, "Non-Recoverable Case Record of Review Approval;" dated 18 May 1949; Ann M. Coffey, Chief, Identification Section, Memorandum: Deletion from Deferred Search Roster N/52 Germany, dated 9 March 1953, in IDPF for BEALS.

INVESTIGATIONS

From 5 June to 12 June 2004, a Joint POW/MIA Accounting Command (JPAC) Investigation Team (IT) examined cases in the area of Dresden, Germany. On 7 June 2004, German researchers Mr. Hans-Guenther Ploes and Mr. Ulf Podbielski took the JPAC team to an uncorrelated American crash site near the Falkenberg-Lönnewitz airfield. They showed the team the area where they had previously located wreckage consistent with a P-47 aircraft. The IT located numerous pieces of aircraft wreckage over a widely dispersed area within a 20-30 year old conifer plantation. The limited surface survey located .50-caliber ammunition, fragments of aircraft wreckage with yellow paint, and one piece with a red checkerboard pattern. The artifacts were consistent with a United States-manufactured aircraft. The IT recorded the location of the site at Military Grid Reference System (MGRS) coordinate 33U UT 75633 11622.⁷ The witnesses were not available for interviews during the IT's visit. Mr. Ploes, however, was able to interview Mr. Lorentz, an eyewitness, at another time. In the spring of 1945, Mr. Lorentz was working as an aircraft mechanic apprentice at the Alt-Lönnewitz airfield when he and his colleagues witnessed a "Thuderbolt" flying low in a southern direction. They instantly jumped for cover in the nearby trenches before light airfield flak opened fire on the aircraft. The aircraft flew over their heads and crashed south of them just behind the Torgau-Liebenwerda road. After the incident, they looked for the crash site. They saw wreckage fragments and some remains of the pilot at the site.⁸

Mr. Ploes, an aircraft parts researcher, conducted analyses on the parts he had previously obtained from the site. He wrote a report of his findings and concluded that the most likely association for this crash site near Lönnewitz is MACR 14387. He based his conclusion on several factors. First, the recovered parts revealed that the aircraft was a "bubble top" P-47D manufactured by Republic Aviation in Evansville, Indiana. This information allowed him to narrow the search to two possible aircraft by excluding other aircraft models, known crash locations, and dates. Secondly, an aircraft fragment with a red and white checkerboard pattern is a part from the cowl assembly. The pattern is consistent with the 48th Fighter Group. Thirdly, the fragment from the rudder, which is a part of the fairing assembly, was yellow. The painted yellow rudder is consistent with the 494th Fighter Squadron.⁹

From 4 April through 11 May 2014, a JPAC Recovery Team (RT) performed recovery operations at the site associated with MACR 14387, site GM-05521, in the vicinity of Lönnewitz, Germany, located at MGRS coordinate 33U UT 75633 11622. On 7 April 2014, German researchers Mr. Thomas Prophet and Mr. Ulf Podbielski presented members of the RT

⁷ All coordinates are in WGS-84 unless otherwise stated. Christopher McDermott, Report of Investigation 2004/CIL/056, Investigations in Germany during 4-1EU, 21 May through 20 June 2004, dated 30 July 2004.

⁸ Hans-Guenther Ploes, "Preliminary Report, PR-168, Crash site of a single engine US aircraft near Lönnewitz, 4.5 KM SW of Falkenberg/Elster," dated 1 January 2005, in MACR 14387 Case File; Germany, Active Case Files; World War II Record Group; Joint POW/MIA Accounting Command Research and Analysis Records Room, Joint Base Pearl Harbor-Hickam, HI.

⁹ Hans-Guenther Ploes, "Preliminary Report, PR-168," 1 January 2005; *American Fighters Over Europe, Colors & Markings of USAAF Fighters in WWII*, 1 December 2007, 62, <http://books.google.com>, accessed 17 November 2014; National Museum of the US Air Force, "Republic P-47," www.nationalmuseum.af.mil/factsheets/factsheet.asp?id=2213, accessed 13 November 2014.

with documentation, GPS data, and aircraft wreckage that they recovered from the crash site. On 27 April 2014, Mr. Günter Lorenz, an eyewitness to the aircraft accident, visited the site and helped to clarify the information that Mr. Prophet provided.¹⁰ The RT recovered fragments of possible osseous material and possible life support equipment.¹¹

From 15 May through 16 June 2014, a subsequent JPAC RT continued recovery operations of the site. They recovered and photographed possible osseous remains, possible material evidence and possible life support equipment.¹² Another JPAC RT continued the excavation of the site from 17 June through 20 July 2014. The team recovered possible fragments of osseous remains, possible material evidence and possible life support equipment.¹³

From 21 July through 1 August 2014, a fourth JPAC RT continued excavating the site. The team recovered possible life support material. On 1 August 2014, the recovery leader terminated all recovery operations at the site because the site was excavated to the fullest possible extent. The JPAC-CIL consolidated the accessions from all four recovery operations and assigned the materials accession number CIL 2014-064.¹⁴

¹⁰ Kimberly A. Maeyama and Rebecca Taylor, "Interim Search and Recovery Report CIL 2014-064-R, an Aircraft Crash Site (GM-05521) Possibly Associated with MACR 14387, in the Vicinity of Lönnewitz, Elbe-Elster District, State of Brandenburg, Federal Republic of Germany, 4 April through 12 May 2014," 28 July 2014, in Electronic Case Files, Joint POW/MIA Accounting Command.

¹¹ Kimberly A. Maeyama, Rebecca Taylor, et al, "Excavation Summary Report of MACR 14387 (SITE GM-05521) Conducted During the 14-2EU Joint Field Activity in Germany,"

¹² Hugh Tuller, Roger Antrim and Stephanie Beachley, "Excavation Summary Report of MACR 14387 (Site GM-05521) Conducted During the 14-1GM Joint Field Activity in Germany."

¹³ Kimberly Maeyama, Courtney Martin, et al, "Excavation Summary Report of MACR 14387 (Site GM-05521) Conducted During the 14-3EU Joint Field Activity."

¹⁴ Kimberly A. Maeyama and Rebecca Taylor, "Interim Search and Recovery Report CIL 2014-064-R, an Aircraft Crash Site (GM-05521) Possibly Associated with MACR 14387, in the Vicinity of Lönnewitz, Elbe-Elster District, State of Brandenburg, Federal Republic of Germany, 4 April through 12 May 2014," 28 July 2014.

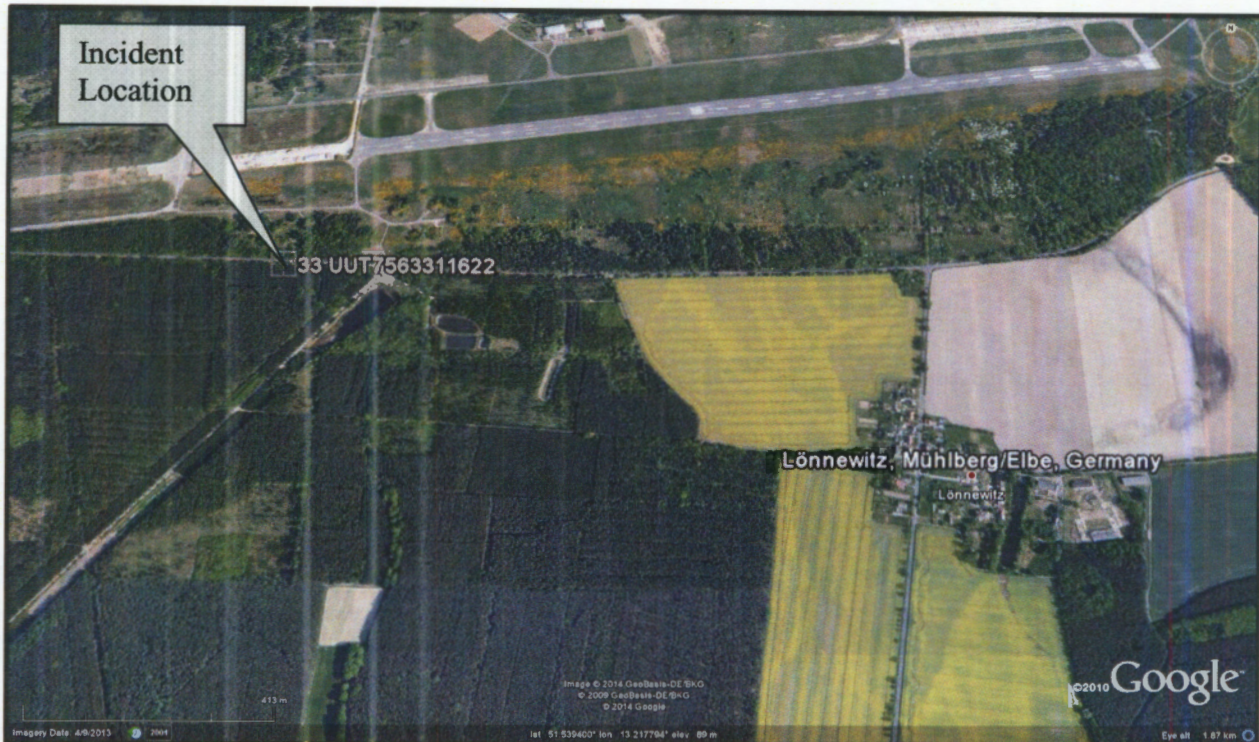
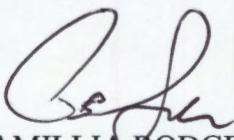


Figure 1. Google Earth image of the crash site area.

ANALYTICAL SUMMARY

The crash site that JPAC investigation and recovery teams visited in June 2004, and again from May through August 2014, located near the vicinity of Lönnewitz, Elbe-Elster District, State of Brandenburg, Federal Republic of Germany, corresponds with the reported crash location of a P-47D. Witness statements are consistent with other historical documentation and correlate with the aircraft crash incident associated with MACR 14387, which occurred on 17 April 1945. Material evidence reportedly observed and recovered at the site, including a data plate with P-47D markings, aircraft fragments with the red and white checkerboard pattern, which is consistent with unit identification for the 48th Fighter Group, and the yellow rudder, which is consistent with the 494th Fighter Squadron, supports an association with MACR 14387.

The JPAC Research and Analysis Group concludes that an association between 1st Lt Donald L. BEALS and CIL 2014-064 is historically feasible.


FOR CAMILLIA RODGERS, PhD
World War II Historian, JPAC

BIBLIOGRAPHY

Primary Sources:

Electronic Case File, Germany MACR14387; Joint POW/MIA Accounting Command, Joint Base Pearl Harbor-Hickam, HI.

Germany Case File: MACR 14387, Record Series: Active Case Files; Record Group: World War II Joint POW/MIA Accounting Command R&A Records Room; Joint POW/MIA Accounting Command, Joint Base Pearl Harbor-Hickam, HI.

Fine Scale Modeler Books, *American Fighters Over Europe, Colors & Markings of USAAF Fighters in WWII*, Waukesha: Kolmbach Publishing Co, 2007, Retrieved 17 November 2007, from <http://books.google.com/books?id=cieCm2eI5AsC&pg=PA62&lpg=PA62&dq>.

Individual Deceased Personnel File for BEALS, Donald L., 1st Lt, O-706338; Records of the Office of the Quartermaster General, Record Group 92; Washington National Records Center (WNRC), Suitland, MD.

Individual Deceased Personnel File for Horrigan, Richard W. 1st Lt, O-832951; Records of the Office of the Quartermaster General, Record Group 92; Washington National Records Center (WNRC), Suitland, MD.

Individual Deceased Personnel File for Jarrell, Robert S., 2nd Lt O-2063045; Records of the Office of the Quartermaster General, Record Group 92; Washington National Records Center (WNRC), Suitland, MD.

McDermott, Christopher, "Report of Investigation 2004/CIL/056, Investigations in Germany during 4-1EU, 21 May through 20 June 2004," 30 July 2004; Electronic Case File, Field Reports Case Folder; Joint POW/MIA Accounting Command, Joint Base Pearl Harbor Hickam, HI.

Missing Air Crew Report (MACR) 14387, 17 April 1945, the Missing Air Crew Reports of the U.S. Army Air Forces 1942-1947; (National Archives Microfilm Publication M1380), Records of the Office of the Quartermaster General, Record Group 92; National Archives at College Park (NACP), College Park, MD.

Maeyama, Kimberly A. and Rebecca Taylor, "Interim Search and Recovery Report CIL 2014 064-R, an Aircraft Crash Site (GM-05521) Possibly Associated with MACR 14387, in the Vicinity of Lönnewitz, Elbe-Elster District, State of Brandenburg, Federal Republic of Germany, 4 April through 12 May 2014," JPAC Central Identification Laboratory, 28 July 2014; Electronic File, S&R Case Folder; Joint POW/MIA Accounting Command, Joint Base Pearl Harbor-Hickam, HI.

Maeyama, Kimberly A., Rebecca Taylor, Charles Gegenheimer and Joseph Duff, "Excavation Summary Report of MACR 14387 (SITE GM-05521) Conducted During the 14-2EU Joint Field Activity in Germany;" Electronic File, Field Reports Case Folder; Joint POW/MIA Accounting Command, Joint Base Pearl Harbor-Hickam, HI.

Maeyama, Kimberly, Courtney Martin, et al, "Excavation Summary Report of MACR 14387 (Site GM-05521) Conducted During the 14-3EU Joint Field Activity;" Electronic File, Field Reports Case Folder; Joint POW/MIA Accounting Command, Joint Base Pearl Harbor Hickam, HI.

National Museum of the US Air Force, "Republic P-47," Retrieved 13 November 2014, from www.nationalmuseum.af.mil/factsheets/factsheet.asp?id=2213.

Ploes, Hans-Guenther, "Preliminary Report, PR-168, Crash site of a single engine US aircraft near Lönnewitz, 4.5 KM SW of Falkenberg/Elster," 1 January 2005; Electronic File, Third Party Research Case Folder; Joint POW/MIA Accounting Command, Joint Base Pearl Harbor-Hickam, HI.

Tuller, Hugh, Roger Antrim and Stephanie Beachley, "Excavation Summary Report of MACR 14387 (Site GM-05521) Conducted During the 14-1GM Joint Field Activity in Germany;" Electronic File, Field Reports Case Folder; Joint POW/MIA Accounting Command, Joint Base Pearl Harbor-Hickam, HI.



REPLY TO
ATTENTION OF

DEPARTMENT OF DEFENSE
ARMED FORCES MEDICAL EXAMINER SYSTEM
115 PURPLE HEART DRIVE
DOVER AFB, DE 19902-5051

NOV 26 2014

MCMR-MED-MDN

BEALS, Donald L. (BTB)
CIL Case No. 2014-064
AFDIL Case No. 2014H-1660

Scientific Laboratory Director, CIL
JPAC - Central Identification Laboratory - CONUS Annex
106 Peacekeeper Drive, Bldg D
Offutt AFB, NE
68113-4006

CONSULTATION REPORT ON CONTRIBUTOR MATERIAL

1. Report Summary and Conclusions

- a. This is a report of mitochondrial DNA (mtDNA) sequence analysis that involves unidentified skeletal specimens from a World War II case and a comparison to two references listed in Section 2b representing one family presumed to be associated with the skeletal specimens.
- b. The mtDNA sequence information obtained from the specimens listed below is consistent with the mtDNA sequence information obtained from Charles O. Beals and Meryl B. Tabner, brother and sister of Donald L. Beals, respectively.

<u>CIL Sample No.</u>	<u>AFDIL Specimen No.</u>	<u>Specimen</u>
01A	01A	Radius
02A	02A	Cranium

Legal Notice: This document is a proprietary work product of the Armed Forces Medical Examiner System (AFMES) DoD DNA Registry. The information contained therein, to include any accompanying attachments, may contain Freedom of Information Act protected information, including client work product privileged information. If you are not the intended recipient of this information, any disclosure, copying, distribution, or the taking of any action in reliance on this information is strictly prohibited. If you received this information in error, please notify this office immediately so that appropriate corrective action can be taken.

FOR OFFICIAL USE ONLY

SUBJECT: Consultation Report
CIL Case No. 2014-064
AFDIL Case No. 2014H-1660

2. Specimens Received

a. Evidence Received

<u>CIL Sample No.</u>	<u>AFDIL Specimen No.</u>	<u>Specimen</u>	<u>Disposition of evidence</u>
<u>Date Received:</u>	<u>9 October 2014</u>		
01A	01A	Radius	Consumed
02A	02A	Cranium	Consumed

b. References Received

<u>Unaccounted-For Individual</u>	<u>Reference</u>	<u>Relationship</u>
Donald L. Beals	Charles O. Beals	Brother
Donald L. Beals	Meryl B. Tabner	Sister

3. Methods

DNA was extracted, amplified, and mtDNA sequence analysis was performed.

NOV 26 2014

MCMR-MED-MDN

SUBJECT: Consultation Report
CIL Case No. 2014-064
AFDIL Case No. 2014H-1660

4. The table below provides information regarding the number of confirmed bases generated and the number of times each sequence has been observed in the AFDIL Casework Population Database (sequence ranges vary). If applicable, a more detailed description of the matches in the Asian, Hispanic, and Other categories can be found in Appendix B.

Specimen	AFDIL Specimen No.	No. Bases	AFRICAN AMERICAN n=1485	ASIAN n=1037	CAUCASIAN n=3613	HISPANIC n=1312	OTHER n=2648	NATIVE AMERICAN n=333	TOTAL n=10428
Radius Sample 01A	01A	704	0	0	0	0	0	0	0
Cranium Sample 02A	02A	674	0	0	0	0	0	0	0
Charles O. Beals	2014F-1476	1121	0	0	0	0	0	0	0
Meryl B. Tabner	2014F-1484	1121	0	0	0	0	0	0	0

Holly M. Bofinger 11/26/14
Holly M. Bofinger Date
DNA Analyst
Armed Forces DNA
Identification Laboratory

FOR OFFICIAL USE ONLY

SUBJECT: Consultation Report
 CIL Case No. 2014-064
 AFDIL Case No. 2014H-1660

Appendix A. Mitochondrial DNA Sequence Results

Hypervariable Region One

16030 TTCTTTC ----- ----- ----- -----	16040 ATGGGGAAGC ----- --N-----N- ----- -----	16050 AGATTTGGGT ----- -----N-- ----- -----	16060 ACCACCCAAG ----- -----N ----- -----	16070 TATTGACTCA ----- ----- ----- -----	Standard Radius (01A) Cranium (02A) Charles O. Beals Meryl B. Tabner
16080 CCCATCAACA ----- ----- ----- -----	16090 ACCGCTATGT ----- ----- ----- -----	16100 ATTTCGTACA ----- ----- ----- -----	16110 TTACTGCCAG ----- ----- ----- -----	16120 CCACCATGAA ----- ----- ----- -----	Standard Radius (01A) Cranium (02A) Charles O. Beals Meryl B. Tabner
16130 TATTGTACGG ----- -----N- ----- -----	16140 TACCATAAAT ----- ----- ----- -----	16150 ACTTGACCAC ----- ----- ----- -----	16160 CTGTAGTACA ----- ----- ----- -----	16170 TAAAAACCCA ----- ----- ----- -----	Standard Radius (01A) Cranium (02A) Charles O. Beals Meryl B. Tabner
16180 ATCCACATCA ----- ----- ----- -----	16190 AAACCCCCTC ----- ----- ----- -----	16200 CCCATGCTTA ----- ----- ----- -----	16210 CAAGCAAGTA ----- ----- ----- -----	16220 CAGCAATCAA ----- ----- ----- -----	Standard Radius (01A) Cranium (02A) Charles O. Beals Meryl B. Tabner
16230 CCCTCAACTA ----- ----- ----- -----	16240 TCACACATCA ----- ----- ----- -----	16250 ACTGCAACTC ----- ----- ----- -----	16260 CAAAGCCACC ----- ----- ----- -----	16270 CCTCACCCAC ----- ----- ----- -----	Standard Radius (01A) Cranium (02A) Charles O. Beals Meryl B. Tabner
16280 TAGGATACCA ----- ----- ----- -----	16290 ACAAACCTAC ----- ----- ----- -----	16300 CCACCCTTAA -----A----- -----A----- -----A----- -----A-----	16310 CAGTACATAG -----C----- -----C----- -----C----- -----C-----	16320 TACATAAAGC ----- ----- ----- -----	Standard Radius (01A) Cranium (02A) Charles O. Beals Meryl B. Tabner

For interpretation of these results, see the Interpretation Key.

NOV 26 2014

MCMR-MED-MDN

SUBJECT: Consultation Report

CIL Case No. 2014-064

AFDIL Case No. 2014H-1660

Appendix A. Mitochondrial DNA Sequence Results (Continued)

Hypervariable Region One (Continued)

16330 CATTTACCGT ----- ----- ----- -----	16340 ACATAGCACA ----- ----- ----- -----	16350 TTACAGTCAA ----- ----- ----- -----	16360 ATCCCTTCTC ----- ----- ----- -----	16370 GTCCCCATGG ----- N-----N ----- -----	Standard Radius (01A) Cranium (02A) Charles O. Beals Meryl B. Tabner
16380 ATGACCCCCC ----- ---N----- ----- -----	16390 TCAGATAGGG ----- ----- ----- -----	16400 GTCCCTTGAC ----- ----- ----- -----	16410 CACCATCCTC ----- ----- ----- -----	16420 CGTGAAATCA ----- ----- ----- -----	Standard Radius (01A) Cranium (02A) Charles O. Beals Meryl B. Tabner
16430 ATATCCCGCA ----- ----- ----- -----	16440 CAAGAGTGCT ----- ----- ----- -----	16450 ACTCTCCTCG ----- ----- ----- -----	16460 CTCCGGGCCC ----- ----- ----- -----	16470 ATAACACTTG ----- ----- ----- -----	Standard Radius (01A) Cranium (02A) Charles O. Beals Meryl B. Tabner
16480 GGGGTAGCTA ----- ----- ----- -----	16490 AAGTGAAGTG ----- ----- ----- -----	16500 TATCCGACAT ----- ----- ----- -----	16510 CTGGTTCCTA ----- ----- ----- -----	16520 CTTCAGGGTC ----- ----- ----- -----	Standard Radius (01A) Cranium (02A) Charles O. Beals Meryl B. Tabner
16530 ATAAAGCCTA ----- ----- ----- -----	16540 AATAGCCCAC ----- ----- ----- -----	16550 ACGTTCCCTT ----- ----- ----- -----	16560 TAAATAAGAC ----- ----- ----- -----	16569 ATCACGATG ----- ----- ----- -----	Standard Radius (01A) Cranium (02A) Charles O. Beals Meryl B. Tabner

For interpretation of these results, see the Interpretation Key.

FOR OFFICIAL USE ONLY

MCMR-MED-MDN

NOV 26 2014

SUBJECT: Consultation Report
CIL Case No. 2014-064
AFDIL Case No. 2014H-1660

Appendix A. Mitochondrial DNA Sequence Results (Continued)

Hypervariable Region Two

			10 GATCACAGGT	20 CTATCACCCCT	Standard Radius (01A) Cranium (02A) Charles O. Beals Meryl B. Tabner
			-----	-----	
			-----	-----	
30 ATTAACCACT	40 CACGGGAGCT	50 CTCCATGCAT	60 TTGGTATTTT	70 CGTCTGGGGG	Standard Radius (01A) Cranium (02A) Charles O. Beals Meryl B. Tabner
	-----	-----	-----	-----	
-----	-----	-----	-----	-----	
-----	-----	-----	-----	-----	
80 GTATGCACGC	90 GATAGCATTG	100 CGAGACGCTG	110 GAGCCGGAGC	120 ACCCTATGTC	Standard Radius (01A) Cranium (02A) Charles O. Beals Meryl B. Tabner
-----	-----	-----	-----	-----	
-----	-----	-----	-----	-----	
-----	-----	-----	-----	-----	
-----	-----	-----	-----	-----	
130 GCAGTATCTG	140 TCTTTGATTG	150 CTGCCTCATC	160 CTATTATTTA	170 TCGCACCTAC	Standard Radius (01A) Cranium (02A) Charles O. Beals Meryl B. Tabner
-----	-----	-----	-----	-----	
-----	-----	-----	-----	-----	
-----	-----	-----	-----	-----	
-----	-----	-----	-----	-----	
180 GTTCAATATT	190 ACAGGCGAAC	200 ATACTTACTA	210 AAGTGTGTTA	220 ATTAATTAAT	Standard Radius (01A) Cranium (02A) Charles O. Beals Meryl B. Tabner
-----	-----	-----	-----	-----	
-----	-----	-----	-----	-----	
-----	-----	-----	-----	-----	
-----	-----	-----	-----	-----	
230 GCTTGTAGGA	240 CATAATAATA	250 ACAATTGAAT	260 GTCTGCACAG	270 CCACTTTCCA	Standard Radius (01A) Cranium (02A) Charles O. Beals Meryl B. Tabner
-----	-----	-----	-----	-----	
-----	-----	-----	-----	-----	
-----	-----	-----	-----	-----	
-----	-----	-----	-----	-----	
-----	-----	-----	-----	-----	

For interpretation of these results, see the Interpretation Key.

FOR OFFICIAL USE ONLY

MCMR-MED-MDN

SUBJECT: Consultation Report
 CIL Case No. 2014-064
 AFDIL Case No. 2014H-1660

NOV 26 2014

Appendix A. Mitochondrial DNA Sequence Results (Continued)

Hypervariable Region Two (Continued)

280 CACAGACATC ----- ----- -----	290 ATAACAAAAA ----- ----- -----	300 ATTTCCACCA ----- ----- -----	310 AACCCCCCCT ----- ----- -----	320 CCCCC*GCTTC -----C----- -----C----- -----C----- -----C-----	Standard Radius (01A) Cranium (02A) Charles O. Beals Meryl B. Tabner
330 TGGCCACAGC ----- ----- -----	340 ACTTAAACAC ----- ----- -----	350 ATCTCTGCCA ----- ----- -----	360 AACCCCAAAA ----- ----- -----	370 ACAAAGAACC ----- ----- -----	Standard Radius (01A) Cranium (02A) Charles O. Beals Meryl B. Tabner
380 CTAACACCAG ----- ----- -----	390 CCTAACCAGA ----- ----- -----	400 TTTCAAATTT ----- ----- -----	410 TATCTTTTGG ----- ----- -----	420 CGGTATGCAC ----- ----- -----	Standard Radius (01A) Cranium (02A) Charles O. Beals Meryl B. Tabner
430 TTTTAACAGT ----- ----- -----	440 CACCCCCCAA ----- ----- -----	450 CTAACACATT ----- ----- -----	460 ATTTTCCCCT -----T----- -----T-----	470 CCCACTCCCA ----- ----- -----	Standard Radius (01A) Cranium (02A) Charles O. Beals Meryl B. Tabner
480 TACTACTAAT ----- ----- -----	490 CTCATCAATA ----- ----- -----	500 CAACCCCCGC ----- ----- -----	510 CCATCCTACC ----- ----- -----	520 CAGCACACAC ----- ----- -----	Standard Radius (01A) Cranium (02A) Charles O. Beals Meryl B. Tabner
530 ACACCGCTGC ----- --DD----- --DD-----	540 TAACCCCATA ----- ----- -----	550 CCCCGAACCA ----- ----- -----	560 ACCAAACCCC ----- ----- -----	570 AAAGACACCC ----- ----- -----	Standard Radius (01A) Cranium (02A) Charles O. Beals Meryl B. Tabner
576 CCCACA ----- ----- -----					Standard Radius (01A) Cranium (02A) Charles O. Beals Meryl B. Tabner

For interpretation of these results, see the Interpretation Key.

FOR OFFICIAL USE ONLY

Page 7 of 11

NOV 26 2014

MCMR-MED-MDN
SUBJECT: Consultation Report
CIL Case No. 2014-064
AFDIL Case No. 2014H-1660

Appendix B. Population Databases

Population Size (n)	Sample 01A	Sample 02A	Charles O. Beals	Meryl B. Tabner
---------------------	------------	------------	------------------	-----------------

ASIANS					
Asian Pacific/Asian American	10	0	0	0	0
China/Taiwan	356	0	0	0	0
Guam	87	0	0	0	0
Japan	163	0	0	0	0
Korea	182	0	0	0	0
Thailand	52	0	0	0	0
Vietnam	187	0	0	0	0
Asians Subtotal	1037	0	0	0	0

HISPANICS					
Florida Hispanics	96	0	0	0	0
FRS** Hispanics	51	0	0	0	0
NIST* Hispanics	128	0	0	0	0
New York Hispanics	151	0	0	0	0
SWGDA*** Hispanics	686	0	0	0	0
Texas Hispanics	200	0	0	0	0
Hispanics Subtotal	1312	0	0	0	0

NOV 26 2014

MCMR-MED-MDN

SUBJECT: Consultation Report

CIL Case No. 2014-064

AFDIL Case No. 2014H-1660

Appendix B. Population Databases (Continued)

Population Size (n)	Sample 01A	Sample 02A	Charles O. Beals	Meryl B. Tabner
---------------------	------------	------------	------------------	-----------------

OTHER					
Afghanistan	98	0	0	0	0
Cyprus	91	0	0	0	0
FRS**-Unknown Origin	171	0	0	0	0
Greece	319	0	0	0	0
Hungarian Roma	205	0	0	0	0
Kazakhstan	256	0	0	0	0
Kenya	103	0	0	0	0
Kyrgyzstan	249	0	0	0	0
Russia	151	0	0	0	0
Egypt	48	0	0	0	0
India	19	0	0	0	0
Pakistan	8	0	0	0	0
Sierra Leone	109	0	0	0	0
Tajikistan	244	0	0	0	0
Turkmenistan	249	0	0	0	0
Uzbekistan	328	0	0	0	0
Other Subtotal	2648	0	0	0	0

*NIST-National Institute of Standards and Technology

**FRS-AFDIL Family Reference Samples

***SWGDA-M-Scientific Working Group on DNA Analysis Methods

FOR OFFICIAL USE ONLY

SUBJECT: Consultation Report
CIL Case No. 2014-064
AFDIL Case No. 2014H-1660

REPORT INTERPRETATION KEY

1. LISA (Laboratory Information Systems Applications): A data management program used by both AFDIL and JPAC-CIL.
2. Disposition of Evidence
 - a. "Consumed" is defined as samples no longer required for casework processing that have been pulverized, dissolved, expended, and/or transferred to the Training Sample Coordinator (TSC) for training/validation/emerging technology purposes.
 - b. "Stored" is defined as samples in the custody of AFDIL that have not been transferred to the TSC and are currently being retained for additional testing.
 - c. "Returned" is defined as remaining samples that have been returned to the submitting agency.
3. The Mitochondrial DNA (mtDNA) Casework section uses two separate mtDNA databases in the course of processing casework:
 - a. The AFDIL Casework Population Database consists of mtDNA sequences obtained from random, presumed to be unrelated individuals, as well as a portion of mtDNA sequences from family reference samples associated with missing service members. MtDNA sequences obtained from JPAC casework samples and family reference samples are searched against this database in order to determine the rarity of the mtDNA sequence within the population.
 - b. The AFDIL Family Reference Database only consists of mtDNA sequences obtained from completed family reference samples associated with missing service members from past US military conflicts.
4. Mitochondrial DNA Sequence Results Appendix Key
 - a. A dashed line indicates base positions that are identical to the published standard sequence.
 - b. Transition or transversion polymorphisms (differences from the standard reference sequence) are designated by the appropriate letter (base).
 - c. A deletion is designated by a "D."
 - d. A position that could not be confirmed is designated by an "N."
 - e. Heteroplasmy can be observed as point heteroplasmy where two DNA bases are observed at the same nucleotide position. DNA base call designation should be based on the nomenclature system set forth by the International Union of Pure and Applied Chemistry (IUPAC). At confirmed positions of ambiguity, the following IUPAC codes should be used:

G/T = K A/T = W A/G = R C/T = Y G/C = S A/C = M

FOR OFFICIAL USE ONLY

SUBJECT: Consultation Report
CIL Case No. 2014-064
AFDIL Case No. 2014H-1660

REPORT INTERPRETATION KEY (Continued)

4. Mitochondrial DNA Sequence Results Appendix Key (Continued)

- f. An insertion is designated by an asterisk (*) within the standard sequence.
 - i. The specific base insertion is designated by the appropriate letter.
 - ii. Insertions at positions 309, 315, 573 and 16193 were ignored when searching the Casework Population and Family Reference Databases. Insertions in mtDNA sequence are often difficult to interpret. A possible cause may be the presence of a mixture of length variants in the mtDNA of an individual. A predominant length species is often apparent; however, the frequency of a particular length species cannot be determined accurately and may vary between maternal relatives.

**FORENSIC ANTHROPOLOGY REPORT:
CIL 2014-064-I-01**

JPAC CENTRAL IDENTIFICATION LABORATORY

21 November 2014

RESULTS OF ANALYSIS

The skeletal remains designated CIL 2014-064-I-01 were originally accessioned as CIL 2014-064, CIL 2014-092, and CIL 2014-116. All three accessions relate to JPAC recovery missions and were consolidated into a single accession based on site and incident association. Non-human elements present in this accession were removed via Administrative Removal (REF: Management Review of Non-Evidentiary Items, CIL 2014-064, dtd 21 November 2014).

The skeletal remains designated CIL 2014-064-I-01 consist of a right radial shaft fragment and small cranial (calvarial) fragments in a fair state of preservation (Figure 1). The radius and a cranial fragment were sampled for mitochondrial DNA (mtDNA) analysis, and these elements represent one individual based on a shared mtDNA sequence. Due to the paucity of remains and the condition of the elements present, the determination of sex, assessment of ancestry, and estimation of stature were not possible. The developmental morphology and cortical thickness of the radial fragment is consistent with an individual of older adolescent or adult age.

The radial shaft exhibits perimortem fractures; perimortem trauma occurs while the bone is still in a fresh state and is predominantly characterized by the absence of healing, as well as the appearance of fracture surfaces and cancellous bone that are identical in color to the surrounding bone (Galloway *et al.* 1999). There is a complete transverse fracture on the proximal part of the radial shaft, associated with incomplete curved fractures running in an anterolateral direction, and a complete step fracture on the distal part of the shaft.

The remains are dark brown in color, and adhered sediment and rootlets indicate contact with a terrestrial environment. The cranial fragments exhibit damage in the form of postmortem breakage and erosion, while the radial fragment exhibits postmortem loss of bone on the posterior part of the proximal end of the shaft. No other biological determinations are made concerning CIL 2014-064-I-01.



POPI CHRYSOSTOMOU, MSc
Anthropologist



Figure 1. CIL 2014-064-I-01, skeletal remains. Scale is in centimeters.

REFERENCE

- Galloway, A., S. A. Symes, W. D. Haglund, and D. France
1999 The role of the forensic anthropologist in trauma analysis. In *Broken Bones: Anthropological Analysis of Blunt Force Trauma*, edited by A. Galloway, pp. 5-31. Charles C Thomas, Springfield, IL.

**Final Search and Recovery Report CIL 2014-116-R-B, an Aircraft
Crash Site (GM-05521) Associated with MACR 14387,
in the Vicinity of Lönnewitz, Elbe-Elster District, State of
Brandenburg, in the Federal Republic of Germany,
21 July Through 1 August 2014**

DPAA LABORATORY

15 December 2015

INTRODUCTION

From 21 July through 1 August 2014 JPAC Recovery Team One (RT1) conducted recovery operations at Site GM-05521, located in the vicinity of Lönnewitz, Elbe-Elster District, State of Brandenburg, in the Federal Republic of Germany (Germany; Figure 1). During the 14-2GM Joint Field Activity (JFA), RT1 extended the excavation grid established during preceding JFAs (Table 1; 14-2EU, 14-1GM, and 14-3EU) and expanded excavation into areas recommended by previous Recovery Leaders/Anthropologists (RL/As). Approximately 211 m² of surface area were excavated by RT1 to depths ranging from 29 to 40 centimeters below surface (cmbs). As a result of the 14-2GM operations, fragments of possible life support equipment and pieces of non-diagnostic aircraft wreckage were recovered. Recovery operations at Site GM-05521 were terminated on 1 August 2014 after excavation reached the evidentiary and archaeological boundaries of the site; the RL/A recommended that the site be closed. The possible life support equipment recovered during 14-2GM was documented during recovery operations however was not retained.

Four recovery missions (14-2EU, 14-1GM, 14-3EU, and 14-2GM) were conducted at Site GM-05521 during 2014 (Table 1). In total, approximately 2,943 m² were excavated at Site GM-05521 during 14-2EU, 14-1GM, 14-3EU, and 14-2GM. Recovery efforts conducted at the site over the course of these four JFAs resulted in the recovery of possible human remains, material evidence, possible life support, and non-diagnostic aircraft wreckage (Table 1). The following final report summarizes the information presented in the reports listed below and details of the recovery efforts of 14-2GM.

Table 1. Summary of excavations at site GM-05521.

Mission	Dates	Total Area Excavated	Report Number	Recovery Leader(s)/ Anthropologist(s)
14-2EU	4 April–12 May 14	880 m ²	CIL 2014-064-R	Dr. Kimberly Maeyama Dr. Rebecca Taylor
14-1GM	15 May–16 June 14	992 m ²	CIL 2014-092-R	Mr. Hugh Tuller

Table 1. Summary of excavations at site GM-05521.

Mission	Dates	Total Area Excavated	Report Number	Recovery Leader(s)/ Anthropologist(s)
14-3EU	17 June–20 July 14	860 m ²	CIL 2014-116-R-A	Dr. Kimberly Maeyama
14-2GM	21 July–1 August 14	211 m ²	CIL 2014-116-R-B	Dr. Meghan-Tómasita Cosgriff-Hernández

**Figure 1. Political map of Germany, showing the general location (red square) of Site GM-05521.**

BACKGROUND

The Missing Air Crew Report documents the 17 April 1945 loss of a U.S. Army Air Forces P-47D aircraft (aircraft serial number 42-28372), piloted by 1st Lieutenant (1st Lt) Donald L. Beals, while on an armed reconnaissance mission in the Dresden area of Germany. As he attempted to attack aircraft sighted on the ground at the Alt-Lönnewitz airfield, 1st Lt Beals' aircraft came under anti-aircraft fire. The flak was so intense that 1st Lt Albright, the squadron leader, called to 1st Lt Beals, "pull up Beals, it isn't worth it." It was not until several minutes later that 1st Lt Albright realized 1st Lt Beals had been hit. The aircraft crashed; 1st Lt Beals was not seen exiting the aircraft. (REF: Report of Investigation 2004/CIL/056, Investigations in Germany During 04-1EU, 21 May through 20 June 2004). The pilot of the P-47D aircraft, 1st Lt Beals remains unaccounted for.

Since 1947 the MACR 14387 loss incident has been investigated on multiple occasions, first by the Army Graves Registration Command (AGRC), and later by both the JPAC and the Defense POW/Missing Personnel Office (DPMO). In 1947 Marxdorf Bürgermeister Emil Schmidt guided an AGRC investigator to the place he alleged a fighter plane had crashed during 1945 (REF: memorandum from Terry Hunter, JPAC-R&A, to Research & Analysis, dtd 25 March 2014). Although the investigator observed five .50-caliber machine guns with legible serial numbers, the specific location of these machine guns was not recorded. These serial numbers correlated with the machine guns mounted on 1st Lt Beals' aircraft. The Soviet occupation of East Germany precluded further investigation into this case until 1953, at which time investigators were permitted to return to the area (REF: memorandum from Terry Hunter, JPAC-R&A, to Research & Analysis, dtd 25 March 2014).

A JPAC Investigation Team (IT) first investigated this site in 2004. The IT gathered information from local researchers: Mr. Hans-Günther Ploes and Mr. Ulf Podbielski (REF: Report of Investigation 2004/CIL/056, Investigations in Germany During 04-1EU, 21 May through 20 June 2004). The first JPAC recovery operation at Site GM-05521, which is the designation for the crash site associated with MACR 14387, took place during the 14-2EU field activity and was immediately continued during the 14-1GM effort (see Interim Search and Recovery Reports CIL 2014-064-R and CIL 2014-092-R).

During the 14-2EU (4 April–12 May 2014) recovery operations, approximately 880 m² of surface area were excavated and possible osseous material and possible life support equipment were recovered. The recovery of diagnostic items confidently associated this location with the loss of a P-47D type aircraft (see Interim Search and Recovery Report CIL 2014-064-R), and subsequent recovery operations at this site during the 14-1GM (15 May–16 June 2014) field activity resulted in the excavation of an additional estimated 992 m² and the recovery of additional osseous material, material evidence, and possible life support equipment (see Interim Search and Recovery Report CIL 2014-092-R). Recovery operations were transitioned from the 14-1GM RT to the 14-3EU RT for immediate continuation on 17 June 2014.

Between 17 June and 20 July 2014 the 14-3EU JPAC RT continued recovery operations at Site GM-05521. This RT excavated approximately 860 m² of surface area and screened an additional estimated 128 m² of sediment excavated from units by the preceding 14-1GM

recovery team. As a result of the 14-3EU operations, possible osseous material, material evidence, and possible life support equipment were recovered. Recovery operations conducted during 14-3EU were suspended on 17 July 2014 due to the end of field operations. The RL/A recommended additional excavation at Site GM-05521, and on 19 and 20 July 2014, recovery operations at GM-05521 were handed over to the incoming 14-2GM (21 July–1 August 2014) RL/A for immediate continuation.

RECOVERY SCENE LOCATION

Site GM-05521 is located in a state-managed forest that is situated immediately south and parallel to a paved roadway (route B183) near the town of Lönnewitz (Figure 2). The permanent site datum for Site GM-05521 is a white and black road marker cemented on the north side of the B183 roadway. The coordinates for this datum are general coordinates (GC) Military Grid Reference System (MGRS) 33U UT 75652 11659 (WGS-84 horizontal mapping datum). The following appears on either side of the road marker: “90 ABSCRIFT 1, 4 ◀ 13” and “Kreis EE B183.” This road marker was used during each JPAC field activity conducted at this site.

Grid coordinates for Site GM-05521 are MGRS 33U UT 75634 11589, as recorded using a Garmin GPSMap 62stc Global Positioning System (GPS) receiver tracking 11 satellites with an estimated positional error of 3 meters, at an approximate elevation of 94 meters above sea level. These coordinates mark the location of the grid stake of the southwestern corner of a 4-x-4-m excavation unit designated as N500/E500, which represents the grid datum of the excavation area at Site GM-05521.

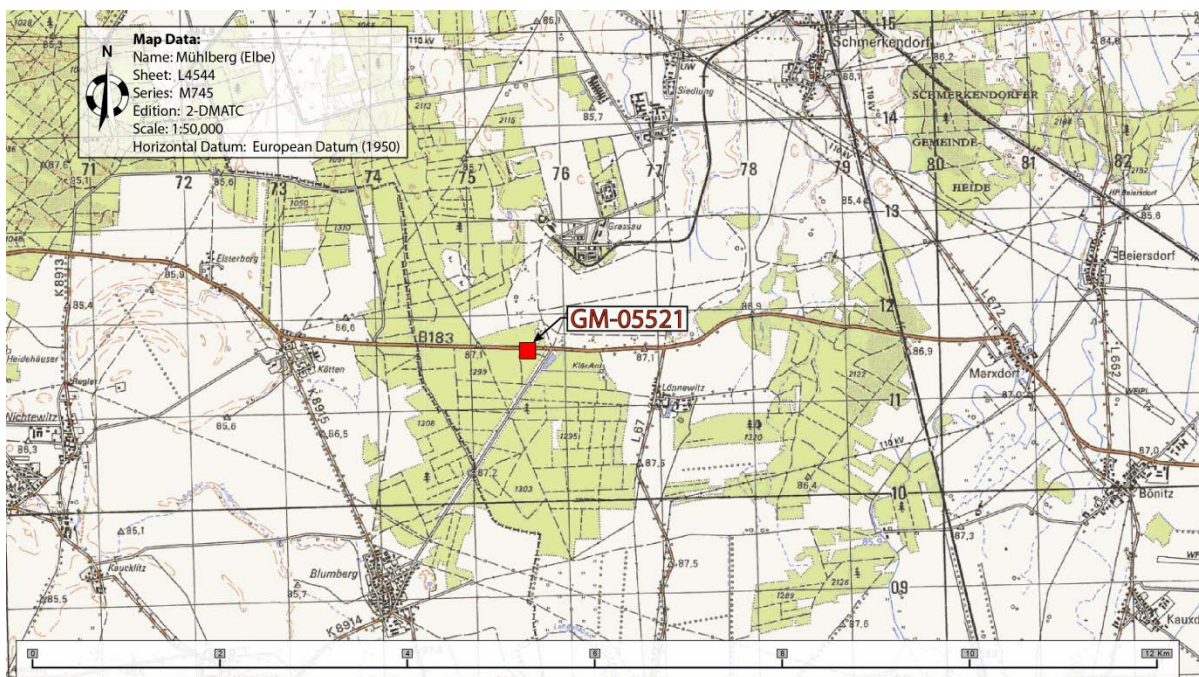


Figure 2. Topographic map showing the general location of Site GM-05521 (red square). Scale is in kilometers.

DESCRIPTION OF RECOVERY SCENE

Site GM-05521 is situated on relatively flat land, with evenly-spaced high and low ground surfaces undulating east to west across the site. The majority of the site is located within a state-managed forest in which conifer trees are planted and harvested; the remainder of the site is located in an unmanaged forest that continues into open woodland. Prior to commencing recovery operations, a light- to moderately-dense understory of undergrowth was present in all areas of the site, and the ground surface was covered by the dense accumulation of surface grass, moss, and detritus (Figure 3; see Interim Search and Recovery Report CIL 2014-064-R).



Figure 3. Photograph showing pre-recovery condition of Site GM-05521 from the permanent site datum (left foreground), view to the south. Paved road is B183.

There are two west-to-east oriented dirt roads used as firebreaks present on the site. One firebreak is located approximately 16 meters south of the B183 route while the other is approximately 57 meters south of the B183 roadway. This more southern firebreak is also used as an easement to the unmanaged forest and marks the northern boundary of the unmanaged forest as well as the southern boundary of the managed forest. There is a continuous west-east running drainage ditch that parallels the B183 roadway.

During the course of three recovery operations conducted at Site GM-05521, significant changes to the landscape were documented (Figures 4-7). In addition to trees being cut (see Figure 4) in preparation for excavation at the site, vegetation was cleared. Prior to commencing 14-2GM recovery efforts, the area previously excavated was observed, and an additional swath of trees located 8 meters south of the B183 roadway were cut.



Figure 4. Photograph illustrating means of tree removal that occurred during 14-2EU, 14-1GM, and 14-3EU.



Figure 5. Site GM-05521 recovery scene after mechanical removal of trees and prior to 14-2EU excavation activities, facing southeast. The firebreak road is visible in the foreground.



Figure 6. Additional panorama mosaic photograph of 14-3EU recovery scene, view facing southeast (A) and northwest (B) depicting condition of Site GM-05521 after 14-3EU recovery operations (see Interim Search and Recovery report 2014-116-A-R).



Figure 7. Overview photographs showing pre-excavation condition of Site GM-05521 at the start of 14-2GM from the site datum (photograph A; permanent road marker in foreground) on Route B183, view facing southwest, and from the northwestern edge of the site, view facing southeast (photograph B).

FIELD METHODS

As with all preceding recovery operations, those conducted on the 14-2GM mission were completed using standard archaeological methods and techniques.

An excavation grid consisting of 4-x-4-m units was established at the outset of recovery operations and expanded during each successive field activity (Figure 8). The grid system was oriented on a horizontal plane along magnetic north. For each successive mission, to include 14-2GM, the excavation grid was expanded as necessary. For all missions, the southwest corner of each unit was the unit designator; the grid datum (not site datum) was established at N500/E500. Standard block excavation of individual units of varying dimensions (*i.e.*, 2-x-2 m, 2-x-4 m, and 4-x-4 m) and the excavation of 32 shovel test pits (approximately 50-x-50-x-30 cm) occurred to depths ranging from 29-40 cmbs (across all JFAs) using a 3-ton Bobcat excavator, model E-26, equipped with an approximately 1.4-meter-wide bucket and hand tools until incident-sterile deposits were reached.

The majority of sediment excavated from units during all JFAs was accomplished by the mechanical excavator and placed on tarps (Figure 9), where it was covered until it could be transported to the screening stations (Figure 10). All shovel test pits and the final excavation of the walls and floors of units were completed using hand tools (see Figure 9). The walls and floors of all excavated units were examined by the Explosive Ordnance Disposal Technicians (EOD) with a metal detector and visually inspected visually by the RL/As to ensure that incident-sterile soil had been reached. Excavated sediments were transported by hand in buckets by members of the RTs and dry-screened through 1/4-inch mesh screens. All screens were operated by American team members (see Figure 10). Screens were visually inspected and palpated prior to being cleared and all items not naturally from the environment were collected for inspection by the RL/A and life support investigator (LSI). When evidence was recovered, or in some cases where there was a high concentration of evidence recovered from surrounding units, additional units of varying dimension were added to the grid system and excavated. At the request of the forestmeister, land restoration took place during the course of all excavated activities.

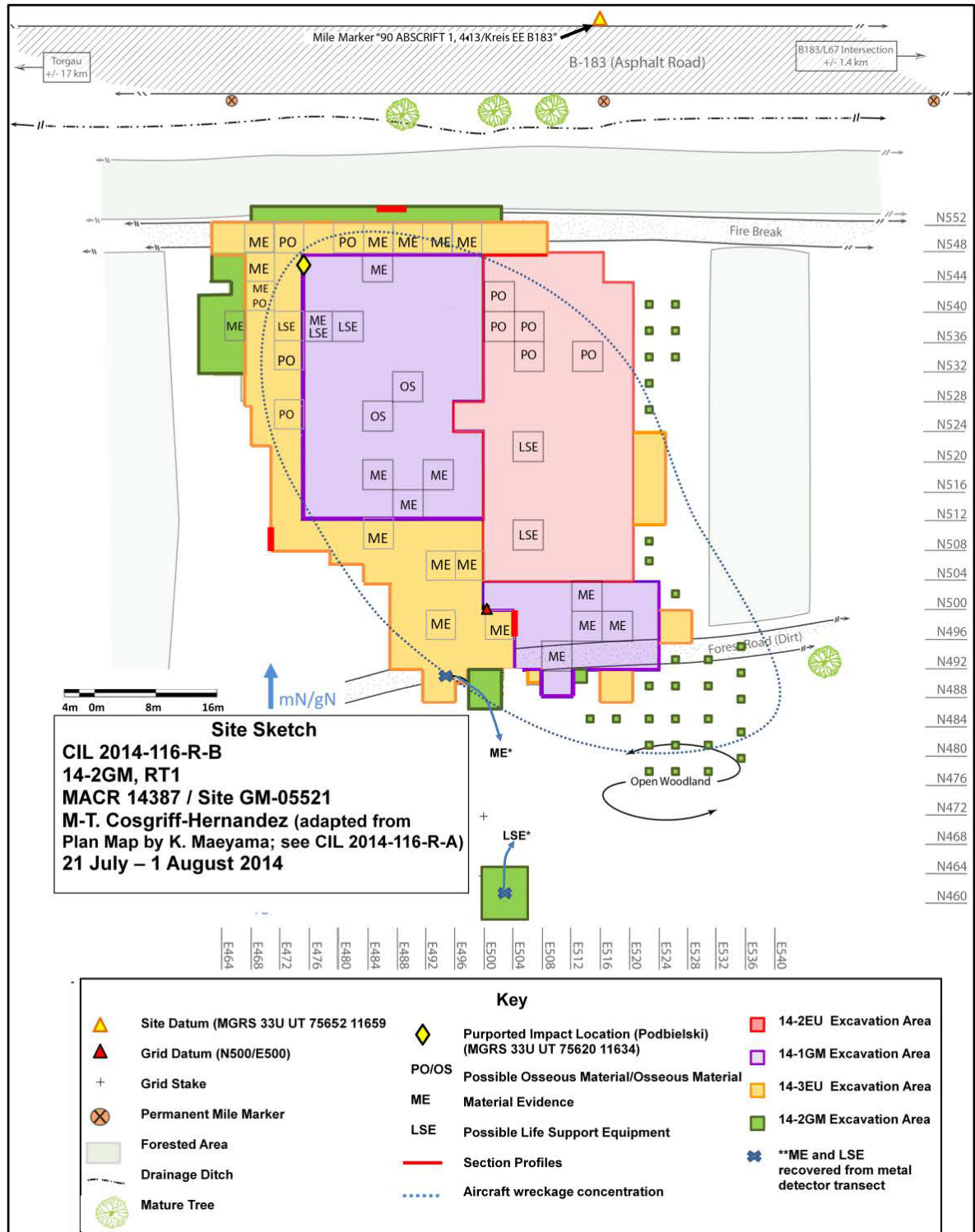


Figure 8. Overview site sketch of Site GM-05521.



Figure 9. American team members assist the mechanical excavator as it digs. Sediment is stored on tarps behind the machine while the team screens in the background, view southwest (see Interim Search and Recovery Report: CIL 2014-092-R).



Figure 10. American team members excavating and screening sediments from unit.

During 14-2EU recovery mission, a metal detector survey with seven transects was conducted. Pin flags were used to mark subsurface metal signatures to estimate the extent of the debris field. This survey was extended during the 14-1GM recovery mission; thirteen additional transects were added (Figure 11). All pin flags were examined for probative value (see Interim Search and Recovery Report: CIL 2014-064-R and Interim Search and Recovery Report: CIL 2014-092-R). Based on the results of these metal detector surveys, the outermost boundaries of the debris field and the distribution of metal concentrations across the site were established during 14-2EU and 14-1GM, which permitted the use of a different survey method

during 14-2GM. Thirty-two 50-x-50-x-30-cm shovel test pits were excavated and used to survey the southeastern boundaries of the site during the 14-2GM mission.

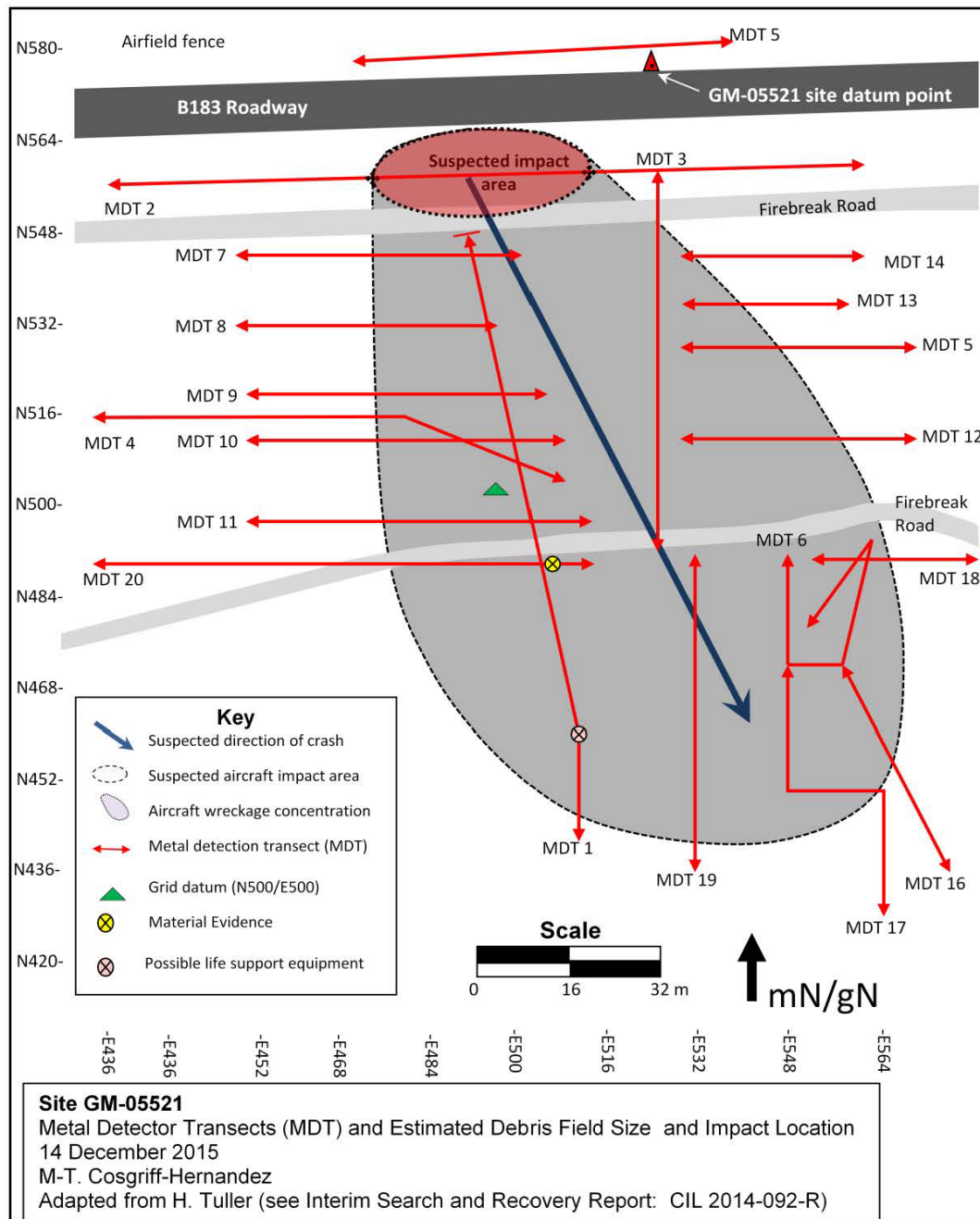


Figure 11. Plan map depicting estimated impact location, metal detector transects, and approximate boundaries of aircraft wreckage debris field Site GM-05521.

The primary area of interest for excavation during 14-2GM recovery operations included the northwestern corner, the northernmost boundary of the site, the most eastern edges of the site, the southeastern corner of the site, and a small focal area south of the main excavation within the

unmanaged forested. All areas previously occupied by mature conifer forest that were cleared for excavation required a permit. Approval was given with the caveat that no trees were disturbed surrounding the area of excavation. Removal of trees within the main project area required approval and coordinated removal with the forestmeister. Excavated sediments were screened over previously closed units in order to continue with the process of restoring the landscape. On scheduled team days off, the forestmeister utilized a contracted excavator to complete the restoration process, (as the land restoration process took place on scheduled days off, there are no photographs available). At the start of 14-2GM, areas of partially restored topography were visible (see Figure 5). Although heavy machinery was utilized both during the removal of trees and for the land restoration process, minimal disturbance of the recovery area occurred. All tree root systems left in place where excavated around using hand tools to ensure all sediments were removed to incident-sterile soil.

Those items determined to have potential evidentiary value were documented, collected, sealed in labeled plastic bags, and retained by the RL/As. The local Polizei (police) were contacted at the end of JFAs during which possible remains were discovered: 14-2EU and 14-3EU. Permission from the state Polizei was required in order to remove any possible osseous material from the site. Until the items could be reviewed and documented by a local criminalist specialist at an arranged date and time, the RL/As retained and secured all items of potential evidentiary value in accordance with operating protocols. After each field activity, to include 14-2GM, all non-evidentiary items recovered from recovery operations were collected and transported for storage at an off-site, secured location.

The RL/As maintained a daily log of excavation-related activities and created sketch maps of the site to document recovery operations. Photographs of progress on the site, evidentiary items, and images that the various RL/As deemed necessary were taken and catalogued for evidentiary purposes. At the conclusion of each JFA, the RL/As used this documentation to generate Interim Search and Recovery Reports (see Table 1) which summarized all recovery activities on site. During the site turnovers, which occurred between each mission, the outgoing and incoming RL/As would discuss the previous team's work on site, archaeological findings, and provide recommendations about future recovery operations. The incoming and outgoing Team Leaders would discuss all local and national-level protocols that had to be followed as stipulated by the German government as they pertained to the removal of trees, land restoration, and the review of any possible evidentiary items.

Site security consisted of frequent patrols by the Polizei on and near the site. Any unexploded ordnance (UXO) recovered during 14-2GM was inspected by the EOD and transported by him to the same UXO disposal pit used by the all previous RTs; the UXO disposal pit was located at grid coordinates 33U UT 75818 11605, as recorded using a Garmin GPSMap 62stc GPS receiver tracking 10 satellites with an estimated positional error of +/-3 meters. As per guidance from the Polizei, all UXO was maintained at this location until the conclusion of 14-2GM, when the site was permanently closed. Following closure of the site, German UXO specialists were contacted for final coordination of UXO disposal. It was mandated by local authorities that all excavated areas be restored as close to the original state as possible prior to the completion of excavation activities. To achieve this, RTs used a mechanical excavator and a contracted operator throughout the course of all operation activities to level and restore

excavated areas; RT1 on 14-2GM refilled all of the units excavated in the unmanaged forest and all excavated shovel test pits by hand.

ARCHAEOLOGICAL FINDINGS

During the four recovery missions, a total of approximately 2,943 m² was excavated at Site GM-05521, to depths ranging from 20-65 cmbs. Table 2 summarizes the approximate total area excavated during each recovery mission as well as the range of excavation depths.

Table 2. Summary of Excavation for each Recovery Mission at Site GM-05521.		
Mission	Total Area Excavated	Range of excavation depth (cmbs)
14-1EU	880 m ²	25-65
14-1GM	992 m ²	30 (average depth)
14-3EU	860 m ²	20-53
14-2GM	211 m ²	29-40

Metal detector transect surveys conducted during 14-2EU and 14-1GM JFAs established the following: (1) the approximate boundaries, or size, of the project area, (2) that the suspected point of impact estimated by the RL/As corresponded with that purported by Mr. Podbielski, (3) the distribution of metal in the debris field, and (4) that there was a higher concentration of metal hits detected in the northern aspect of the site (see Figures 8 and 11). It is important to note that many of the most outer lying pin flags marked metal sap funnels (used in the forest to facilitate the harvesting of sap) or non-diagnostic fragments of aircraft wreckage. Pin flags indicating the location of metal hits recorded during previous JFAs were observed along 20 east-to-west running metal detection transects that extended from the edges of the main project area. The aircraft wreckage fragments were regarded by both the 14-1GM and the 14-2GM RL/As to be non-probative artifacts; only two items of possible evidentiary value were discovered along these transects (see Figures 8 and 11). These items were recovered from the surface from what would, during later excavations, become N490/E510 and from N458/E502, which is located in the unmanaged forest. A minimum of a two-meter perimeter was excavated around each unit that was found to contain possible evidence to ensure that it was unlikely that no other evidence was located near the recovered item.

The characteristics of sediments encountered during recovery operations at Site GM-05521 were generally consistent across the site. Figure 12 is a section profile generated during 14-2GM that may be considered representative of the section profiles generated during each previous mission. For each section profile created, a Munsell Soil Chart was used to standardize the description of the sediment color. The uppermost layer is an organic layer consisting of moss, leaves, pine needles, and bark. The second layer is a very dark grayish brown (Munsell 10YR 3/2) fine loamy sand with roots and rootlets. The layer underlying this is a dark brown (Munsell 10YR 3/3) fine loamy sand with roots and rootlets. The third layer encountered is a yellowish brown (Munsell 10YR 5/6) compact fine medium sand with roots and rootlets and is the incident-sterile layer.

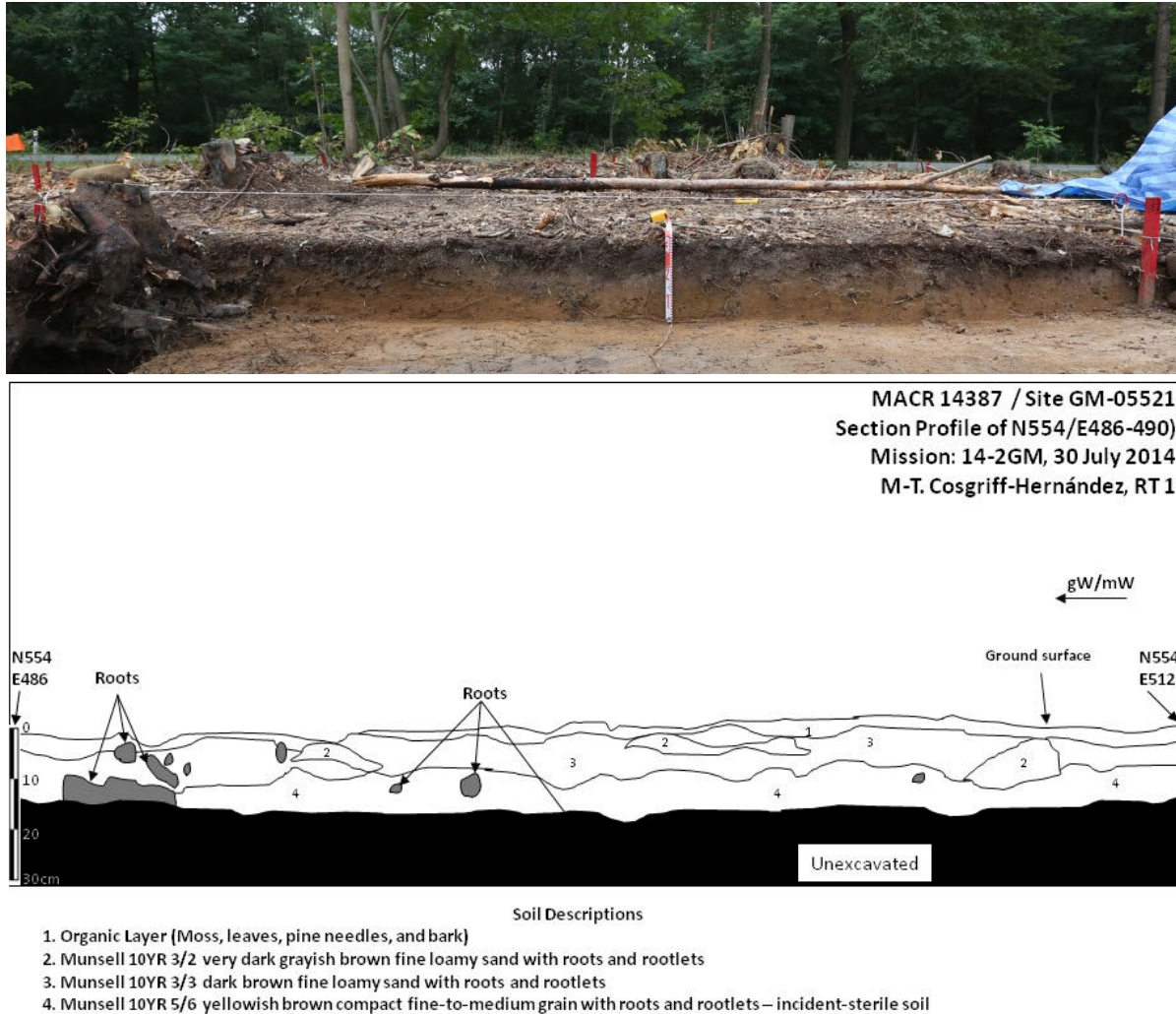


Figure 12. Photograph of section profile and accompanying section profile for section N554/E486-490 (north wall of unit N552-554/E486-490). Scale in photograph is in decimeters. This section profile is representative of sediments encountered during each JFA at Site GM-05521.

A summary of the osseous material, material evidence, and possible life support equipment recovered during the four recovery missions is presented in Tables 3, 4, and 5, respectfully. Possible osseous material was recovered on 14-2EU and 14-3EU while osseous material was recovered on 14-1GM. Material evidence was recovered on 14-1GM, 14-3EU, and 14-2GM. Possible life support equipment was recovered 14-2EU, 14-1GM, and 14-3EU. No possible osseous remains or possible life support equipment items were recovered on 14-2GM.

There is a general pattern of the location from which the different types of evidence were recovered. The material evidence appeared to be scattered across the site, with individually localized concentrations running in a general northwest to southeast pattern. Most pieces of possible life support equipment were recovered from the northwestern portion of the site, with the exception of one item recovered from the surface of a southern unit in the unmanaged forest

FOR OFFICIAL USE ONLY*Final Search and Recovery Report: CIL 2014-116-R-B*

during 14-1GM (result of metal detector transect survey). Osseous material was recovered from the northern half of the site (see Figure 8). Additionally, non-diagnostic aircraft wreckage was recovered from almost every unit. The pattern of the distribution of the evidence is largely consistent with the initial impact and the direction of the aircraft crash as estimated in Interim Search and Recovery Report: CIL 2014-092-R. The results of the excavation activities that occurred during all JFAs and the metal detection transects indicate that the aircraft crashed adjacent to the B183 roadway and scattered debris in a tear-drop shape that fan outs wider as it continues in a southeasterly direction (see Figures 8 and 11). At its greatest dimensions, the debris field runs approximately 88 m east to west and approximately 128 m north to south.

Table 3. Summary of all possible osseous material recovered at Site GM-05521 during all JFAs.

Mission	Unit	Item Description	Depth (cmbs)
14-2EU	N532/E512	Possible osseous material	0-30
14-2EU	N536/E500	Possible osseous material	0-30
14-2EU	N540/E500	Possible osseous material	0-30
14-2EU	N536/E504	Possible osseous material	0-30
14-2EU	N532/E504	Possible osseous material	0-44
14-1GM	N524/E484	Osseous material	~0-30
14-1GM	N528/E488	Osseous material	~0-30
14-3EU	N532/E472	Possible osseous material	0-26
14-3EU	N548/E472	Possible osseous material	0-25
14-3EU	N548/E480	Possible osseous material	0-30
14-3EU	N540/E468	Possible osseous material	0-27
14-3EU	N524/E472	Possible osseous material	0-29

Table 4. Summary of all material evidence recovered at Site GM-05521 during all JFAs.

Mission	Unit	Item Description	Depth (cmbs)
14-1GM	N500/E512	Aircrew emblem	0-35
14-1GM	N496/E516	Coins	0-30
14-1GM	N496/E512	Button	0-26
14-1GM	N492/E510	Possible boot fragments	10
14-1GM	N544/E484	Key	0-32
14-1GM	N491.6/E495.3	Pocket knife	5
14-1GM	N536/E476	Comb fragments	0-33
14-1GM	N536/E476	Possible boot fragments	0-33
14-3EU	N516/E484	Possible fabric fragment	0-35
14-3EU	N516/E492	U.S. coin (one dollar; date 1922)	0-37
14-3EU	N512/E488	Possible fabric fragment	0-37
14-3EU	N496/E492	Unidentified material	0-32
14-3EU	N496/E500	Possible eyeglass frame (portion)	0-30
14-3EU	N508/E484	Fabric fragment, snap	0-30
14-3EU	N504/E496	Possible eyeglass lens (fragment)	0-27

Table 4. Summary of all material evidence recovered at Site GM-05521 during all JFAs.

Mission	Unit	Item Description	Depth (cmbs)
14-3EU	N548/E484	Fabric fragments	0-26
14-3EU	N548/E488	Fabric fragments	0-30
14-3EU	N548/E488	Unidentified material	0-30
14-3EU	N548/E492	Fabric fragments	0-22
14-3EU	N548/E496	Unidentified material	0-27
14-3EU	N548/E496	Possible fabric fragment	0-27
14-3EU	N544/E468	Fabric fragments	0-25
14-3EU	N540/E468	Snap	0-27
14-3EU	N504/E492	Snap	0-28
14-3EU	N548/E468	Unidentified item	0-27
14-2GM	N536/E464	Uniform button	0-40

Table 5. Summary of all possible life support equipment items recovered at Site GM-05521 during all JFAs.

Mission	Unit	Item Description	Depth (cmbs)
14-2EU	N520/E504	Zipper tab	0-30
14-2EU	N508/E504	Possible parachute locking cone	0-30
14-1GM	N536/E480	Parachute components (x4)	0-30
14-1GM	N536/E476	Parachute component	0-33
14-1GM	N459/E502	Possible seatbelt buckle (x2)	15
14-3EU	N536/E472	Parachute closure flap end tab	0-27

Overall, a total of approximately 2,943 m² was excavated at Site GM-05521 during 14-2EU, 14-1GM, 14-3EU, and 14-2GM (Figure 13).



Figure 13. Closing photograph of Site GM-05521 depicting main excavation area over four field activities, view facing south. Yellow tape outlines area excavated during 14-2GM while white tape outlines the entire area excavated over all JFAs.

CONCLUSIONS AND RECOMMENDATIONS

From 21 July–1 August, RT1 excavated approximately 211 m² at Site GM-05521 during the 14-2GM JFA. This recovery mission was the last of four successive missions (previous JFAs: 14-EU, 14-1GM, and 14-3EU) which conducted recovery operations at site GM-05521 and resulted in approximately 2,493 m² being excavated at this site (see Figure 11). Excavation and the systematic survey of the northern, western, southern, and eastern extents of Site GM-05521 during these missions: (1) determined the evidentiary and archaeological boundaries of the site, (2) established the distribution of evidence and non-diagnostic aircraft wreckage recovered, (3) exposed the direction of the spread of incident-related material across the site, and (4) confirmed the estimated initial area of impact and the direction of the aircraft crash (see Figure 8). On 1 August 2014, the 14-2GM RL/A terminated recovery operations at Site GM-05521, recommended no additional excavation take place at the site, and that the site be closed.



MEGHAN-TOMASITA J. COSGRIFF-HERNANDEZ, PhD
Recovery Leader/Anthropologist

MATERIAL EVIDENCE REPORT: CIL 2014-064-A-01 Through 14

DPAA LABORATORY

12 May 2015

BACKGROUND

This case involves material evidence recovered from excavations at site GM-05521, an aircraft crash site located in the vicinity of Lönnewitz, in the Elbe-Elster District, State of Brandenburg, Federal Republic of Germany. The site is believed to be associated with Missing Air Crew Report (MACR) 14387, a P-47D aircraft loss on 17 April 1945. The pilot of the case aircraft, 1st LT Donald L. Beals, remains unaccounted for. The material evidence detailed in this report was excavated during three successive excavation periods. Evidence excavated during 14-2EU from 4 April through 12 May 2014 was accessioned into the CIL as 2014-064 on 19 May 2014. Subsequent to the 14-2EU mission, the site was excavated during 14-1GM. The 14-1GM excavations were conducted from 15 May through 16 June 2015, and excavations yielded osseous remains, material evidence, and life support equipment, which was received by the CIL on 22 June 2015 and accessioned as CIL 2014-092. At the close of 14-1GM, site control was immediately transferred to the incoming 14-3EU recovery team. Excavations at Site GM-05521 during 14-3EU from 17 June through 20 July 2014 yielded additional osseous material and material evidence, accessioned into the CIL on 27 July 2014 as CIL 2014-116. On 30 September 2014 the material evidence from all phases of excavation was consolidated under CIL 2014-064. On 29 January 2015 following reorganization efforts, JPAC was consolidated with the Defense POW/Missing Personnel Office (DPMO) and the Life Sciences Equipment Laboratory (LSEL) into the Defense POW/MIA Accounting Agency (DPAA).

MATERIAL EVIDENCE

Table 1 lists the material evidence included in CIL 2014-064. The evidence ranged in condition from good to poor. Items were cleaned with a soft-bristle nylon brush and warm water. None of the items were subjected to any chemical treatments or finishes to either aid in analyses or preservation.

Table 1. Consolidated list of material evidence, CIL 2014-064-A-01 Through 14.					
Consolidated Accession Number	Original Accession Number	Provenience	Description	n =	Figure(s)
2014-064-A-01	2014-116	N496 E500	Wire Frame Eyeglasses	1	1
		N504 E496		1	
2014-064-A-02	2014-092	N500 E512	Officer's Cap Device	1	2

FOR OFFICIAL USE ONLY

Material Evidence Report: CIL 2014-064-A

Table 1. Consolidated list of material evidence, CIL 2014-064-A-01 Through 14.					
Consolidated Accession Number	Original Accession Number	Provenience	Description	n =	Figure(s)
2014-064-A-03	2014-092	N536 E476	Shoe Fragments	2	3
		N492 E510		13	
2014-064-A-04	2014-092	N496 E512	Button, Great Seal, GI 103C	1	4
2014-064-A-05	2014-116	N516 E492	U.S. Coin, One Dollar, "Peace"	1	5
2014-064-A-06	2014-092	N496 E516	U.K. Coins, Six Pence	2	6
2014-064-A-07	2014-092	N491.6 E495.3	Folding Pocket Knife	1	7
2014-064-A-08	2014-092	N544 E484	Key	1	8
2014-064-A-09	2014-092	N536 E476	Comb Fragments	2	9
2014-064-A-10	2014-116	N548 E488	Possible Glove Fragments	2	10
		N548 E496		1	
		N548 E492		1	
2014-064-A-11	2014-116	N496 E492	Possible Hat Brim Fragments	14	11
2014-064-A-12	2014-116	N508 E484	Possible Service Coat Fragments	6	12
		N516 E484		1	
		N544 E468		1	
		N548 E484		1	
2014-064-A-13	2014-116	N512 E488	Possible Service Coat Liner Fragments	7	13
2014-064-A-14	2014-116	N508 E484	Possible Sweater Fragments	9	14
		N548 E484		3	
		N548 E488		2	
		N548 E496		1	

CIL 2014-064-A-01

Wire Frame Eyeglasses

n = 2

Accession CIL 2014-064-A-01 is a badly damaged pair of wire-frame eyeglasses (Figure 1). The eyeglasses are similar in style to the "Marshwood" pattern corrective eyewear, issued by the United States Armed Forces during World War II (Vintage Optical Shop 2015). The wire frame of the glasses is constructed from a dull-brown metal with silver-colored plating, much of which is flaking away. Some portions of the wire frame bear light greenish-white oxidization product. The section of the frame present in this accession consists of a round wire earpiece, finished at the distal end with a flexible spring-like tail, to provide comfort when worn behind the ear. The ear piece articulates with the lens frame via a small temple hinge, held in place with two small single-slotted screws. The damage to the frame precludes identifying what style mount was used with these glasses (full-view, temple mount, etc.). Overall these glasses are in poor condition.



Figure 1. CIL 2014-064-A-01, Wire Frame Eyeglasses.

CIL 2014-064-A-02

Officer's Cap Device

n = 1

Accession CIL 2014-064-A-02 is an officer's cap device, alternately referred to as an "Eagle Device" (Figure 2). The device is an insignia that is commonly pinned or sewn to the front of an officer's cap or cover (Maguire 1994). The device is constructed from a dull brownish-black metal with green and reddish-brown corrosion products on its obverse, and some small remnant portions of brass-colored paint or plating on its reverse. The obverse of the item bears an embossed image of an eagle clutching laurel boughs in one talon and a cluster of arrows in the other, with a shield or crest upon its chest and a ribbon trailing through its beak. The ribbon bears the words "E PLURIBUS" on the left and "UNUM" on the right sides of the beak, both in raised *sans serif* typeface. The reverse of the item bears the negative of the obverse image, and on the tail of the eagle the following information is present in raised *sans serif* typeface:

ACID TEST

GEMSCO

The reverse of the object also has a remnant portion of a post used to affix the device to a cap, located in the approximate center of the device. Additionally, portions of the two angled pins, used to provide grip and prevent the device from rotating while affixed to the cap, are present at the ends of the eagle's wings. The round field of 13 stars, present on intact exemplars of this item, appears to have sheared off of the accessioned piece and is not present with this assemblage. Overall, this item is in good condition.



Figure 2. CIL 2014-064-A-02, Officer's Cap Device.

CIL 2014-064-A-03

Shoe Fragments

n = 15

CIL 2014-064-A-03 includes fifteen shoe fragments of varying size from a pair of service shoes (Figure 3). The heel of one shoe is present in the assemblage in two articulating pieces, and is constructed from a black synthetic. On the interior of the heel portion the number "87" is present in raised, molded text. Four nail holes are visible along the outer margin of the heel fragment, likely to accommodate hob nails, affixing the heel to the sole of the shoe.

The remaining fragments of the shoe are represented by laminate fragments of organic material, likely leather. The fragments come from the heel, instep, and toe of the shoes. The thicker portions of the shoe are 3.2 to 6.7 mm thick, with a variety of nail and stitching holes around their peripheries. One fragment from the shoe's insole has the number "6" or possibly

“9” stamped on its surface. Five smaller fragments from the shoe’s uppers are present in the assemblage, and are much thinner and more flexible than those from the heel and insole.

The accessioned fragments are generally consistent with the standard issue “low quarters” standard service shoe, worn in the service uniform by a number of WWII era pilots, and reportedly popular for use during flight due to their flexibility and comfort (Maguire 1994). The absence of significant portions of the shoe’s uppers, as well as any diagnostic hardware (lace eyelets, etc) preclude full identification of this item, though a lack of hardware supports the identification as low quarters dress shoes. Overall this item is in poor condition.



Figure 3. CIL 2014-164-A-03, Shoe Fragments.

CIL 2014-064-A-04

Button, Great Seal, GI 103C

n = 1

Accession CIL 2014-064-A-04 is a Great Seal Button, model GI 103C (Figure 4). The button is circular and manufactured from a dull brown metal. On its face, the button has a relief of the Great Seal, comprised of an eagle with a shield upon its chest clutching arrows in one foot and a laurel branch in the other, set beneath a wreathed field of 13 stars. This model button is distinguishable from other issued buttons of similar design by its linen-cloth patterned background and raised rim (Albert 1969). The accession includes the button’s backing, which detached from the button during cleaning in the field. The backing is a 9.8 mm diameter disc with a small wire loop affixed to its center. This loop would have facilitated sewing the item to a garment. Overall this button is in fair condition.



Figure 4. CIL 2014-064-A-04, Button, Great Seal, GI 103C.

CIL 2014-064-A-05

U.S. Coin, One Dollar, "Peace"

n = 1

CIL 2014-064-A-05 is a United States one dollar coin known as the "Peace" dollar (Figure 5). The obverse face of the coin bears the crowned bust of Liberty. The original striking of this face of the coin would have set the bust of Liberty below the word "LIBERTY", with the words "IN GOD WE TRUST" in raised text on either side of the neck of the bust (Yeoman 2008). On the accessioned coin, only single isolated letters of these portions of text are now visible. The mint date at the lower margin of the accessioned coin is 1922.

The reverse of the coin features an eagle perched upon a rock clutching a laurel branch with a stylized sun-ray background. Above the eagle in raised text are the words "UNITED STATES OF AMERICA", and below the eagle, "E PLERIBUS UNUM". On either side of the eagle's feet are the words "ONE DOLLAR". All original text on the reverse of the coin is visible except the word "PEACE", which would be present in raised text below the eagle's feet, but is no longer visible on the accessioned item. The rim of the coin is reeded. Overall this item is in good condition.



Figure 5. CIL 2014-064-A-05, U.S. Coin, One Dollar, “Peace”, obverse face is on the left, reverse on the right.

CIL 2014-064-A-06

U.K. Coins, Six Pence

n = 2

Accession CIL 2014-064-A-06 includes two United Kingdom six pence coins (Figure 6). Both coins are constructed from a silver-colored metal with heavy brown to black tarnish. One coin bears a mint date of 1926, while the other was struck in 1943.

The coin dated 1926 bears the bust of King George V on the obverse. Though not all of the text originally present on the obverse face is legible in the accessioned item, the bust would have originally been surrounded by the words “GEORGIUS V GRA BRIT OMNI REX” in raised text (Krause 1991). The margin of the obverse face of the accessioned coin has a very light beaded border. The reverse of the coin bears a raised, stylized lion set above a crown. The crown splits the mint date of 1926. Around this central motif is a stylized border, which separates the central motif from raised text which reads “FID DEF IND IMP” around the margin, and “SIX PENCE” at the lower rim.

The 1943 six pence coin has very similar tarnish and wear compared to the 1926 coin. On its obverse, the coin bears the bust of King George VI, surrounded on the coin’s periphery with the words “GEORGIUS VI D G BR OMNIREX” in raised text; an abbreviation of the same motto found on the obverse of the earlier coin. The reverse of the coin bears a raised Royal monogram beneath a crown. The crown splits the mint date of 1943. Around this central motif is a beaded

border, within which is raised text which reads “FID DEF IND IMP” around the margin, and “SIX PENCE” at the lower rim.

Both coins have a reeded edge and have light scratches and wear on both faces. The 1943 coin has slightly deeper gouges on its obverse face near the bust. Both coins are in fair condition.



Figure 6. CIL 2014-064-A-06, U.K. Coins, Six Pence, 1943 (a.) and 1926 (b). Obverse faces on top image, reverse faces below.

CIL 2014-064-A-07

Folding Pocket Knife

n = 1

Accession CIL 2014-064-A-07 is a folding pocket knife (Figure 7). The knife has a single folding blade with a curved spine, suggesting a drop-point, spear, or sheep's foot as possible blade profiles. The blade has a single pull notch (also known as a nail mark) positioned 55.4 mm from the blade's run up (the notch or step of the blade spine raised from where it articulates with the knife handle on folding knives). The knife has a single bolster on one end surrounding the folding mechanism. The handle scales are largely missing or deteriorated, with some small fragments of wood remaining around the pins nearest the bolster.

The handle scales are attached to the knife frame via three 3.0 mm diameter pins. Each pin shows evidence of being lightly peened at their ends, which would have slightly expanded their diameter and firmly secured the wood scales to the knife frame. Two of the pins are located along the long axis of the knife, while the third pin is situated offset of this axis at the center of the knife. The knife frame is constructed from a dull silver-colored metal and shows signs of light corrosion over its entire surface.

Close inspection of the bolster reveals at least one incised or engraved line around the circumference, perpendicular to the long axis of the knife. The most visible line is positioned roughly even with the blade run up. These lines, in conjunction with the blade design, pin placement, and bolster shape, suggest that this knife is likely a German Wehrmacht issued pocket knife (1944 Militaria 2015). This item is in poor condition.



Figure 7. CIL 2014-064-A-07, Folding Pocket Knife.

CIL 2014-064-A-08

Key

n = 1

CIL 2014-064-A-08 is a badly corroded barrel-style key (Figure 8). The key has a flat ovate bow with a barrel or tubular blade. A single rectangular tooth extends from one side of the tip of the blade. Corrosion has made further assessment of the key impossible. The design of the key is generally consistent with keys from the period for large padlocks or footlockers. Overall this item is in poor condition.



Figure 8. CIL 2014-064-A-08, Key.

CIL 2014-064-A-09

Comb fragments

n = 2

Accession CIL 2014-064-A-09 includes two articulated fragments of a hair comb (Figure 9). The comb is constructed from a black synthetic material. The two fragments articulate with one another. All but two of the comb tines are missing from the accessioned item, as is the distal end of the fine-toothed portion of the comb body. The item bears no manufacturing or indentifying information, and is in poor condition.



Figure 9. CIL 2014-064-A-09, Comb fragments.

CIL 2014-064-A-10

Possible Glove Fragments

n = 4

CIL 2014-064-A-10 includes four possible leather glove fragments (Figure 10). The fragments are constructed from a stiff, light brown to tan leather. Some of the leather fragments have sections of stitching at their margins with remnant fine white and blue thread. The leather is generally 1.1 mm thick, and has become stiff and somewhat friable. Overall this item is in poor condition.



Figure 10. CIL 2014-064-A-10, Possible glove fragments.

CIL 2014-064-A-11

Possible Hat Brim Fragments

n = 14

Accession CIL 2014-064-A-11 includes 14 fragments of a possible hat brim (Figure 11). The fragments include sections of a black to brownish black synthetic material similar in texture and appearance to artificial leather or vinyl, as well as a brown hair- or fiber-fabric similar to expanded felt or haircloth. The black synthetic material has small sections of stitching forming a bead edge around the brim, rather than stitching to join to pieces of material.

The construction of the fragments is generally consistent with the MIL-SPEC for the brim of the standard pilot's "crush cap", which proscribes leather exterior stitched around a stiffened felt batting (U.S. Department of the Army 1949). Though the accessioned item appears to be synthetic, it is possible that shortages of leather or prohibitive costs of materials may have led to the use of synthetic materials among some manufacturers. If the item is indeed a crush cap, it is likely associated with the above listed cap device (CIL 2014-064-A-02) and Great Seal button (CIL 2014-064-A-04), as both of these items were common ornaments on the standard crush cap. Overall, this item is in poor condition.



Figure 11. CIL 2014-064-A-11, Possible hat brim fragments. Representative samples of exterior fabric (left) and interior felt material (right).

CIL 2014-064-A-12

Possible Service Coat Fragments

n = 9

CIL 2014-064-A-12 consists of nine fragments of possible service coat (Figure 12; Maguire 1994). The fragments are constructed from a dark green cloth with a weave pattern similar to very tight twill, though much less flexible. None of the fragments bear any stitching, eyelets, or manufacturing information. Overall this item is in poor condition.



Figure 12. CIL 2014-064-A-12, Possible service coat fragments.

CIL 2014-064-A-13

Possible Service Coat Liner Fragments

n = 7

Accession CIL 2014-064-A-13 consists of seven fragments of a possible service coat liner (Figure 13). The fragments are a dark green plain-weave cloth. Some of the fragments have remnant portions of two-row stitching, or perforations from two row stitching. None of the fragments bear any button holes or manufacturing information. The weave pattern and fabric color are similar to exemplar photographs of liner material from U.S. issued service coats, but could also possibly be from a lightweight shirt (Maguire 1994). Overall this item is in poor condition.



Figure 13. CIL 2014-064-A-13, Representative sample of possible service coat liner fragments.

CIL 2014-064-A-14

Possible Sweater Fragments

n = 15

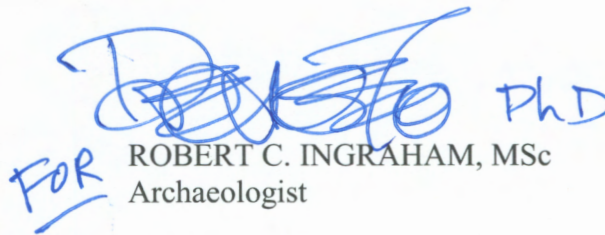
CIL 2014-064-A-14 consists of fifteen fragments of a possible sweater (Figure 14). The fragments are constructed from a light blue herringbone weave wool fabric. Some fragments appear to have been joined using a single row stitch of white thread. The sweater fragments are generally consistent with issued sweaters of the period, though the color and stitching suggest is not an issued item (Sylvia and O'Donnell 1982). Overall this item is in poor condition.



Figure 14. CIL 2014-064-A-14, Representative sample of possible sweater fragments.

FINDINGS

The material evidence detailed in this report is generally consistent with items issued to or used by United States military personnel operating in the European Theater during World War II; with the exception of CIL 2014-064-A-07, the folding pocket knife, which is consistent with knives issued to the German Wehrmacht. Though consistent with U.S. issued equipment, no markings, modifications, or indicators are present to sufficiently connect any item with a specific individual. The Individual Deceased Personnel File (IDPF) for 1st Lt Beals lists no shoe size or corrective eyewear requirement. As such, the above evidence is consistent with, but cannot be directly correlated to either 1st Lt Beals or the MACR 14387 loss incident.


ROBERT C. INGRAHAM, MSc
Archaeologist

REFERENCES

1944 Militaria

- 2015 Original German WWII Pocket Knife. Electronic document.
<http://www.1944militaria.com/ProductDetails.asp?ProductCode=OR-PKTKF>.
Accessed 12 March 2015.

Albert, A.H.

- 1969 *Record of American Uniforms and Historical Buttons, 1775-1968*. Boyertown Publishing, Boyertown, PA.

Krause, C.L.

- 1991 *Standard Catalog of World Coins*. Krause Publications, Iola, WI.

Maguire, J.A.

- 1994 *Silver Wings, Pinks & Greens: Uniforms, Wings & Insignia of USAAF Airmen in World War II*. Schiffer Military History, Atglen, PA.

Sylvia, S. W. and M. J. O'Donnell

- 1982 *Uniforms, Weapons and Equipment of the World War II G.I.* Moss Publications, Orange, VA.

U.S. Department of the Army

- 1949 MIL-C-30395: *Cap, Service, Wool, Serge, 15-OZ. (U.S.A.F.), Blue-84*.

Vintage Optical Shop

2015 Marshwood P3 Eyeglasses Frames. Electronic document.
<http://vintageopticalshop.com/vintage-eyeglasses/marshwood.html>. Accessed
11 May 2015.

Yeoman, R.S.

2008 *Handbook of United States Coins 2009*. Whitman Publishing, Atlanta, GA.

293 FILE

DATA ON REMAINS NOT YET RECOVERED OR IDENTIFIED

NAME (Last, First, Middle Initial)

BEALS, DONALD L.

GRADE

1st LT.PRESENT SERIAL
NUMBER

0706338

ORGANIZATION

494th FTR. SQ
48th FTR. GRP

RACE

WHITE

CREED

PROTESTANT

FORMER SERIAL
NUMBER (If applicable)

17120128

DATE OF DEATH/MIA

17 APR 45

CAUSE OF DEATH

FINDING OF DEATH

PLACE OF DEATH OR PLACE LAST SEEN IF MIA

EUROPEAN AREA

DATE OF FOD

18 APR 46

HEIGHT

71"

WEIGHT

162#

COLOR EYES

COLOR HAIR

SHOE SIZE

DENTAL CHART

5/22/44

UPPER RIGHT

8 7 6 5 4 3 2 1
F F F F

UPPER LEFT

1 2 3 4 X 6 7 X
F F

LOWER RIGHT

16 15 14 13 12 11 10 9
F F F

LOWER LEFT

9 10 11 12 13 14 15 16
F F F

X = Extracted

F = Filling

O = Carious

I = Carious Non-Restorable

FRACTURES AND/OR BREAKS

Fracture, RT. Middle Finger - 1935

TATTOOS AND/OR BIRTHMARK

NONE

ADDITIONAL INFORMATION

AGE. 23 YRS AT MIA DATE

LAST SEEN DIVING ON A TARGET NEAR LONNEWITZ,
GERMANY.

1 MAY 1947

293 FILE		DATA ON REMAINS NOT YET RECOVERED OR IDENTIFIED		
NAME (Last, First, Middle Initial)		GRADE	PRESENT SERIAL NUMBER	
Beals, Donald L.		1st Lt.	O-708 338	
ORGANIZATION		RACE	CREED	FORMER SERIAL NUMBER (If Applicable)
494th FTR. SQ. 48th FTR. GP.		White	Protestant	17 120 128
DATE OF DEATH/MIA	CAUSE OF DEATH		PLACE OF DEATH OR PLACE LAST SEEN IF MIA	
17 Apr. 45	FINDING OF DEATH		European Area	
DATE OF FOD 18 Apr. 46				
HEIGHT	WEIGHT	COLOR EYES	COLOR HAIR	SHOE SIZE
71"	162 1/2			
DENTAL CHART 12 May 44				
UPPER RIGHT		UPPER LEFT		
8 F F F F 3 2 1 7 6 5 4		1 2 3 F I F X 4 5 6 7 8		
LOWER RIGHT		LOWER LEFT		
F F F 16 15 14 13 12 11 10 9		9 10 11 12 13 F F F 14 15 16		
X = Extracted F - Filling O = Carious 1 = Carious Non-Restorable				
FRACTURES AND/OR BREAKS		TATTOOS AND/OR BIRTHMARK		
Fracture, Rt. Middle Finger - 1935				
ADDITIONAL INFORMATION				
Age: 23 at MIA Date. Last seen diving on a target near Lonnwitz, Germany. Pilot of P-47 Fighter on Mission to Dresden Area, Germany. MACR NO. 14387				

COPY

WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES
WASHINGTON

COPY

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 aircraft is officially reported missing.

1. ORGANIZATION: Location: C-2412, Site R-12 Command or Air Force Ninth
GROUP 48th Fighter; SQUADRON 424th PTR (SR) DETACHMENT
2. SPECIES: Point of Departure Site Y-54; Course 96°
Intended Destination Dresden Area; Type of Mission Armed Recon
3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED: Clear
4. GIVE: (a) Date 17 April 45 Time 17:00; And Location of Last Frankfurt.
known whereabouts of missing aircraft Lonnwitz, Ger. E-8240 (88 miles S.W. of /
(b) Specify whether () Last sighted; (x) Last contacted by radio;
() Forced down; Seen to Crash; or () Information not available.
5. AIRCRAFT WAS LOST, OR IS BELIEVED TO HAVE BEEN LOST, AS A RESULT OF (Check only one: () Enemy Aircraft; (x) Enemy Anti-Aircraft; () Other Circumstances as follows
6. AIRCRAFT: Type, Model and Series P-47-D-28; AAF Serial No. 42-28372
7. ENGINES: Type, Model and Series R-2800-59; AAF Serial No. (a) FP-002752 (b) (c) (d)
8. INSTALLED WEAPONS (Furnish below Make, Type and Serial Number)
(a) 1275334 (b) 1275426 (c) 1275391 (d) 1275237
(e) 1275232 (f) 1275084 (g) 1275291 (h) 1275355
9. THE PERSONS LISTED BELOW WERE REPORTED AS: (a) Battle Casualty X
or (b) Non-Battle Casualty
10. NUMBER OF PERSONS ABOARD AIRCRAFT: Crew 1; Passengers 0; 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	Status
1. Pilot	Beals, Donald L.	1st Lt.	O-706338	KIA
2. CP				
3.				
4.				
5.				
6.				
7.				
8.				
9.				
10.				
11.				

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

WD, Hq AAF, Washington, Missing Air Crew Report.

Name in Full (Last name First)	Rank	Serial Number	Contacted by Radio	Last Sighted	Saw Crash	Saw Forced Landing
1. Albright, Hobart M.	1st Lt.	0-824341	X			
2.						
3.						

13. IF PERSONNEL ARE BELIEVED TO HAVE SURVIVED, ANSWER YES TO ONE OF THE FOLLOWING STATEMENTS: (a) Parachutes were used _____; (b) Persons were seen walking away from scene of crash _____; or (c) Any other reason (Specify) _____

14. ATTACH EYEWITNESS DESCRIPTION OF CRASH, FORCED LANDING, OR OTHER CIRCUMSTANCES PERTAINING TO MISSING AIRCRAFT.

15. ATTACH AERIAL PHOTOGRAPH, MAP, CHART, OR SKETCH, SHOWING APPROXIMATE LOCATION WHERE AIRCRAFT WAS LAST SEEN.

16. ATTACH A DESCRIPTION OF THE EXTENT OF SEARCH, IF ANY, AND GIVEN NAME, RANK AND SERIAL NUMBER OF OFFICER IN CHARGE HERE None

Date of Report 20 April 1945

REMARKS:

/s/ Jerome I. Steeves,
(Signature of Preparing Officer)
/s/ JEROME I. STEEVES,
Major, Air Corps,
Commanding

AG 704 - Dead (18 Apr 46)
S. R. & D. No. 5802

18 April 1946

MEMORANDUM FOR: Chief, Casualty Branch

SUBJECT: Review and Determination of Status
Under the Missing Persons Act

I - FACTS

1. The following-named officers of the 48th and 368th Fighter Groups have been carried on War Department records as missing in action, in flying pay status, over Germany since 17 April 1945 as reported by ETO Casualty Card Shipment No. 117, received 30 April 1945:

<u>Name</u>	<u>ASN</u>	<u>Grade</u>
Beals, Donald L.	0706338	First Lieutenant
Banks, John H., III	02063779	Second Lieutenant

2. Missing Air Crew Report No. 14203, dated 18 April 1945, shows that Lieutenant Banks, pilot of P-47 aircraft No. 44-20222, assigned to the 397th Fighter Squadron, 368th Fighter Group, was on an armed reconnaissance mission to the Dresden area. He was last seen at 1535 about six miles southeast of Dresden, near the Elbe River, as shown on a sketch map attached to the report. Also inclosed with the report is the following eyewitness statement by First Lieutenant Edgar R. Baker:

"2nd Lt. John H. Banks, III, O-2063799, was flying number two position in the lead flight to Tropic Squadron on 17 April 1945. At an altitude of 8,000 feet we encountered very intense and heavy flak. Lt. Banks' plane was hit, he was smoking very badly. He said 'this is Tropic red two, I am bailing out.' Then his plane did a left turn and headed 180 degrees from the direction we were going. Due to the heavy barrage of flak and poor visibility, I lost sight of control at approximately 7,000 feet. No blaze was observed. I did not observe him to bail out. He was called several times on the radio, but he didn't answer."

NO
RECORDS
SECTION
100

S. R. & D. No. 5802

3. Missing Air Crew Report No. 14387, dated 20 April 1945, states that Lieutenant Beals of the 494th Fighter Squadron, 48th Fighter Group, piloted P-47 aircraft No. 42-28372 on an armed reconnaissance mission to the Dresden area on 17 April 1945. He was last contacted by radio at 1700 at Lonnwitz, Germany, which is located near the Elbe River about 17 miles north of Riesa and 43 miles northwest of Dresden, Germany. The following eyewitness statement is attached to the report:

"I, Hobart M. Albright, O-824341, First Lieutenant, Air Corps, was flying as Squadron Leader on an Armed Reconnaissance Mission. Lt. Beals was flying wing position to me. He called that he had sighted some planes on the ground. I told him to go down after them and I would follow him down. The ground guns opened fire as soon as we turned off to go into our dive. The flak was so intense that I called to Lt. Beals, 'pull up, Beals, it isn't worth it.' I pulled up and did not realize Lt Beals had been hit until several minutes later."

4. An examination of the files of these officers in Officer Branch and Casualty Branch, AGO, discloses no additional information pertinent to this review.

II - CONCLUSIONS

1. The subject officers were the pilots of two P-47 fighter planes lost on an armed reconnaissance mission to the Dresden area on 17 April 1945.

a. Lieutenant Beals was last seen when he started to dive on a target near Lonnwitz, Germany. He was believed to have been hit by the intense enemy antiaircraft fire.

b. Lieutenant Banks' plane was hit by antiaircraft fire and he reported by radio that he was bailing out. He was not observed to parachute, however, and his plane was last seen, under control, about six miles southeast of Dresden.

2. In view of the foregoing and the lapse of twelve months since these officers have been seen or heard from by any one, it appears that they may not reasonably be presumed to be living.

NO
ORIGINAL DATES
1945 11 11

S. R. & D. No. 5802

III - RECOMMENDATION

It is recommended that findings of death be made, as of 18 April 1946 in the cases of the officers named in paragraph 1, part I, above, under the provisions of Section 5 of the Missing Persons Act.

Investigator

Captain, AGD

CONCURRED IN:

APPROVED:

WM D. CARTWRIGHT
Lieutenant Colonel, AGD
Officer in Charge
Status Review and
Determination Section

GEORGE F. HERBERT
Colonel, AGD
Chief, Casualty Branch

First Lieutenant Donald L. Beals, 0706338,
and one other.

NO
SERIAL N. GATNEY
10/10/46

HEADQUARTERS
95th QUARTERMASTER BATTALION
AMERICAN GRAVES REGISTRATION COMMAND
EUROPEAN AREA
BERLIN, GERMANY

AFG 742-A
23 July 1947

PCJ/hk

SUBJECT: AGRC Case # 8215, Lonnwitz, Saxony, Germany.

TO : Commanding Officer, First Field Command, AGRC, EA,
APO 403, U.S. Army
(Attn : Operations Officer)

1. In accordance with Operational Instructions #17, dated 24 Jan. 1947, an investigation was conducted at Lonnwitz, Sachsen Province, Ger. (N 52/E 84) for the remains of 1st Lt. Donald L. Beals, O-706338, MIA 17 April 1947.

2. Report of investigating officer indicates that Lt. Beals's plane crashed and exploded, resulting in the disintegration of the pilot's body.

3. The wreckage has been positively identified as that of A/C 42-28372, 48th Fighter Group, 9th Air Force, by five machine guns still lying in the wreckage.

4. On the basis of the investigation report, it is recommended that the remains of Lt. Beals be classified as non-recoverable.

FOR THE COMMANDING OFFICER :

JAMES P. WILSON
Capt. Inf
Adjutant

Incl. 1) Operations Inst. # 17
2) Report of Investigation
3) Statement of Bürgermeister of Lonnwitz,
4) MACR S-213

Telephone Berlin 2063

142
1

494TH FIGHTER SQUADRON (SE)
48TH FIGHTER GROUP

APO 595, U. S. Army

20 April 1945

S T A T E M E N T

I, Hobart M. Albright, O-824341, First Lieutenant, Air Corps, was flying as Squadron Leader on an Armed Reconnaissance Mission. Lt. Beals was flying wing position to me. He called that he had sighted some planes on the ground. I told him to go down after them and I would follow him down.

The ground guns opened fire as soon as we turned off to go into our dive. The flak was so intense that I called to Lt. Beals, "pull up, Beals, it isn't worth it". I pulled up and did not realize Lt. Beals had been hit until several minutes later.

/s/ Hobart M. Albright,
/t/ HOBART M. ALBRIGHT,
O-824341,
First Lieutenant

306

HEADQUARTERS
95TH QUARTERMASTER BATTALION
AMERICAN GRAVES REGISTRATION COMMAND
EUROPEAN AREA
BERLIN, GERMANY

AFO 742-A

15 July 1947

FALSE REPORT

Lonnwitz, Germany

(N. 52/E 84; 1/250,000)

Lonnwitz Burgermeister Schmidt, told me that he knows of a plane crash around 24 May 1944, but it happened in the Marxdorf territory. That burial was handled by Marxdorf. The plane in question, however, was a bomber. The Burgermeister took us to another place, where he said, a fighter crashed spring 1945. We found five (5) 50 cal. Browning MG's with the following numbers: 1275534, 1275232, 1275355, 1275084, 1275237. At the time of the crash no remains were found, but only small splinters of bone, since the plane exploded, according to the Burgermeister. The USAAF insignia is recognizable. Two cylinders of a radial engine are also still here. We stopped at Roeger's Restaurant, to learn the date of the crash from him. Given as beginning of March 1945. We recovered a piece of aluminum, bearing red checkerboard design, possibly a group insignia. The burgermeister here also told me that nothing is known of any parachutists here at the time of the crash. He had been here and in office all during the war.

Eric E. Ungar

ERIC E. UNGAR
1st Lt. Inf.
Investigating Officer

R E S T R I C T E D

HEADQUARTERS
AMERICAN GRAVES REGISTRATION COMMAND
EUROPEAN THEATER AREA
APO 58 U S ARMY

SPECIAL ORDERS
NUMBER 69

9 May 1947

1. Par 2 SO 21 this hq cs is rescinded.

2. PAC letter file AGAO-S 293.9 (27 Mar 47) D-M, War Dept, TAGO, 9 Apr 47, Subj: Establishment of Boards of Review for Identification of Unknown Dead Overseas, the fol ind, this hq, are appointed a Board of Review for identification of Unknown Dead (European Area):

COL	JOHN H EVANS	015184	INF
LT COL	WILLIAM D MANN	0323364	JAGD
LT COL	JAMES F METCALF	0350280	QMC
MAJ	GEORGE E CILLEY	0336143	FA
MAJ	GEORGE E SPRINGER	0284512	FA
MAJ	GEORGE E WOODS	0252521	CE

James Domenico, WD Civ, CAT-3, Reporter

This Board will comply with instructions of above cited War Dept ltr, and will take over any unfinished cases referred to Uncoverable Casualty Board aptd by par 2 SO 21 this hq cs and rescinded by par 1 above.

AUTH: Sec 1 Cir 157 Hq US Forces European Theater 23 Oct 46.

BY COMMAND OF BRIGADIER GENERAL PECKHAM:

ALFRED B. LENNISTON
Colonel, QMC
Chief of Staff

OFFICIAL:

/s/ Clara R. Beery
CLARA R. BEERY
Capt, AGD
Asst Adj Gen

DISTRIBUTION "A" AND "B" plus:

Ea Indiv concerned4
Ea Unit concerned2
Pers Div10
Pers Div TAG EUCOM2

R E S T R I C T E D

CERTIFIED TRUE COPY

ROBERT E. BARRY
1st Lieutenant, QMC

HEADQUARTERS
AMERICAN GRAVES REGISTRATION COMMAND
EUROPEAN AREA
APO 58 U S ARMY

23 MAR 1948

Proceedings of a Board of Officers appointed in accordance with letter File AGAO - S 293.9 (27 Mar 47), D-H, War Dept, TAGO, 9 Apr 47.

The Board met pursuant to Par. 2, SO No. 69, Headquarters, American Graves Registration Command, 9 May 47, at the Astoria Hotel, Paris, France, on 23 MAR 1948. The purpose of the Board was to determine recoverability/identity of certain casualties now under consideration by this command.

The Board reviewed reports of investigation, statements of witnesses and other papers contained in the files of American Graves Registration Command, ETA, pertaining to the case of the following named casualty/casualties, the remains of which have not been recovered. The case files and other data considered are attached.

CASE No,	1	NAME	ASN	GRADE
		BEALS, Donald L.	O-706338	1/Lt

FINDINGS: The Board having carefully considered the evidence before it, finds the remains of said casualty/casualties may be considered as non-recoverable and recommends that no further action be taken to recover these remains.

JOHN H. EVANS, Col., INF.

GEORGE E. SPRINGER, Maj., FA

JOHN B. STRAHAN, Maj., JAGD

GEORGE E. WOODS, Maj., TC

GROSVENOR W. FISH, Maj., TC

JACK C. HAYES, Capt., OMC

OWEN F. MCCANN, Capt., OMC

LLOYD D. RETHMEYER, 1st Lt. CE

COPY
EXTRACT

MISSING AIR CREW REPORT NO. 8-213

- 306
1. ORGANIZATION: Location O-2412 Site B-12; Air Force 9th
Group 48th fighter; Squadron 24th (24) Detachment _____
 2. SPECIFY: Point of Departure Site Y-54; Course 900
Intended Destination _____; Type EC-119; Ground Recon
 3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED: Clear
 4. GIVE: (a) Day 17; Month Apr.; Year 45; Time 1700; and Location _____ of last known whereabouts of missing aircraft.
(b) Specify weather; () Last Sighted; (☒) Last contacted by Radio; () Forced Down; () Seen to Crash; or Information not Available.
 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 _____
 6. AIRCRAFT: Type, Model and Series T-47 D-26; A.A.F. Ser. # 42-28372
Aircraft Nickname _____
 7. ENGINES: Type, Model and Series R-2800-58; A.A.F. Ser. # (a) FR-001752
(b) _____; (c) _____; (d) _____; (e) _____
 8. INSTALLED WEAPONS (Furnish below Make, Type and Serial Number):
(a) 1275854, 1275391; (b) 1275252, 1275251; (c) 1275428; (d) 1275257
(e) 1275084; (f) 1275358; (g) _____; (h) _____
 9. THE PERSONS LISTED BELOW WERE REPORTED AS: (a) Battle Casualty 1, or (b) Non-Battle Casualty _____
 10. NUMBER OF PERSONS ABOARD AIRCRAFT: Crew 1; Passengers 0;
Total 1

Crew Position	Name in Full (Last Name First)	Rank	Serial Number	Present Status
1. Pilot	Beals, Donald L.	1st Lt.	O-706338	MIA
2.				
3.				
4.				
5.				
6.				
7.				
8.				
9.				
10.				

REMARKS: I was flying as Squadron Leader on an Armed Reconnaissance Mission. Lt. Beals was flying wing position to me. He called that he had sighted some plane on the ground. I told him to go down after them and I would follow him down. The ground guns opened fire as we turned off to go into our drive. The flak was so intense that I called Lt. Beals "pull up, Beals, it is worth it." I pulled up and did not realize Lt. Beals had been hit until several minutes later.

ROBERT M. ALBRIGHT,
1st Lt. AC

6 *Storage*
AG 201 Beals, Donald L.

(2 Dec 49) 0706338

ALW/jb/10674/11513

2 December 1949

MEMORANDUM TO: Officer in Charge, Casualty Section
Personnel Actions Branch, AGO

SUBJECT: Report of Death.

1. First Lieutenant Donald L. Beals, 0706338, Air Corps, was reported missing in action in flying pay status on 17 April 1945 over Germany, and was presumed dead as of 18 April 1946 by SR&D No. 6802.

2. Missing Air Crew Report No. 14,387, dated 20 April 1945, submitted by the 494th Fighter Squadron, 48th Fighter Group, discloses that the subject officer piloted a P-47 type aircraft, No. 42-28372, eastward on an armed reconnaissance mission to the Dresden area on 17 April 1945. The plane was last contacted by radio at 1700 hours at Lonnwitz, Germany, and was lost or believed to have been lost as a result of enemy anti-aircraft action. The plane carried installed weapons numbered as follows: 1275334; 1275426; 1275391; 1275237; 1275232; 1275084; 1275291 and 1275355. Attached to the Crew Report is a sketched map marked to indicate the spot, north of Riesa and on the northeast side of the Elbe River, approximately 43 miles northwest of Dresden, Germany, where the plane was last seen. Also attached to the Report is a statement by 1st Lt. Hobart M. Albright, by whom he was last contacted by radio, as follows:

"I, Hobart M. Albright, 0824341, First Lieutenant, Air Corps, was flying as Squadron Leader on an Armed Reconnaissance Mission. Lt. Beals was flying wing position to me. He called that he had sighted some planes on the ground. I told him to go down after them and I would follow him down.

"The ground guns opened fire as soon as we turned off to go into our dive. The flak was so intense that I called to Lt. Beals, 'pull up, Beals, it isn't worth it'. I pulled up and did not realize Lt. Beals had been hit until several minutes later."

3. A Record of Review and Approval on a non-recoverable case pertaining to subject officer, dated 18 May 1949, received from the office of The Quartermaster General, contains the following synopsis of the case:

"Lt. BEALS was the pilot and sole occupant of a P-47 fighter plane which departed on an armed reconnaissance mission over Germany. Sighting some planes on the ground, he dove to destroy them when he was met by intense anti-aircraft fire from the ground. Apparently hit by flak, he crashed to earth in the vicinity of Lonnwitz. A witness on the ground said that the a/e exploded upon impact, that no parachutes left the plane and that no human remains except bone splinters were found in the wreckage. Field investigators located the wreckage of this plane but found no remains of Lt. BEALS. It seems safe to assume that the remains were completely disintegrated."

DEC 18 1949
Identification Branch
09M10

AG 201 Beals, Donald L.
(2 Dec 49) 0706338

11513

"All attached supporting documents are copied from records in file Headquarters American Graves Registration Command. . .

"Every effort has been made to correlate this case with records in this Headquarters pertaining to unknown deceased interred in US Military Cemeteries and reported isolated burials. The results are negative."

A copy of the Crew Report and sketched map were with the review as a non-recoverable case. Also attached is a report of 1st Lt. Eric E. Ungar, Investigating Officer, dated at APO 742, 18 July 1947, with heading typed as Headquarters 95th Quartermaster Battalion, American Graves Registration Command, European Area, Berlin, Germany. The report follows:

"FALSE REPORT

Lonnwitz, Germany
(N 52/E 84; 1/250,000)

Lonnwitz Burgermeister Schmidt, told me that he knows of a plane crash around 24 May 1944, but it happened in the Marxdorf territory. That burial was handled by Marxdorf. The plane in question, however, was a bomber. The Burgermeister took us to another place, where he said, a fighter crashed spring 1945. We found five (5) 50 cal. Browning MG's with the following numbers: 1275334, 1275232, 1275355, 1275084, 1275237. At the time of the crash no remains were found, but only small splinters of bone, since the plane exploded, according to the Burgermeister (sic). The USAAF insignia is recognizable. Two cylinders of a radial engine are also still here. We stopped at Roeger's Restaurant, to learn the date of the crash from him. Given as beginning of March 1945. We recovered a piece of aluminum, bearing red checkerboard design, possibly a group insignia. The burgermeister here also told me that nothing is known of any parachutists here at the time of the crash. He had been here and in office all during the war."

4. The subject officer was the pilot of a Thunderbolt aircraft which participated in an armed reconnaissance mission to the Dresden Area in Germany on 17 April 1945. He saw some planes on the ground and started a dive to attack when his companion on this mission called to him to pull away as the ground antiaircraft fire was intense and "it is not worth it". The companion did pull away, then realized Lt. Beals was not with him. Sometime prior to 15 July 1947, the Graves Registration searchers found some of the equipment of this aircraft, including five of the machine guns carried by the plane. Only a few human bone splinters remained and the remains appear to have been considered non-recoverable. Although the heading to the report is "False Report", it apparently does not pertain to the equipment found by the Graves Registration searcher which positively identifies what he found as pertaining to this aircraft. Lt Beals, in making a dive to

HEADQUARTERS
AMERICAN GRAVES REGISTRATION COMMAND
EUROPEAN AREA
APO 58 U S ARMY

SUBJECT : Non-recoverable Remains

TO : Non-recoverable Board AGRC

1. It is recommended that the Board take action on the following case :

NAME : BEALS, Donald L. 1st Lt. O-706338

ORGANIZATION : 48th Fighter Gp. 49th Fighter Sq.

PLACE OF DEATH : Lonnwitz (Saxony) Germany.

DATE OF DEATH : 17 April 1945

SYNOPSIS OF CASE : Lt. BEALS was the pilot and sole occupant of a P-47 fighter plane which departed on an armed reconnaissance mission over Germany. Sighting some planes on the ground, he dove to destroy them when he was met by intense anti-aircraft fire from the ground. Apparently hit by flak, he crashed to earth in the vicinity of Lonnwitz. A witness on the ground said that the a/c exploded upon impact, that no parachutes left the plane and that no human remains except bone splinters were found in the wreckage. Field investigators located the wreckage of this plane but found no remains of Lt. BEALS. It seems safe to assume that the remains were completely disintegrated.

Reference is made to MACR and accompanying Statement by fellow pilot and to report of field investigation dated 23 July 1947.

2. All attached supporting documents are copied from records in file Headquarters American Graves Registration Command.

3. Every effort has been made to correlate this case with records in this Headquarters pertaining to unknown deceased interred in US Military Cemeteries and reported isolated burials. The results are negative.

4. It is recommended that the remains, based upon the above information and research, be declared non-recoverable.


WALTER S. MURROW
Major, Infantry
Chief Isolated Burials.

AG 201 Beals, Donald L.
(2 Dec 49) 0706338

11513

bomb planes would have been flying at too low altitude and at too great speed to have used a parachute. In view of the foregoing, it is logical to conclude that the subject officer's plane went down in the attack by enemy antiaircraft guns when he was missed by his flight leader and that he perished. This conclusion is strengthened by the fact that there has been no trace of him (unless the bone splinters found by a Graves Registration searcher ⁴⁴ counted) during the more than four years which have elapsed since the date of this incident.

5. It is recommended, therefore, that pursuant to the provisions of Section 9, Missing Persons Act, the foregoing information be accepted as an official report of death, and that a casualty report be initiated stating that the person named in paragraph one, above, was killed in action, in flying pay status, when his aircraft, making a bombing dive in the Dresden Area, Germany, was shot down near Lonnwitz, approximately 43 miles northwest of Dresden, Germany, on 17 April 1946. The casualty report and official report of death will include the following statement:

"Finding of Death has been issued previously under Section 5, Public Law 490, 7 March 1942, as amended, showing presumed date of death as 18 April 1946. This 'Report of Death' is issued in accordance with Section 9 of said Act and its effect on prior payments and settlements is as provided in Section 9."

Systemat will be routed to Operating Unit for notification and processing.

Station and place of death: European Area.

ALICE L. WARD
Investigator

CONCUR:

T. J. COLLUM
Major, AGO
OIC, Determination Unit

APPROVED: Recommended action will be taken.

BY ORDER OF THE SECRETARY OF THE ARMY:

COPY FURNISHED:
OCMG, Memorial Div

SYLVIO L. BOURQUIN
Lt. Col. AGO
OIC, Casualty Section
Personnel Actions Branch, AGO

9 March 1953
Date

TO: Chief, Identification Section

SUBJECT: Deletion from Deferred Search Roster N/52 Germany

2/3 BEALS, Donald L. 1st Lt O 706 338 *dl*

1. Nonrecoverable Findings for 1st Lt. Beals were approved 18 May 1949.

2. 1st Lt. Beals, pilot of aircraft P-47, #42-28372, was last seen diving on a target near Lonnwitz, Germany, 17 April 1945.

3. In July 1947 an investigation was conducted by AGRC (Case No. 8215). The crash site was located and 5 machine guns were found bearing numbers which are in agreement with the numbers of machine guns mounted on Lt. Beals' P-47. No remains were recovered. German civilians stated no remains, with the exception of a few bone splinters, were found at the time of the crash. No parachute was seen.

RECOMMEND deletion from Deferred Search Roster N/52.

Ann M. Coffey
Ann M. Coffey
Investigator - Unit #1

Concurrences:

Mary Alice Clements
Mary Alice Clements
Supervisor - Unit #1

Clarence C. Salser
Clarence C. Salser
Section Supervisor

Approved:

John L. Jacks, Jr.
John L. Jacks, Jr., Major, QMC
Chief, Identification Section

17 March 53
APPROVED
Hemann
tu

17 March 1953
Delet
Cue

WAR DEPARTMENT
THE ADJUTANT GENERAL'S OFFICE
WASHINGTON 25, D. C.

5802

497316

AF

FINDING OF DEATH OF MISSING PERSON

Pursuant to the provisions of Section 5 of the Act of 7 March 1942 (Public Law 490 77th Cong.) as amended, upon direction and delegation by the Secretary of War, The Chief, Casualty Branch, The Adjutant General's Office, finds First Lieutenant Donald L. Beals,

Army Serial Number 0706338, Air Corps,
to be dead. He was officially reported as missing in action as of the 17th day of
April 1945. For the purposes stated in said Act, death is presumed to have occurred
on the 18th day of April, 1946.

BY ORDER OF THE SECRETARY OF WAR
George F. Hendon
ADJUTANT GENERAL
CHIEF, CASUALTY BRANCH

SUMMARY OF INFORMATION

AREA		FLYING STATUS	JUMP STATUS	LINE OF DUTY	OWN MIS-CONDUCT	ON DUTY STATUS	ABSENCE AUTH'D
European		Yes	No	Yes	No	Yes	
PREVIOUS REVIEWS							
None							
DATE OF BIRTH	HOME ADDRESS	DATE OF ENTRY ON CURRENT ACTIVE SERVICE		LENGTH OF SERVICE (AS OF PRESUMED DATE OF DEATH)			
27 Sep 1922	Brookings, South Dakota	7 Jan 1944		YEARS	MONTHS	DAYS	

EMERGENCY ADDRESSEE

NAME	RELATIONSHIP	ADDRESS
Mrs. Clara E. Beals	Mother	1302 6th Street Brookings, South Dakota

* BENEFICIARIES

NAME	RELATIONSHIP	ADDRESS
Clara Beals	Mother	1302 6th Street Brookings, South Dakota
Declined to designate an alternate beneficiary.		

REMARKS

*Designated while enlisted man. No break in service.

Distribution 56

Circumstances of disappearance: Subject officer was the pilot of a fighter plane which was last seen diving on a target near Lonnewitz, Germany.

ASN as EM: 17,120,128

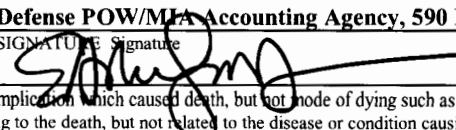
SENSITIVE SURFACE - HANDLE EDGES ONLY

WAR DEPARTMENT THE ADJUTANT GENERAL'S OFFICE WASHINGTON 25, D. C.

REPORT OF DEATH

DATE **20 Dec 1949** **DMR**

FULL NAME Beals, Donald L.		ARMY SERIAL NUMBER 0 706 338		GRADE 1st Lt.	
HOME ADDRESS Brookings, South Dakota		ARM OR SERVICE AC		DATE OF BIRTH 27 Sep 1922	
PLACE OF DEATH Germany		CAUSE OF DEATH Killed in Action		DATE OF DEATH 17 Apr 1945	
STATION OF DECEASED European Area		DATE OF ENTRY ON CURRENT ACTIVE SERVICE 7 Jan 1944		LENGTH OF SERVICE FOR PAY PURPOSES YEARS MONTHS DAYS	
EMERGENCY ADDRESSEE (Name, relationship, and address) Mrs. Clara E. Beals, mother, 1302 - 6th Street, Brookings, South Dakota.					
BENEFICIARY (Name, relationship, and address) ** Mrs. Clara E. Beals, mother, same as above. Declined to designate an alternate beneficiary.					
INVESTIGATION MADE YES NO		IN LINE OF DUTY YES NO		OWN MISCONDUCT YES NO	
WAS DECEASED ON DUTY STATUS YES NO		AUTHORIZED ABSENCE YES NO		IN FLYING PAY STATUS YES ☒ NO	
OTHER PAY STATUS (Specify below) YES NO					
ADDITIONAL DATA AND/OR STATEMENT ☒ BATTLE ☐ NON-BATTLE					
Finding of death has been issued previously under Section 5, Public Law 490, 7 March 1942, as amended, showing presumed date of death as 18 April 1946. This Report of Death is issued in accordance with Section 9 of said Act, and its effect on prior payments and settlements is as prescribed in Section 9. In accordance with the provisions of Section 2 and 7 of the Act of 7 March 1942 (56 Stat. 145) as amended the records show that this officer completed 1 year, 3 months and 11 days of active service at the time of his death. ** Designated while enlisted man. No break in service. ASN as EM: 17 120 128					
BY ORDER OF THE SECRETARY OF THE ARMY ADJUTANT GENERAL <i>W. B. Stair</i> ADJUTANT GENERAL					

CERTIFICATION OF DEATH (OVERSEAS) Acte de deces (D Outre-Mer)								
NAME OF DECEASED (Last, First, Middle) Nom du decede (Nom ef prenom) BEALS, Donald L.			GRADE Grade 1st Lt/O-2		BRANCH OF SERVICE Arme U.S. Army Air Forces		SOCIAL SECURITY NUMBER Numero de l'Assurance Sociale O-706338	
ORGANIZATION Organisation (SPONSOR) 494th Fighter Sqdn, 48th Fighter Grp, 9th Air Force			NATION (e.g. United States) Pays United States		DATE OF BIRTH Date de naissance 27 September 1922		SEX Sexe ☒ MALE Masculin ☐ FEMALE Feminin	
RACE Race		MARITAL STATUS Etat Civil		RELIGION Culte				
☒ CAUCASOID Caucasique	☐ SINGLE Calibataire	☐ DIVORCED Divorce	☐ PROTESTANT Protestant	☐ OTHER (Specify) Autre (Specifie) NOT SPECIFIED				
☐ NEGROID Negroide	☐ MARRIED Marie		☐ CATHOLIC Catholique					
☐ OTHER (Specify) Autre (Specifie)	☐ WIDOWED Veuf	☐ SEPARATED Separe	☐ JEWISH juif					
NAME OF NEXT OF KIN Nom du plus proche parent			RELATIONSHIP TO DECEASED Parente du decede avec le susdit					
STREET ADDRESS Domicile a (Rue)			CITY OR TOWN AND STATE (Include ZIP Code) Ville (Code postal compris)					
MEDICAL STATEMENT Declaration medicale								
CAUSE OF DEATH (Enter only one cause per line) Cause du deced (N'indiquer qu'une cause par ligne)						INTERVAL BETWEEN ONSET AND DEATH Intervalle entre l'attaque et le deces		
DISEASE OR CONDITION LEADING TO DEATH Maladie ou condition directement responsable de la mort 1			MULTIPLE INJURIES					
ANTECEDENT CAUSES Symptomes percurseurs de la mort		MORBID CONDITION, IF ANY, LEADING TO PRIMARY CAUSE Condition mordide, s'il y a lieu. Menany a la cause primaire						
		UNDERLYING CAUSE, IF ANY, GIVING RISE TO PRIMARY CAUSE Raison fondamentale, s'il y a lieu. Ayant suscite la cause primaire						
OTHER SIGNIFICANT CONDITIONS Autres conditions significatives								
MODE OF DEATH Condition de deces		AUTOPSY PERFORMED Autopsie effectuee ☐ YES Oui ☒ NO Non			CIRCUMSTANCES SURROUNDING DEATH DUE TO EXTERNAL CAUSES Circonstances de la mort suscitees par des causees exterieures KILLED IN ACTION			
☐ NATURAL Mort naturelle		MAJOR FINDINGS OF AUTOPSY Conclusions principales de l'autopsie						
☐ ACCIDENT Mort accidentelle								
☐ SUICIDE Suicide								
☒ HOMICIDE Homicide		NAME OF PATHOLOGIST Nom du pathologiste Edward A. Reedy, CAPT, MC, USN; Medical Examiner			DATE Date 17DEC2015			
DATE OF DEATH (Hour, day, month, year) Date de deces (l'heure, le mois, l' annee) 17 April 1945		PLACE OF DEATH Lieu de deces Lönnewitz, Germany						
I HAVE VIEWED THE REMAINS OF THE DECEASED AND DEATH OCCURRED AT THE TIME INDICATED AND FROM THE CAUSE AS STATED ABOVE. J' examine les restes mortels du de funt et conclus que le deces est survenu a l'heure indiquee et a la suite des causes enumerees ci-dessus.								
NAME OF MEDICAL OFFICER Nom du medecin militaire ou du medecin sanitaire Edward A. Reedy, CAPT, MC, USN				TITLE OR DEGREE Titre ou diplome MD, DPAA Medical Examiner				
GRADE Grade CAPT/O-6		INSTALLATION OR ADDRESS Installation ou adresse Defense POW/MIA Accounting Agency, 590 Moffet St., Bldg 4077, JBPHH, HI 96853-5530						
DATE Date 17 DEC 2015		SIGNATURE Signature 						
1 State disease, injury or complication which caused death, but not mode of dying such as heart failure, ect. 2 State condition contributing to the death, but not related to the disease or condition causing death. 1 Preciser la nature de la ,aladie, da la blessure ou de la complication qui a contribue a la mort, mais non la maniere de mourir, telle qu'un arrei du coeur, ect. 2 Perciser la condition qui a contribue a la mort, mais n'ayant aucun rapport avec la maladie ou a la condition qui a provoque la mort.								

DISPOSITION OF REMAINS

NAME OF MORTICIAN PREPARING REMAINS	GRADE	LICENSE NUMBER AND STATE	OTHER
INSTALLATION OR ADDRESS	DATE	SIGNATURE	
NAME OF CEMETERY OR CREMATORY	LOCATION OF CEMETERY OR CREMATORY		
TYPE OF DISPOSITION		DATE OF DISPOSITION	

REGISTRATION OF VITAL STATISTICS

REGISTRATION (Town and Country)	DATE REGISTERED	FILE NAME	
		STATE	OTHER
NAME OF FUNERAL DIRECTOR	ADDRESS		
SIGNATURE OF AUTHORIZED INDIVIDUAL			



DEFENSE POW/MIA ACCOUNTING AGENCY
2300 DEFENSE PENTAGON
WASHINGTON, D.C. 20301-2300

MEDICAL EXAMINER SUMMARY REPORT

DPAA Number:	DPAA15-0078
Case Number:	CIL 2014-064-I-01
Name:	BEALS, Donald L.
Date of Birth:	27 September 1922
Service Number:	O-706338
Rank/Service:	First Lieutenant (1st Lt), U.S. Army Air Forces
Unit:	494th Fighter Squadron, 48th Fighter Group, 9th Air Force
Location of Loss:	Lönnewitz, Germany
Date of Loss:	17 April 1945
Date of Identification:	17 December 2015
Date of Report:	22 February 2016

BACKGROUND

On 17 April 1945 1st Lt Donald L. BEALS was piloting a single-seat P-47D “Thunderbolt,” serial number 42-28372, on an armed reconnaissance mission over the Dresden area in Germany. On the way to the target area, 1st Lt BEALS reported that he had spotted enemy aircraft on the ground near Lönnewitz, Germany and was instructed to attack. As 1st Lt BEALS and his squadron leader began to dive, intense antiaircraft fire struck 1st Lt BEALS’ aircraft. First Lieutenant BEALS was declared missing in action on 17 April 1945, and was subsequently declared dead on 18 April 1946. In July 1947 American Graves Registration Command (AGRC) investigating Missing Air Crew Report (MACR) 14387 was told that an American fighter aircraft had crashed and exploded at a site where the investigator found aircraft wreckage and five Browning .50-caliber machine guns that corresponded to the weapons installed on 1st Lt BEALS’ “Thunderbolt.” Witnesses at that time also stated that only small fragments of human remains were present at the time of the crash, and the AGRC investigator could not identify any human remains.

In June 2004 a JPAC investigation team identified the crash site of MACR 14387 by locating aircraft wreckage consistent with a P-47D aircraft from the 48th Fighter Group. Between April and August of 2014 four additional missions were conducted on the MACR 14387 site, and fragments of osseous material, material evidence, and life support equipment were recovered. In 2014 site excavations were completed and all of the recovered evidence was consolidated into the CIL 2014-064 accession. [Note: On 29 January 2015 JPAC was merged into a Department of Defense Agency, the Defense POW/MIA Accounting Agency (DPAA). This acronym is used throughout the rest of this report.]

SUMMARY OF IDENTIFICATION

DNA Analysis:

DNA testing is performed at the Armed Forces DNA Identification Laboratory (AFDIL), Armed Forces Medical Examiner System, Dover AFB, DE. Mitochondrial DNA (mtDNA) which traces the maternal (mother's) line is tested. Samples from two bones yield the same mtDNA sequence which matches two maternal family references (a brother and a sister) from only one missing service member, 1st Lt Donald L. BEALS.

Anthropology Analysis:

The examined remains consist of a right radial shaft fragment and small cranial fragments in a fair state of preservation. Due to the paucity and condition of the remains, no anthropological assessment of sex, age, race, or stature was possible. Perimortem fractures are present on the radial shaft, consistent with trauma that might occur due to a high speed deceleration event. At the time of his loss, 1st Lt Donald L. BEALS was a 22-year-old white male who stood 71 inches in height.

Material Evidence Analysis:

The four phases of the excavation of MACR 14387 yielded numerous personal effects and uniform items including eyeglass fragments, a pocketknife, coins, uniform buttons, and an officer's cap device. The items described are consistent with items that were issued to, or used by, U.S. military personnel operating in the European Theater during World War II.

OPINION

The laboratory analysis and the totality of the circumstantial evidence available to me establish the remains as those of First Lieutenant Donald L. BEALS, O-706338, U.S. Army Air Forces.

The date of 1st Lt BEALS' death was previously established by the U.S. Army as 17 April 1945, with the cause of death stated as "Killed in Action." The date of death is consistent with all available historical and laboratory evidence. Likewise, the cause of death can be certified as "Multiple Injuries" and manner of death can be certified as "Homicide." If additional remains of 1st Lt Donald L. BEALS are recovered and identified, disposition of those remains will be in accordance with the wishes of the next-of-kin.



EDWARD A. REEDY, Ph.D., M.D., D-ABP
Captain, Medical Corps, U.S. Navy
Science Director
Defense POW/MIA Accounting Agency

BEALS, Donald L.
DPAA15-0078; CIL 2014-064-I-01

Enclosures (7):

1. Historical Report: MACR 14387, Lönnewitz, State of Brandenburg, Federal Republic of Germany; dtd 17 November 2014
2. Department of Defense; Armed Forces Medical Examiner System; MCMR-MED-MDN; BEALS, Donald L. (BTB); CIL Case No. 2014-064; AFDIL Case No. 2014H-1660; dtd NOV 26 2014
3. Forensic Anthropology Report: CIL 2014-064-I-01; dtd 21 November 2014
4. Final Search and Recovery Report, CIL 2014-116-R-B, an Aircraft Crash Site (GM-05521) Possibly Associated with MACR 14387, in the Vicinity of Lönnewitz, Elbe-Elster District, State of Brandenburg, Federal Republic of Germany, 21 July through 1 August; dtd 15 December 2015
5. Material Evidence Report: CIL 2014-064-A-01 through 14; dtd 12 May 2015
6. Relevant Personnel Records
7. WD AGO Form 52-1, Report of Death; dtd 20 Dec 1949
8. DD2064, Certificate of Death Overseas; dtd 17 December 2015



17 DEC 2015

The remains designated CIL 2014-064-I-01, DPAA 2015-0078 are identified as those of

First Lieutenant Donald L. BEALS, O-706338, U.S. Army Air Forces

Copy editing and quality assurance procedures may result in some reports post dating the identification date.

EDWARD A. REEDY, Ph.D., M.D. (D-ABP)
Captain, Medical Corps, U.S. Navy
Science Director
Defense POW/MIA Accounting Agency