

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

Manche 1009

10 January 1950

NARRATIVE OF INVESTIGATION

I. AUTHORITY AND MATTERS INVESTIGATED:

Pursuant to instructions issued Chief Isolated Burials Section, the undersigned was directed to investigate Manche Case 1009 pertaining to S/Sgt Orlo A. Montgomery, 17 089 122.

II. FACTS AND CIRCUMSTANCES:

S/Sgt Orlo A. Montgomery listed as Radio Operator aboard aircraft 42-23638 (type C-47 A) on paratroop carrying mission morning of 6 June 1944 (D-Day). According to statement of Lt W. R. Hitztaler, Pilot aircraft mentioned machine gun fire was encountered while crossing coastline, and again hit by flak prior to Drop Zone. One member of the crew (Montgomery) and at least four (4) Paratroopers (Heisler, Romas, Stout and Emmet) were wounded, of the crew all members, with the exception of Montgomery, cleared and of the passengers all with the exception of Pvt. C.G. Stout 15 114 250, five (5) were later killed through ground combat (Emmet, Cummings, Ball, Ponder, La Chance).

III. MATTER INVESTIGATED:

According to Report of Burial the remains of Pvt Charles G. Stout 15 114 250, were recovered from a isolated grave near scene of crash coordinates 165-083 and removed to St Mere Eglise #2 Cemetery.

The undersigned proceeded to the above mentioned coordinate which according to Sheet 6 E (Cherbourg-Valognes) placed it in the vicinity of ROUVILLE.

According to owner of property M. Lecoquierre (Exhibit A) the aircraft crashed approximately 0230 hours on the section of his land "Le Clos Neuf". The aircraft exploded and burned upon crashing.



Narrative of Investigation, dated 10 Jan 50, Cont'd

Disintegrated remains were found scattered around the wreckage. The remains were collected and buried in an apple orchard approximately 50 meters from crash point by M. Lemarotel and M. Pigol. Remains were removed by an American unit a few weeks later.

M. Jean Lemarotel was interviewed and according to his statement (Exhibit C) the remains found and buried by him and M. Pigol consisted of a trunk with complete lower extremities, a leg, severed foot and one arm. These remains were placed in a box measuring one meter in length by one half meter in height and depth. Additional pieces of charred remains were seen by M. Lemarotel in the wreckage, however, due to their extreme charred condition were not recovered.

Definite proof as to the identification of aircraft was received from M. Ieffillatre of Cherbourg (Exhibit B) who visited the scene of crash on the morning of 6 June 44, and removed un-be-known to the then present Germans. An identification card from an aviator cap bearing the name "John H. Hendri", with the exception of the last letter which can be assumed to have been incorrectly read, coincides with name of Navigator, 2lt John H. Hendry, O 698 627.

IV. FINDINGS

Processing of the remains removed from Rouville, coordinate 165-083, revealed the presence of two remains. Remains of Pvt Charles G. Stout were identified thru laundry marks appearing on trousers. The additional remains consisting of right femur, proximal end of right tibia, portion of proximal end of left tibia were interred as Unknown X-153 Plot Y, Row 1, Grave 19, St Mere Eglise #2, later reinterred St Laurent Cemetery, and designated as unidentifiable per ltr, OQMG, dated 10 November 1949. The possibility of recovering additional remains at point of crash are remote, basing opinion on eyewitness reports of condition of wreckage (removed in late 1948).

V. RECOMMENDATION:

Based on the above mentioned documentary evidence and field investigation, it is recommended that Unknown X-153, USMC St Laurent, Plot B, Row 7, Grave 19, be declared and re-designated as the only recoverable remains of S/Sgt Orlo A. Montgomery, 17 089 122

H. A. SCHAEFFER  
DA Civilian  
Investigator