

Agostino Alberti - Luca Merli

**BEHIND THE ENEMY LINES**

**GALLERIA FOTOGRAFICA**

IBN Editore

# Units at which served as Observer or A.G.

Unit	From	To	Unit	From	To
18 Sqn. C.M.F.	11/4/44	11/5/44	18 Sqn. C.M.F.	11/5/44	11/11/44
Wireless No. 22	11/10/44	22/1/45			
13.0 T.U.	12/2/45	31/5/45			
3017. F.T.U.	30/6/45	31/6/45			
22 H.G.C.U.	6/2/45	31/6/45			
4. R.G. 5. 1st. 1st. 1st. 1st.	3/1/45	1/6/45			
22 H.G. C.M.F. 1st.	10/6/45	1/1/46			

# 't in which flown

DORTMUND					
PROCTER					
ANSON					
BLenheim					
HAVOK					
BOSTON					
WELLINGTON					
DAKOTA					
ALBEMARLE					
OXFORD					
AVRO. XIX					
PROCTOR H.E. II					

Logbook del Sgt. Watts con i dettagli delle missioni volate nelle fila del 18 Sqn RAF

~~CONFIDENTIAL~~  
**CONFIDENTIAL**  
 WAR DEPARTMENT  
 HEADQUARTERS ARMY AIR FORCES  
 WASHINGTON

9038

MISSING AIR CREW REPORT

1. ORGANIZATION: Location, by Name Tarquinia, Italy; Command or Air Force 12th AF Group 550th Fighter; Squadron 55th Fighter; Detachment \_\_\_\_\_
2. SPECIFY: Place of Departure Tarquinia; Course 330° - 170 miles  
 Target or Intended Destination: Parma, Italy; Type of Mission: Armed Recon
3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:  
Hazy, thin layer of stratus clouds, Vis. 5 miles
4. GIVE: (a) Day 22 Month Sept Year 1944; Time 0800; and Location P-280621  
10 MI. West of Parma of last known whereabouts of missing aircraft  
 (b) Specify whether aircraft was last sighted ( ); Last contacted by radio ( ); Forced down (X); 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 (X); Other Circumstances as follows: \_\_\_\_\_
6. AIRCRAFT: Type, Model and Serial-# P-47D-37; AAF Serial Number: 42-27264
7. NICKNAME OF AIRCRAFT, if any (Squadron Number) 735
8. ENGINE: Type, Model and Series R-2800-59; AAF Serial Number 27000225  
 (a) \_\_\_\_\_; (b) \_\_\_\_\_; (c) \_\_\_\_\_; (d) \_\_\_\_\_
9. INSTALLED WEAPONS (Furnish below Make, Type and Serial Number)/  
Dropping Cal. 50  
 (a) 1251431; (b) 1311182; (c) 1311303; (d) 1257120  
 (e) 1026655; (f) 1251432; (g) 1257424; (h) 1311224  
 (i) \_\_\_\_\_; (j) \_\_\_\_\_; (k) \_\_\_\_\_; (l) \_\_\_\_\_  
 (m) \_\_\_\_\_; (n) \_\_\_\_\_; (o) \_\_\_\_\_; (p) \_\_\_\_\_
10. THE PERSONS LISTED BELOW WERE REPORTED AS: (a) Battle Casualty Yes  
 or (b) Non Battle Casualty \_\_\_\_\_
11. NUMBER OF PERSONS ABOARD AIRCRAFT: Crew 1; Passengers \_\_\_\_\_; 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	Current Status
1. Pilot	Clifton, Leecroy (NCO)	1st Lt.	O-510030	Pilot
2.				

14-10

~~CONFIDENTIAL~~

86150

MACR relativo alla perdita del 2<sup>nd</sup> Lt. Leecroy Clifton

~~CONFIDENTIAL~~

STATEMENT OF DOYCE G. FYE, O-754663, 2nd Lt., Air Corps.

At approximately 0755, 22 September 1944, we were strafing motor vehicles and gun positions. I was flying Lt. Clifton's wing at the time. We were Black 3 and 4. We were making passes at three 20 mm gun positions all located in the same field south of the railroad tracks, near L-0885. Being close behind Lt. Clifton, I noticed that he was hit after pulling off the target. I could see white puffs hitting around his plane. I then started firing at the same positions that were firing at him. I then noticed white smoke trailing from his plane. Shortly afterward, he called and said: "I believe my engine is on fire". Immediately after saying this, he said: "I have no oil pressure". He then said that he saw a field and was going to belly land. I followed him at an altitude of approximately 1000 ft. He was approximately 500 ft. at the time. Everything seemed to be under control except for the white smoke which continued to trail from his plane. From my position, it looked as though his engine stopped. I then saw a cloud of dust where he landed (P-200862). I couldn't tell if he cleared the plane or not due to my altitude and the amount of dust around the plane. We had been told in the past, not to circle over a plane that goes down in enemy occupied territory so I didn't. I noticed no smoke after he landed so evidently the plane did not burn immediately, giving him time to clear the plane. The location where he landed was about 5 miles from the target (P-200862). There were many farm houses around which is common in that vicinity. There was what looked to be a small village about a half mile from where he landed. This is in detail, everything I saw.

  
DOYLE G. FYE,  
2nd Lt., Air Corps.

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MACR relativo alla perdita del 2<sup>nd</sup> Lt. Clifton: testimonianza del 2<sup>nd</sup> Lt. Doyce

~~CONFIDENTIAL~~

ITALY 1:600,000



Sketch showing approximate location of crash landing of 1st Lt.  
Leard, Clifton on 22 September 1944.

Encl. 3 - 24/9/44

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MACR relativo alla perdita del 2<sup>nd</sup> Lt. Clifton: mappa allegata

Excerpt from the Boston Herald of Aug. 19, 1945 Written by Robert Bigio of Reuters dated Aug 18, at Paris.

"Col. Mantout also has under arrest pending negotiations for handing over to the U.S. Army 10 Germans implicated in the murder of three American Air Force officers who parachuted near the village of Germsbach near Baden-Baden on Aug. 8, 1944. The names of two of the officers as Roy Cashes of Greenwood; Army number 17050269 and Robert Harmon of Frankstown (the states were not given), army number 1210 91166. Two of the officers were done to death with spanners and pitchforks. The third, who had fallen into the river, tried to swim, but the villagers on the bank of the river kept his head under water with blows from spades. The murderers were finally delivered to Col. Mantout when he ~~ordered~~ visited Germsbach last June and ordered the entire population of over 7000 to wear white armlets with the name of the village and the date of the murders. The whole population had to attend the ceremony of the reburial of the airmen, whose bodies had previously been wrapped in newspapers and buried without coffins."

Estratto dal Boston Herald del 19 agosto 1944, relativo all'assassinio del Sgt. Mc Donough



798 1343  
847 1029124

German Reports on Crashed American Aircraft

Date	Time	Place	Height
3 Jun 44	1218	S. of Montepiano	260 <sup>+</sup> m.

Aircraft type	Identification markings	Serial No.
Mitchell (B-24)	USA	Zone #3-1774-7

How Aircraft Landed	Airframe & Destroyed
Crashed on fire	Ripped into pieces

### Fate of the crewmembers

1 man bailed out. 2 of them captured. 1 man found dead near the a/s and buried there. Also a third arm was found, presumably another crewmember dead.

## Cause of loss

The a/c was one of a unit of 18 type Mitchell attacking the bridge near Lagayo. The a/c was hit and went on fire. It lost altitude and 4 crewmembers bailed out. The a/c crashed. 2 crewmembers were captured by the Carabinieri-Station in Comunengo. 1 crewmember was found dead near the a/c and was buried there. A third arm was found by an Italian farmer, presumably another one was dead. Another a/c was hit and went on fire.

Weather conditions: No clouds, slightly hazy

1947 (M. 200-2100) lists an addition to the original & revised & dead: 1947-1948. The original & revised & dead: 1947-1948. The original & revised & dead: 1947-1948.

AV 115746 - 1945 Ralph W. Robinson, 1001 1st St. S., and in card.  
 AB 1541 (42-271-1541) 1st Lt. Winfield Henry Tucker 2746222  
 1st Lt. Winfield H. Tucker 2746222 } Cap  
 1st Lt. Winfield H. Tucker 2746222  
 1st Lt. Winfield H. Tucker 2746222

7. United States - San Francisco  
Date: Jan. 10, 1968 INVEST.  
Name: W.C.

— Cay

## MACR relativo alla perdita del B-25 del Sgt. Mc Donough



*This certificate is awarded to  
Righetti Bruno  
as a token of gratitude for and  
in appreciation of the help given to  
the Soldiers and Sailors of the  
United States, which enabled them  
to escape from, or evade capture by  
the enemy.*

*Joseph J. McNamee*

*General, United States Army  
Commanding General*

*Mediterranean Theater of Operations*

*1942 - 1945*

Certificato di benemerita rilasciato al Sig. Bruno Righetti per aver salvato il Sgt. Mc Donugh



Cara Maria,  
mia madre ed io siamo molto  
contenti di ricevere la vostra lettera.  
Vi prego di porgere i miei più sinceri  
complimenti a lei e al mio piccolo  
buon amico Bruno e a tutte l'altre  
persone gentili che non possibile da noi  
fuga dai Tedeschi. Saremo presto  
con lettere più lunghe  
e vostro figlio americano  
John

Traduzione di una lettera scritta da Mr. John McDonough  
alla famiglia Righetti

DECLASSIFIED

Authority: NND 735001

By: NARA NARA Date: 1973

DECLASSIFIED

Authority: NND 735001

By: NARA NARA Date: 1973

REPORT: This report will be compiled in triplicate by each Air Force organization within 48 hours of the time an aircraft is reported missing.

1. CIRCUMSTANCES (Location, Date, Time, Command, etc.)  
2. SPECIFY TYPE OF AIRCRAFT, LOCATION, COURSE, ALTITUDE, etc.  
3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED  
4. TYPE OF CRASH (If known) (If not known, specify whether (a) last sighting (b) last contact by radio (c) forced down (d) downed by enemy (e) other circumstances)  
5. AIRCRAFT WAS DOWN, OR IT BELIEVED TO HAVE BEEN DOWN, AS A RESULT OF:  
6. AIRCRAFT TYPE, MAKE AND SERIAL NO. (If known) (If not known, specify whether (a) last sighting (b) last contact by radio (c) forced down (d) downed by enemy (e) other circumstances)  
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9. THE PERSONS LISTED BELOW WERE BELIEVED TO HAVE BEEN ON BOARD THE AIRCRAFT:  
10. NAMES OF PERSONS ABOARD AIRCRAFT:  
11. IDENTIFY BELOW THOSE PERSONS WHO ARE BELIEVED TO HAVE LAST KNOWLEDGE OF AIRCRAFT, AND CHECK APPROPRIATE COLUMNS BY INDICATING BASIS FOR INFO:  
12. IF PERSONS ARE BELIEVED TO HAVE SURVIVED, CHECK YES TO ONE OF THE FOLLOWING TWO STATEMENTS: (a) Parachutes were used (b) Persons were seen walking away from scene of crash (c) Any other reason (Specify)  
13. ATTACH AERIAL PHOTOGRAPH, MAP, SKETCH, OR SKETCH, SHOWING APPROXIMATE LOCATION FROM AIRCRAFT WAS LAST SEEN.  
14. ATTACH SKETCHES/DESCRIPTION OF CRASH, FORDS LANDING, OR OTHER SURVIVAL SCENES PERTAINING TO MISSING AIRCRAFT.  
15. ATTACH A SKETCH/TITLE OF THE SCENE OF CRASH, IF ANY, AND GIVE NAME, RANK, AND SERIAL NUMBER OF OFFICER IN CHARGE OF CRASH SCENE.  
16. DATE OF REPORT: 12 July 1964  
17. NAME OF PERSONS (If known) (If not known, specify whether (a) last sighting (b) last contact by radio (c) forced down (d) downed by enemy (e) other circumstances)  
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60TH FIGHTER SQUADRON  
73TH FIGHTER GROUP

13 JULY 64

STATEMENT OF WITNESS

I WAS LEADING YELLOW FLIGHT WHEN BLUE WAS JUMPED BY SEVERAL ME-109'S. SOUTH WEST OF FERRARA. YELLOW SECTION TURNED INTO THE DOG-FIGHT, DISPENSED THE ATTACK AND CHASED 1 ME-109 APPROXIMATELY 15 MILES NE OF FERRARA. RETURNING TO THE TARGET AREA I NOTICED 5 SHIPS IN YELLOW SECTION. UPON CLOSER EXAMINATION I NOTICED SHIP NO. 55 HAD BEEN BADLY HIT AND OIL WAS STREAMING FROM HIS CON. FLAME IN SUCH A MANNER AS TO COVER ALL OF THE LEFT SIDE OF HIS FUSELAGE AND HALF THE RIGHT SIDE. HIS CANOPY WAS COMPLETELY COVERED. HIS TRANSMITTER WAS OUT BUT RECEIVER WAS O.K. SO I INSTRUCTED HIM TO OPEN HIS CANOPY, FLY SLOVE FORMATION WITH ME AND SIGNIFY YES OR NO TO QUESTIONS I WOULD ASK HIM BY NODDING HIS HEAD.

Q. DOES YOUR ENGINE SOUND ALL RIGHT.  
A. YES.

Q. ARE YOU HURT.  
A. NO.

Q. DO YOU THINK THAT YOU CAN MAKE IT TO THE WEST COAST.  
A. YES.

WE IMMEDIATELY TOOK A COURSE OF 260 DEGREES AND HEADED TOWARD THE COAST. FOR THE FIRST TWO MINUTES 5 ME-109'S FLEW TO OUR RIGHT AND SLIGHTLY ABOVE BUT DID NOT ATTACK. THERE WERE 7 OF US. AFTER 2 MINUTES ON COURSE THE RECEIVER IN 55 APPARENTLY DID NOT FUNCTION AS THE SHIP DRIFTED CONTINUOUSLY TO THE LEFT. WE WERE AT 6000 FEET ABOUT 1 MILE NE OF VIA REGGIO WHEN I NOTICED HIS PROP SLOW DOWN AND START TO WINDMILLING. THE SHIP SLOWED DOWN NOTICEABLY AND A FEW SECONDS LATER LT. RYAN WAS SEEN TO BAIL OUT. HIS CHUTE OPENED AT APPROXIMATELY 5500 FEET AND HE DRIFTED EASTWARD. WHEN LAST SEEN HE WAS ABOUT 200 FEET AND DRIPPING INTO A WOODED AREA BETWEEN TWO HILLS. THERE WERE MANY SCATTERED HOUSES IN THE VICINITY. WE DID NOT CIRCLE HIM AS HE DESCENDED SINCE IT WOULD GIVE HIS POSITION AWAY, ETC.

AFTER HE BAILED OUT HIS SHIP WAS SEEN TO GLIDE STRAIGHT AHEAD TOWARD THE SEA, SLOWLY TURN RIGHT AND CRASH ABOUT 5 MILES N OF VIA REGGIO.

Alan V. Austin  
ALAN V. AUSTIN,  
1ST LIEUT., A.C.,

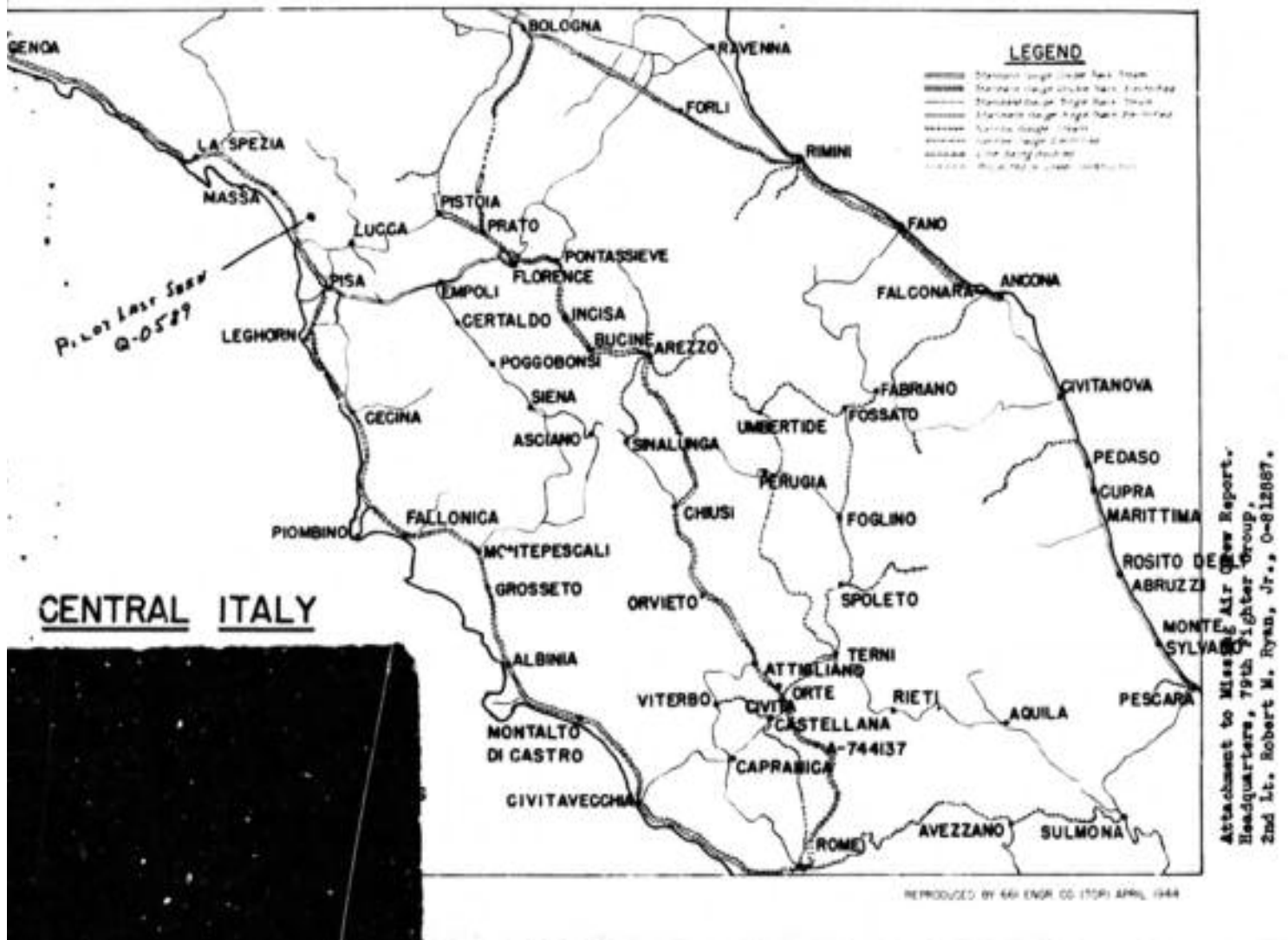
Attachment to Missing Air Crew Report.  
Headquarters, 73th Fighter Group.  
2nd Lt. Robert M. Ryan, Jr., O-612887.

MACR relativo alla perdita del 2<sup>nd</sup> Lt. Ryan

DECLASSIFIED

Authority: NND 735001

By: NARA NARA Date: 1973



MACR relativo alla perdita del 2<sup>nd</sup> Lt, Ryan: mappa allegata



La famiglia Benedetti che ospitò il 2<sup>nd</sup> Lt. Ryan, immortalata negli anni '50

# Certificato del passaggio in Svizzera del Sgt. Saumuel Tracy





MR. SAM TRACY

Sergeant Sam Tracy was inducted into the army May 5, 1943. He was a tail gunner on a B-26 for the 17th Bomber group of the 95th Squadron. On August 9, 1944, Sgt. Tracy's 15th mission, the 17th Bomber group flew from Sardinia to bomb a German Air drome in Northern Italy. His plane was Tail-end Charlie, and they were brought down by enemy fire.

Sergeant Tracy was the last one to make it off the plane. The radio gunner and the Navigator didn't make it off at all. When Sgt. Tracy bailed out, he was so close to the ground, no body saw his parachute. Since no one saw his parachute, they decided he'd gone down with the plane. He was the last one off the plane but the first one on the ground, because the plane went down so fast.

Sergeant Tracy was the only one on his plane who wasn't captured or killed. The rest of the crew was captured as they came down by parachute. They were shot down over Italy.

Sergeant Tracy hid in the corn field for awhile, until he saw a boy on a bike and decided to stop him. They told him to stay there and they would go get someone to help him, but Sgt. Tracy didn't trust the boy so when he came back with a man Sgt. Tracy had moved elsewhere in the field. Later that night the boy and man came back looking for him. A dog ran up and found him. They told him to stay quiet and they would return for him after dark. The man and boy left him in another corn field by their house, trying to hide him from a neighbor who would report him to the Germans.

Sergeant Tracy had been given two eggs; he ate one that

night. The next morning Sgt. Tracy saw the man going to feed his chickens, so he wrote "Agua" on the egg. When the man found the egg, Sgt. Tracy stood up and talked to him. It wasn't the same man, but he knew about Sgt. Tracy and said that night the Germans had come looking for him. That night Sgt. Tracy slept in the loft of the barn. For about the next ten days they took care of Sgt. Tracy. Because their neighbor was a fascist they were afraid he would suspect something. He was hidden inside the house in a small room during the day, and after dark, he could get out and exercise.

Sergeant Tracy was told his crew was in the Alps with the Partisans. The people bought him new clothes; then they rode bicycles into a nearby town. Sgt. Tracy stayed there overnight with a teacher, her son, and husband. The next day the family and Sgt. Tracy rode the bikes twenty five miles through the Alps. After a few days he left to meet a sixteen year old boy. Sergeant Tracy, led by the boy, went to another barn for the night. The next day the boy led Sgt. Tracy to a group of people (thought to be part of Sgt. Tracy's <sup>crew</sup>) and stayed with them for a while. This group was stationed at the top of the Alps. A few days later a Holland-Dutchman, a deserter from the German army, joined the group. The captain of the group let Sgt. Tracy and the Holland-Dutchman head for Switzerland, before the weather got bad and started snowing. The two men rode a bus to a village at the base on the mountains. They then climbed this mountain and crossed over into the Burma Pass. When they got there they went into a pub to find this smuggler to take them over to Switzerland, but the smuggler said he couldn't take them



for another two days, so Sgt. Tracy and the Dutchman spent the two days in hiding in a small secluded cabin along the base of the Alps. On the morning of the second day, the two men awoke to the sound of German troops searching the small mountain village. Sergeant Tracy and the Dutchman were quite scared, because if the Germans caught either man in civilian clothes, they would be shot. They were able to talk a young boy into helping them escape by taking them across the river to the Swiss border. The young boy crossed the bridge to look for Germans and then signaled to the two men that there were no guards on the bridge. The young boy took them half way up the mountain and then gave them directions to get to Switzerland.

After arriving in Switzerland, a <sup>Swiss</sup> ~~French~~ guard saw them and invited them in for tea and to question them. The guard then took the Dutchman's pistol, and then the guard <sup>gave</sup> ~~gave~~ them directions to a village where they would receive help. After about two and one half hours, they arrived and found the place where the <sup>Prisoners</sup> ~~partisans~~ were located. They were given food and shelter. After two days they were taken to catch a train. The train arrived at a village where Sgt. Tracy and the Dutchman were met and taken to a prison. They were checked, questioned, and then taken to a Red Cross center. There they received food and clothing. After several days at the prison village, they were taken to the German border and a holding compound. Here Sgt. Tracy wrote a letter to the local American Consul. Several days later they were released and taken to meet the American Consul. From here they were taken to the French border where an American Captain met them and took them to a

French resort, some twenty five miles from the border, to eat and clean up. Sgt. Tracy and an American Lieutenant went to Versailles and hitched a ride on a B-25 to Rome. They then hitched a ride with the U.S. Army to Florence, and there they were interigated. After three days of interigation they were sent to their outfit. Sergeant Tract's bomber outfit had been moved from Sardenia to Corsica. After a few days, he was sent to Napels and after three days Sgt. Tracy began his trip home. From Naples he was taken to the U.S.S. Washington, a hospital ship. which made its voyage across the Atlantic and docked in Boston. Sergeant Tracy then caught a train to California where he was ~~mustered out~~ *reassigned* of the service.

Testimonianza della fuga in Svizzera del Sgt. Tracy pagina 4

Argonne, 30 th July 1945

Dear Sam,

Two years of hard sacrifice and of the most difficult fighting in the woods and on the mountains, were finally reversed on April 25th when the overwhelming victory opened the way the Armistice with fascism which was seen, thank at the Allied Army, followed by the General Armistice between the Allies and the Germans and by the conclusion of the peace.

I am happy, because, it is said that "the greatest glory, after danger".

Now, I can write to you, and tell you that I can enjoy my health very well, and I wish you had been able to come, to visit us.

Peter and I do all with we can to have your news.

Now, my friend, write to me soon.

I shall be delighted to have news of your health and home.

The sir Peter and friends send their sincerest greetings and best wishes to you.

Till we meet again.

Awaiting your kind reply

I am yours affectionately friend

GIANNI

Lettera di Gianni Bertinelli a Mr. Sam Tracy

Borge Falazzo, 71

Bergamo, Italy

Nov. 27, 1945

Dear Sam,

It was with great joy that I received your long hoped for letter. I was happy to hear of your good health and to have your news.

Camilla was that arrested in December 1944 and taken to a concentration (It is really not worth the trouble, I should have liked to do more.) I am delighted that I have been useful to you.)

Soon I shall send you one of my photos as well as one of Peter, Camille, Pasqualine and Elise. I hope for a photo of you.

You returned to the United States very quickly. Tell me how you spent the last months in Italy after we left you. All of our other friends are well, thank God. happy to be with you again but financial restrictions and by the way that day when you went to the mountains, I was ahead of you. When I saw that fascist and German soldiers were in the street asking to inspect papers I thought of the danger you were running.

I thought to save you by having myself arrested, so I insulted them and was arrested. They took me off to prison. But by that, the way was clear for you and the other comrades. I was menaced with being shot; but after several evenings, I succeeded in fleeing with other friends. I was searched and of course over to see you at some

Fronte Lettera di Gianni Bertinelli a Mr. Sam Tracy



so I remained hidden for a short time<sup>As</sup>. They did not find me, the  
Germans arrested my father who was forced to work for them at the front.  
He was <sup>seriously</sup> wounded in a bombing and returned after the liberation with  
the allied troops.

Camille was also arrested in December 1944 and taken to a  
concentration camp. He was to have been sent to Germany but was freed  
miraculously. He is still without work and hopes to find some soon  
when he goes to France.

Peter is well. His wife has born him a fine boy. <sup>He</sup> is a happy  
family although poor. Pasquiline and Elise also are well and send you  
their regards. Thank you for your kind invitation. I would be truly  
happy to be with you again but financial restrictions and my studies  
will not allow me to and then too, such a long voyage!

The events with which you are familiar prevent<sup>me</sup> me from  
attending school. Now I must make two classes in one year. Within a  
year, if all goes well, I may<sup>be</sup> accepted(?) then I shall study to be an  
engineer.

However, I am always full of hope of seeing you again  
~~and at some later day will~~ and of coming over to see you at some  
future time.

*Gianni Bertinelli*

Retro Lettera di Gianni Bertinelli a Mr. Sam Tracy

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Authority: NND 735001

By: NARA NARA Date: 1973

CONFIDENTIAL

WAR DEPARTMENT  
HEADQUARTERS ARMY AIR FORCES  
WASHINGTON

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.

Twelfth Air Force

1. ORGANIZATION: Location, by Name Pisa, Italy Comd or Air Force XXII TAC  
Group 86th Fighter; Squadron 527th Fighter; Detachment \_\_\_\_\_
2. SPECIFY: Place of Departure Pisa, Italy Course RR bridge at Calcinato P-1960  
Target or Intended Destination RR bridge at P-1960 Type of Mission Bombing & strafing
3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:  
Ceiling and visibility unlimited up to 4000 feet. Hazy enroute.
4. GIVE: (a) Day 3 Month Jan Year 1945; Time 1450; & Location 1 mi SW of Ponte Dell Olio, Italy P-5994 of last known whereabouts of missing aircraft.  
(b) Specify whether aircraft was last sighted ( ); last contacted by radio ( ); forced down ( ); seen to crash (X); 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: Cause Unknown

6. AIRCRAFT: Type; Model & Series P-47D 23RA AAF Serial No. 42-28096
7. NICKNAME OF AIRCRAFT, if any None on left side of fuselage. None on right side.
8. ENGINES: Type, Model & Series P-2800-59 AAF Serial No. (a) FF-002269  
(b) \_\_\_\_\_ (c) \_\_\_\_\_ (d) \_\_\_\_\_
9. INSTALLED WEAPONS (Furnish below Make, Type and Serial Number): .50 Cal.  
(a) 1039288; (b) 1311638; (c) 1311264; (d) 1311132  
(e) 1311795; (f) 1311781; (g) 1311741; (h) 1220065
10. THE PERSONS LISTED BELOW WERE REPORTED AS: (a) Battle Casualty X  
or (b) Non Battle Casualty \_\_\_\_\_
11. NUMBER OF PERSONS ABOARD AIRCRAFT: Crew 1; Passengers \_\_\_\_\_; Total 1  
(Starting with Pilot, furnish the following particulars: If more than 2 persons were aboard aircraft, list similar particulars on separate sheet and attach original to this form.)

Camera #  
AF 44-  
3195

Crew Position	Name in full (Last name first)	Rank	Number	Current Status
1. Pilot	THOMAS, CLARENCE M. /M	2nd Lieut.	0-710202	MLA
2.				

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

Name in full (Last Name first)	Rank	Serial Number	Contacted by	Last Seen	Saw Forced Landing
			Radio	Sighted	Crash
1. JUNG, EDWARD A.	1st Lieut.	0-704682			X
2.					
3.					

13. IF PERSONNEL ARE BELIEVED TO HAVE SURVIVED, ANSWER YES TO ONE OF THE FOLLOWING STATEMENTS: (a) Parachutes were used Yes; (b) Persons were seen walking away from scene of crash \_\_\_\_\_; or (c) Any other reasons (Specify) \_\_\_\_\_
14. ATTACH AERIAL PHOTOGRAPH, MAP, CHART, OR SKETCH, SHOWING APPROXIMATE LOCATION WHERE AIRCRAFT WAS LAST SEEN OR HEARD FROM.
15. ATTACH EYEWITNESS DESCRIPTION OF CRASH, FORCED LANDING, OR OTHER CIRCUMSTANCES PERTAINING TO MISSING AIRCRAFT.
16. GIVE NAME, RANK AND SERIAL NUMBER OF OFFICER IN CHARGE OF SEARCH, IF ANY, INCLUDING DESCRIPTION AND EXTENT \_\_\_\_\_

Date of Report 4 January 1945

(Signature of Preparing Officer)

17. READING OR EYEWITNESS STATEMENTS (Show on reverse) JAMES W. HALE  
1st Lieut., Air Corps.,  
Asst Operations Officer RCR 23

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MACR relativo alla perdita del 2° Lt. Thomas: pagina 1



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Authority: NND 735001

By: NARA NARA Date: 1973

**STATEMENT**

APO 650, US Army  
3 January 1945

On 3 January 1945 I led an eight (8) ship flight on a Rail Road bridge at Calcinato, Italy. Strafed boxcars southwest of target area. After two passes on cars, Red #2, Lieut., CLARENCE M. THOMAS, O-710202, called and said that he was in trouble. He could only get 25 inches Hg and his R.P.M. was high. I led him south and he tried to get altitude but to no avail. His altitude was 2000 feet so we flew over and headed for Partisan territory. Upon reaching the mountains south of Piacenza, he began losing altitude so he decided to bail out.

He trimmed his ship and went out the right side. Plane crashed and burned. Lt. Thomas seemed to have no trouble with his chute, it opened quickly and I observed him floating down for at least ten (10) seconds. He appeared to be uninjured for I observed the chute being gathered together. There were scattered buildings and one (1) fair sized village in the area. No activity was observed in this area, we left very shortly after these observations were made.

*Edmond A. Jung*  
EDMOND A. JUNG,  
1st Lieut., Air Corps.,  
Pilot



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Authority: NND 735001

By: NARA NARA Date: 1973



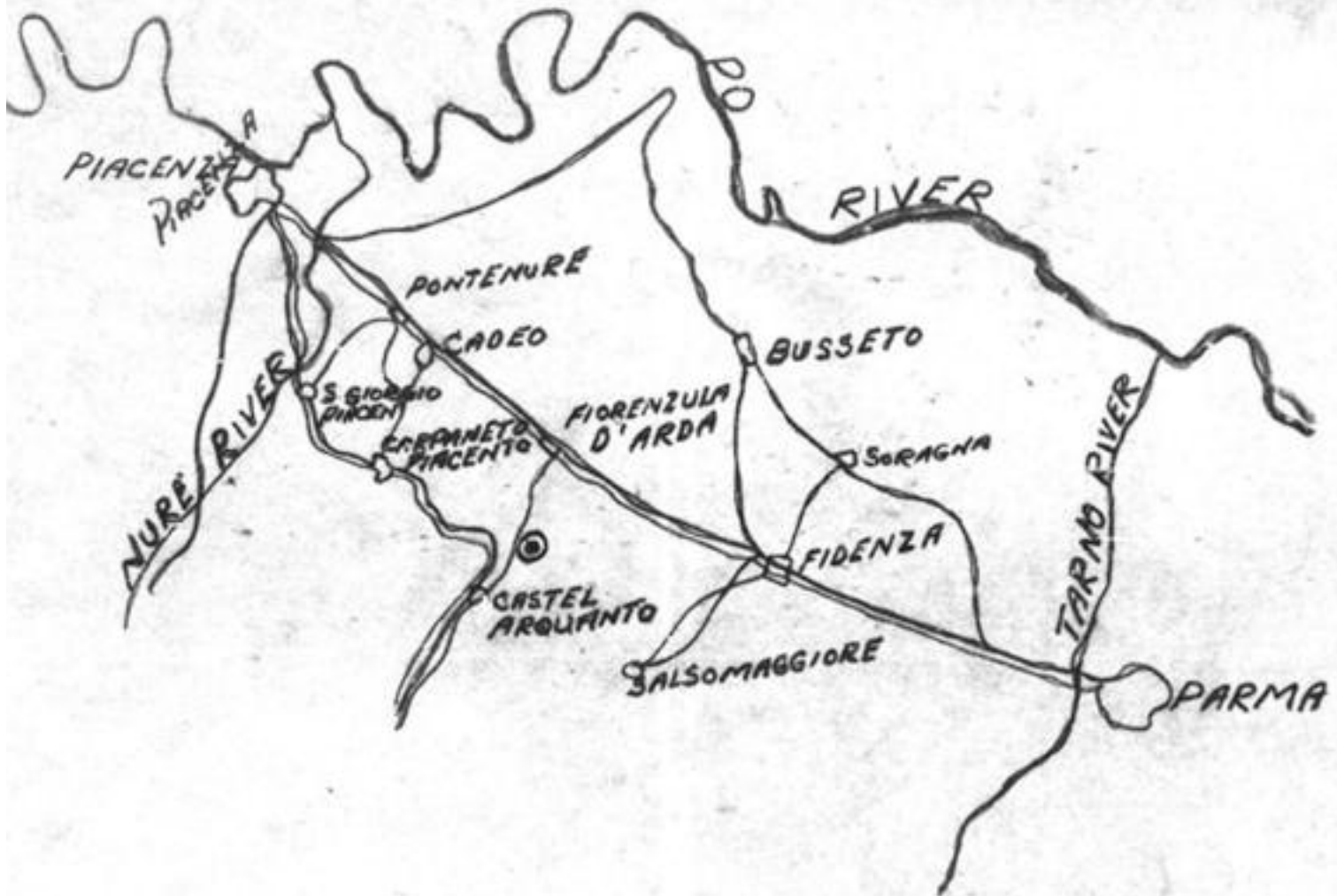
2nd Lieut. CLARENCE M. THOMAS was last seen to parachute safely from his plane at approximately R-5994. 9°-39'-45" East by 44°-51'-30" North. Approximately 1 mile Southeast of PONTE DELL'OLIO, ITALY and 14 miles South of PIACENZA, ITALY. This area is indicated by an X on the above listed map.

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By: NARA NARA Date: 1973

EUROPE 1:250,000



KEY  
RAILROADS \_\_\_\_\_  
ROADS \_\_\_\_\_  
RIVERS \_\_\_\_\_  
⊙ LOCATION OF  
CRASH LANDING

MACR relativo alla perdita del 2<sup>nd</sup> Lt. Thomas: mappa allegata



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By: NARA NARA Date: 1973

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12AF-XAG-111

WAR DEPARTMENT  
HEADQUARTERS ARMY AIR FORCES  
WASHINGTON

Classification changed

to **RESTRICTED**  
by E. J. [redacted] Lt. Col., AG  
by [redacted] Capt., AG  
Date **MAR 15 1948**

MISSING AIR CREW REPORT

1. ORGANIZATION: Location, by Name Pisa, Italy ; Command or Air Force XXII TAC  
Group 350th Fighter Squadron 346th Fighter ; Detachment \_\_\_\_\_
2. SPECIFY: Place of Departure Pisa, Italy ; Course North  
Target or Intended Destination Brenner Rail ; Type of Mission Bombing
3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:  
po Valley 10/10 layer clouds 3 to 15,000 feet;  
visibility variable due to haze, 5 to 30 miles above and below.
4. GIVE: (a) Day 12 Month 1 Year 1945; Time 1430; and Location N-0452  
5 miles NE of Vigevano of last known whereabouts of missing aircraft  
(b) Specify whether aircraft was last sighted ( ) ; Last contacted by  
radio (X) ; 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 (X) ; Other Circumstances as follows: \_\_\_\_\_
6. AIRCRAFT: Type, Model and Series P-47n-28BK ; AAF Serial Number 44-20106
7. MARKINGS OF AIRCRAFT, if any Squadron letter "605"
8. ENGINES: Type, Model and Series R-2800-59 ; AAF Serial Number 005093  
(a) \_\_\_\_\_ ; (b) \_\_\_\_\_ ; (c) \_\_\_\_\_ ; (d) \_\_\_\_\_
9. INSTALLED WEAPONS (Furnish below Make, Type and Serial Number)/ Browning, 50 cal.  
M2, Aircraft Machine Gun, Fixed.  
(a) 594559 ; (b) 1049165 ; (c) 775858 ; (d) 1050067  
(e) 780181 ; (f) 1049162 ; (g) 1049672 ; (h) 422416  
(i) \_\_\_\_\_ ; (j) \_\_\_\_\_ ; (k) \_\_\_\_\_ ; (l) \_\_\_\_\_  
(m) \_\_\_\_\_ ; (n) \_\_\_\_\_ ; (o) \_\_\_\_\_ ; (p) \_\_\_\_\_
10. THE PERSONS LISTED BELOW WERE REPORTED AS: (a) Battle Casualty X  
or (b) Non Battle Casualty \_\_\_\_\_
11. 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	Current Status
1. Pilot	Fahlberg, Ernest D.	1st Lt.	O-312071	MIA
2.				

12121

(over)

RC144

**DECLASSIFIED**

Authority: NND 735001

By: NARA NARA Date: 1973

*Copied From Europe 1:500,000  
@ Location Where Aircraft  
Was Last Sighted*



MACR relativo alla perdita del 2<sup>nd</sup> Lt. Fahlberg: mappa allegata

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Authority: NND 735001

By: NARA NARA Date: 1973

AFPM-12

CASUALTY QUESTIONNAIRE

- 10952
1. Your name Clarence McEllen Thomas Rank 1st Lt. Serial No. 0-110017  
827 Pz. Gp.
  2. Organization 827 Pz. Gp. Commander Hates Rank Col. Sq. CO John L. Hines Rank 1st Lt.  
(full name) (full name)
  3. What year 1954 month January day 2nd did you go down?
  4. What was the mission, give bomb, strafetarget, 88 bridge Calcinato, Italy target  
time, 1330 altitude, 10,000' down 2/3 Route scheduled, via 11  
Calcinato & return, route flown same
  5. Where were you when you left formation? return trip, engine quit over target.  
Made it back to the mountains near Isorno, couldn't get over the mountains.
  6. Did you bail out? Yes at about 500'
  7. Did other members of crew bail out? Fighter plane
  8. Tell all you know about when, where, how each person in your aircraft for whom no individual questionnaire is attached bailed out. A crew list is attached. Please give facts. If you don't know, say: "No Knowledge".  
Fighter plane
  9. Where did your aircraft strike the ground? about a hundred feet from where I hit.
  10. What members of your crew were in the aircraft when it struck the ground? (Should cross check with 8 above and individual questionnaires)  
fighter plane
  11. Where were they in aircraft?
  12. What was their condition?
  13. When, where, and in what condition did you last see any members not already described above?
  14. Please give any similar information on personnel of any other crew of which you have knowledge. Indicate source of information. List the following behind the lines and we crossed the lines at Isorno, Italy together, Major Charles, 1st Lt. 827 Pz Gp.  
2nd. Alexander 1st Lt. 827 Pz Gp., 2nd Lt. 827 Pz Gp., 1st Lt. 827 Pz Gp.

(Any additional information may be written on the back)

6-3862, AF

MACR relativo alla perdita del 2<sup>nd</sup> Lt. Thomas: interrogatorio rilasciato dopo il raggiungimento delle linee alleate



**DECLASSIFIED**

Authority: NND 735001

By: NARA NARA Date: 1973

**S T A T E M E N T**

Took off at 1330, flew above overcast to Milano, primary target Brenner, socked in. Bombed marshalling yards at Milano. Began strafing, in so doing, elements separated. Lt. Fahlberg and myself encountered intense flak in area between Vizzala and Gallarte, he instructed me to take evasive action and clear the area. I was flying above and the enemy fire between he and I consisted of intense 20mm, I was getting 40 or 88mm at my level. I broke left and up, he hit the deck where he was apparently hit as he called in almost immediately concerning his disability. He said that his oil was gone and believing the ship on fire, intended crash landing west of Milano on the river.

He had contacted Captain Daily, and apparently had him (Captain Daily) in sight. I heard no more on the R.T. I made several low level runs back and forth in the area, but saw nothing. Rejoined remainder of flight and returned to base.

*Alva D. Henghan*

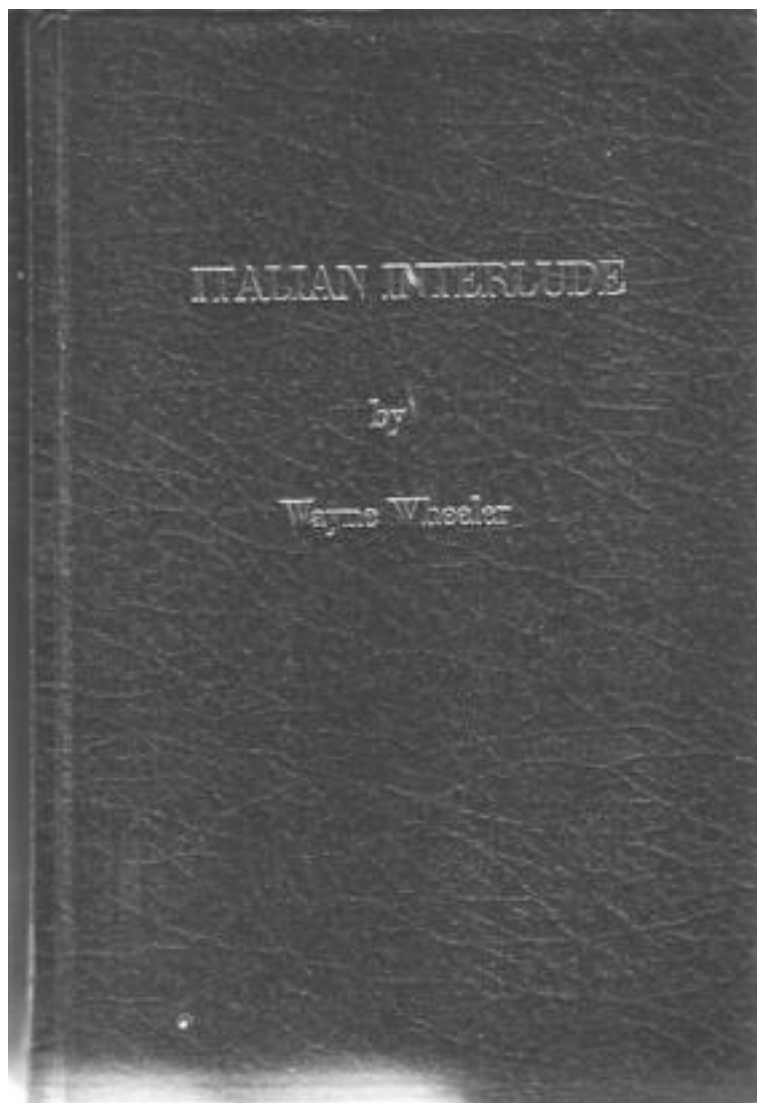
ALVA D. HENGHAN,  
2nd Lt. Air Corps.

1128.3  
CASUALTY QUESTIONNAIRE

1. Your name Wayne Wheeler Rank 1st Lt Serial No. 0-710799
2. Organisation 27th Gp Commander W. H. Keitt Rank Col Sqn CO L. W. H. Keitt Rank Maj  
(full name) (full name)
3. What year 1945 month January day 17 did you go down?
4. What was the mission Miss Bombing, target Bridge Girona, It., target time 0940, altitude 12000 ft, route scheduled, \_\_\_\_\_, route flown \_\_\_\_\_
5. Where were you when you left formation? South of Girona (Airdrome) Italy
6. Did you bail out? Yes
7. Did other members of crew bail out? No other crew P-47 pilot
8. Tell all you know about when, where, how each person in your aircraft for whom no individual questionnaire is attached bailed out. A crew list is attached. Please give facts. If you don't know, say: "No Knowledge". Same as #7
9. Where did your aircraft strike the ground? Near Girona, Italy
10. What members of your crew were in the aircraft when it struck the ground? (Should cross check with 8 above and individual questionnaires) \_\_\_\_\_
11. Where were they in aircraft? \_\_\_\_\_
12. What was their condition? \_\_\_\_\_
13. When, where, and in what condition did you last see any members not already described above? \_\_\_\_\_
14. Please give any similar information on personnel of any other crew of which you have knowledge. Indicate source of information. 3 other P-47  
pilots returned through the lines with me.  
One from 16th Fgtn Group.  
Two from 350th Fgtn Group.

(Any additional information may be written on the back)

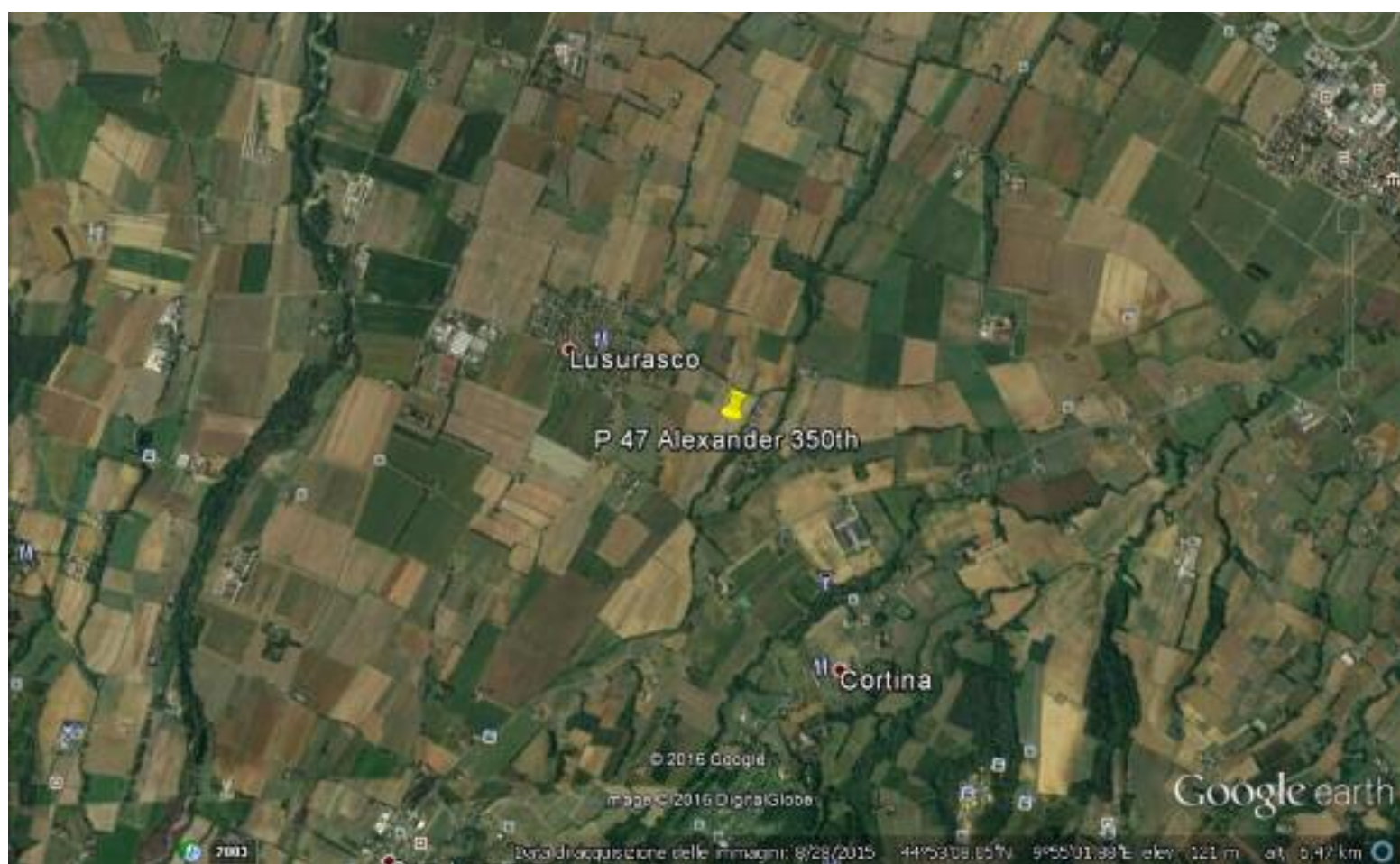
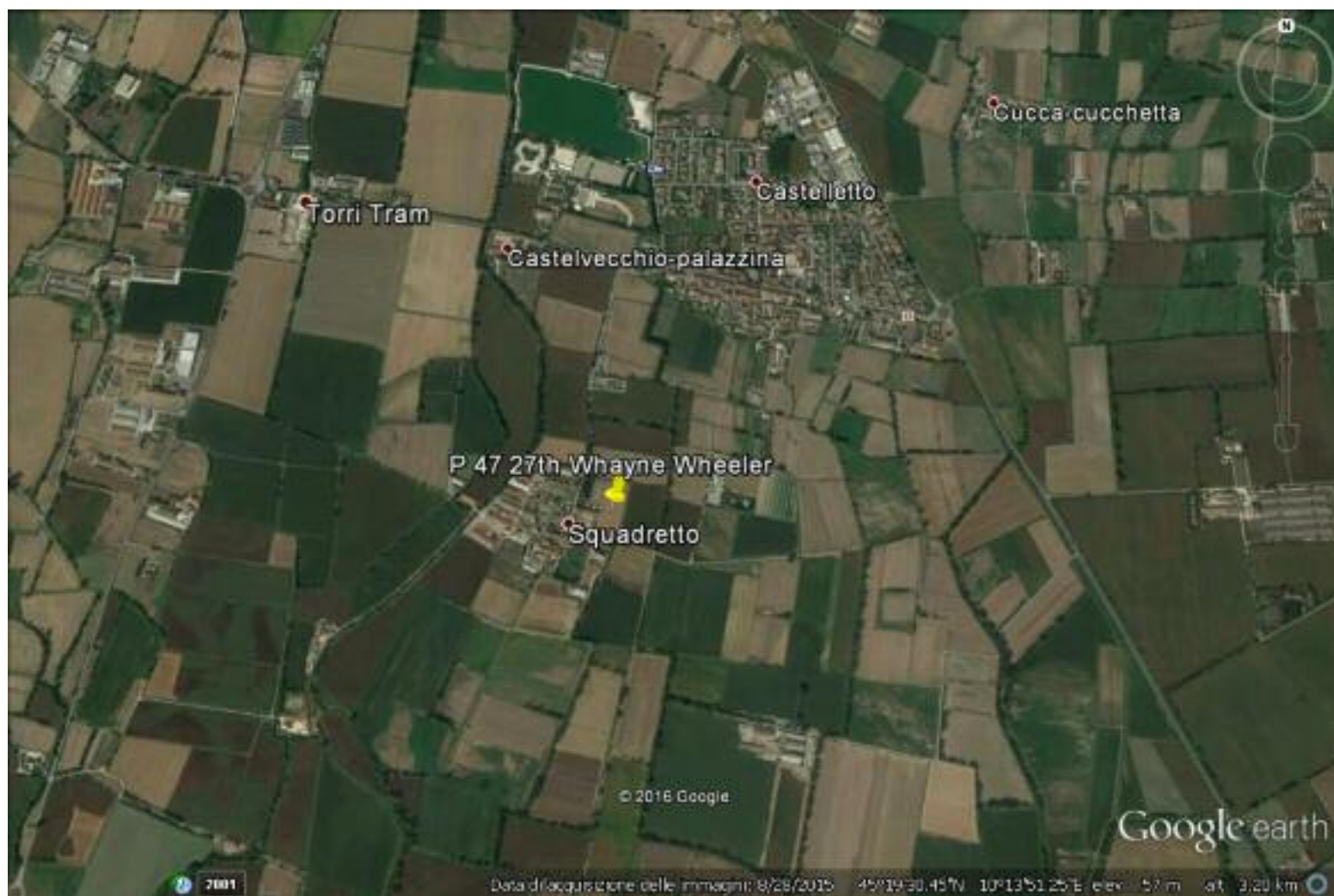
MACR relativo alla perdita del 2<sup>nd</sup> Lt. Wayne Wheeler: verbale dell'interrogatorio successivo al raggiungimento delle linee alleate



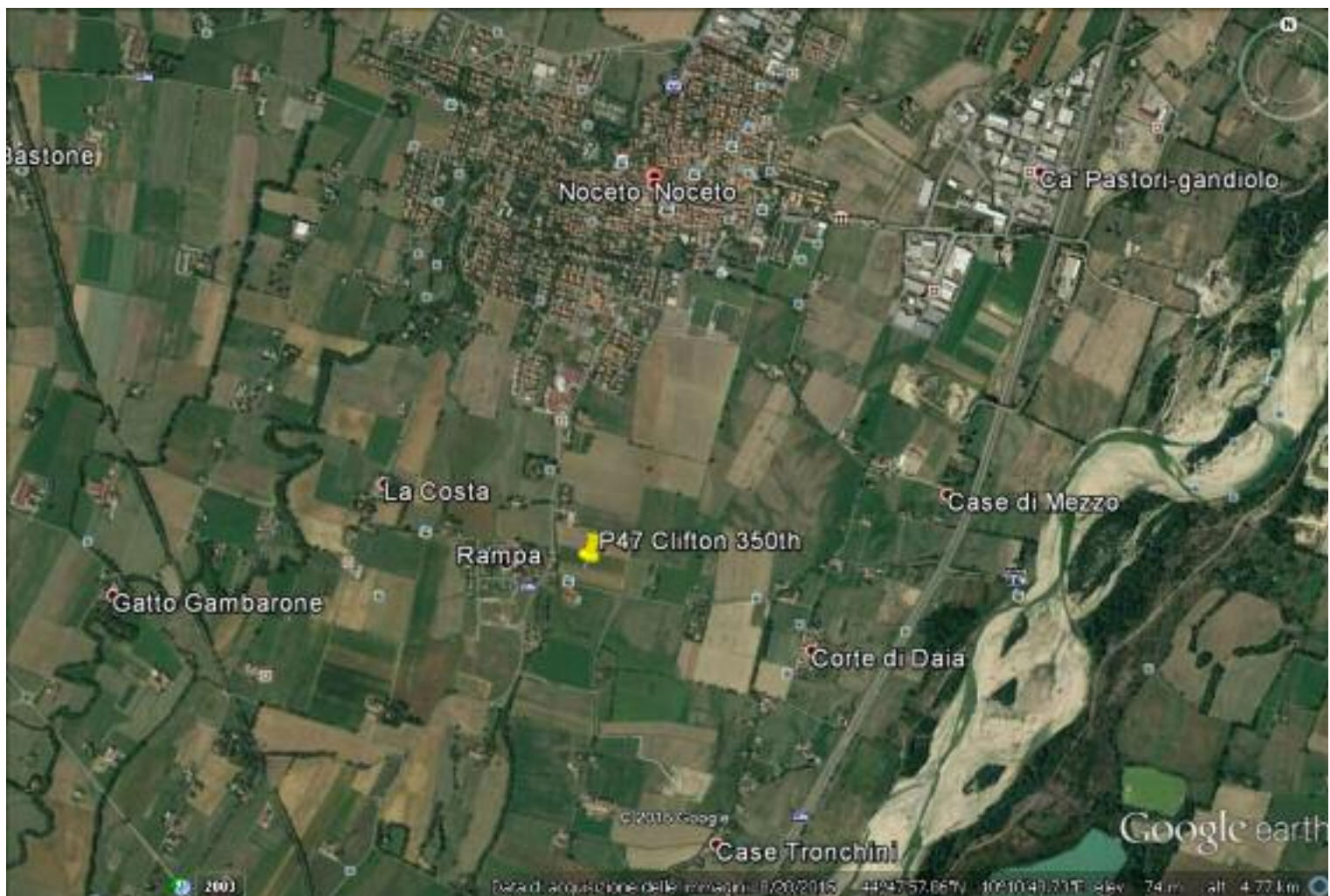
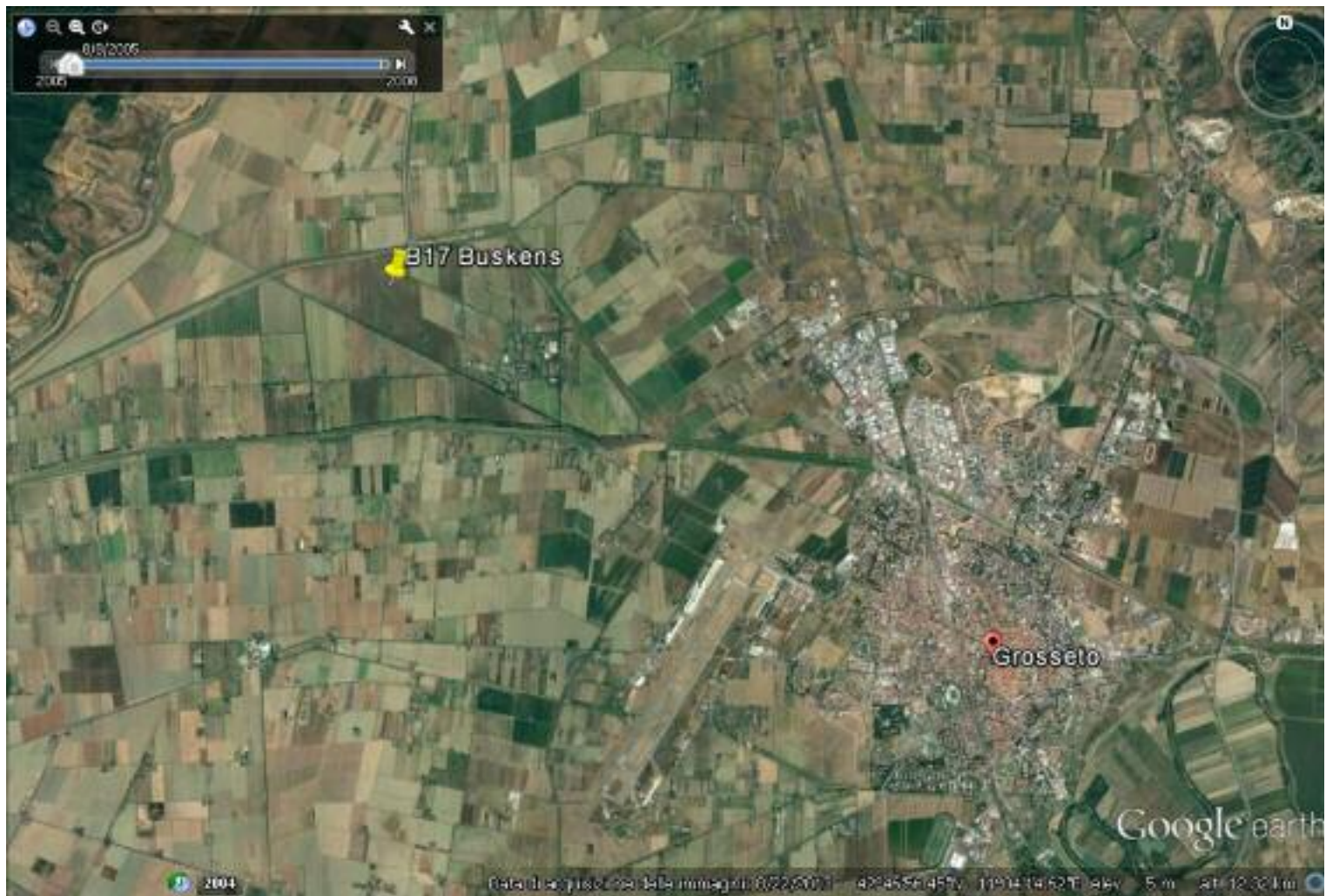
Copertina del libro "Italian interlude", di Wayne Wheeler



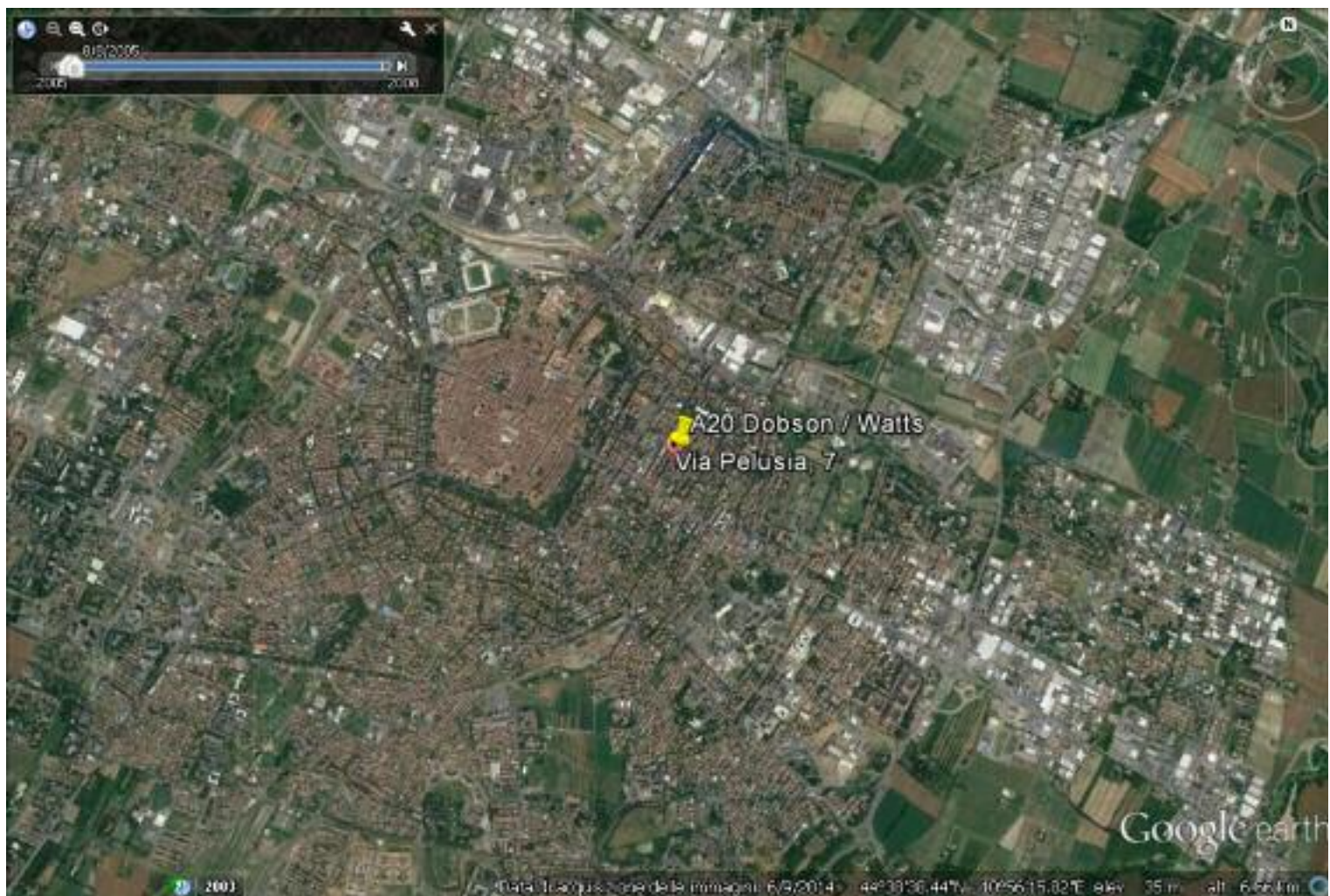
# MAPPE DIGITALI RELATIVE ALLE VICENDE DEGLI AVIATORI



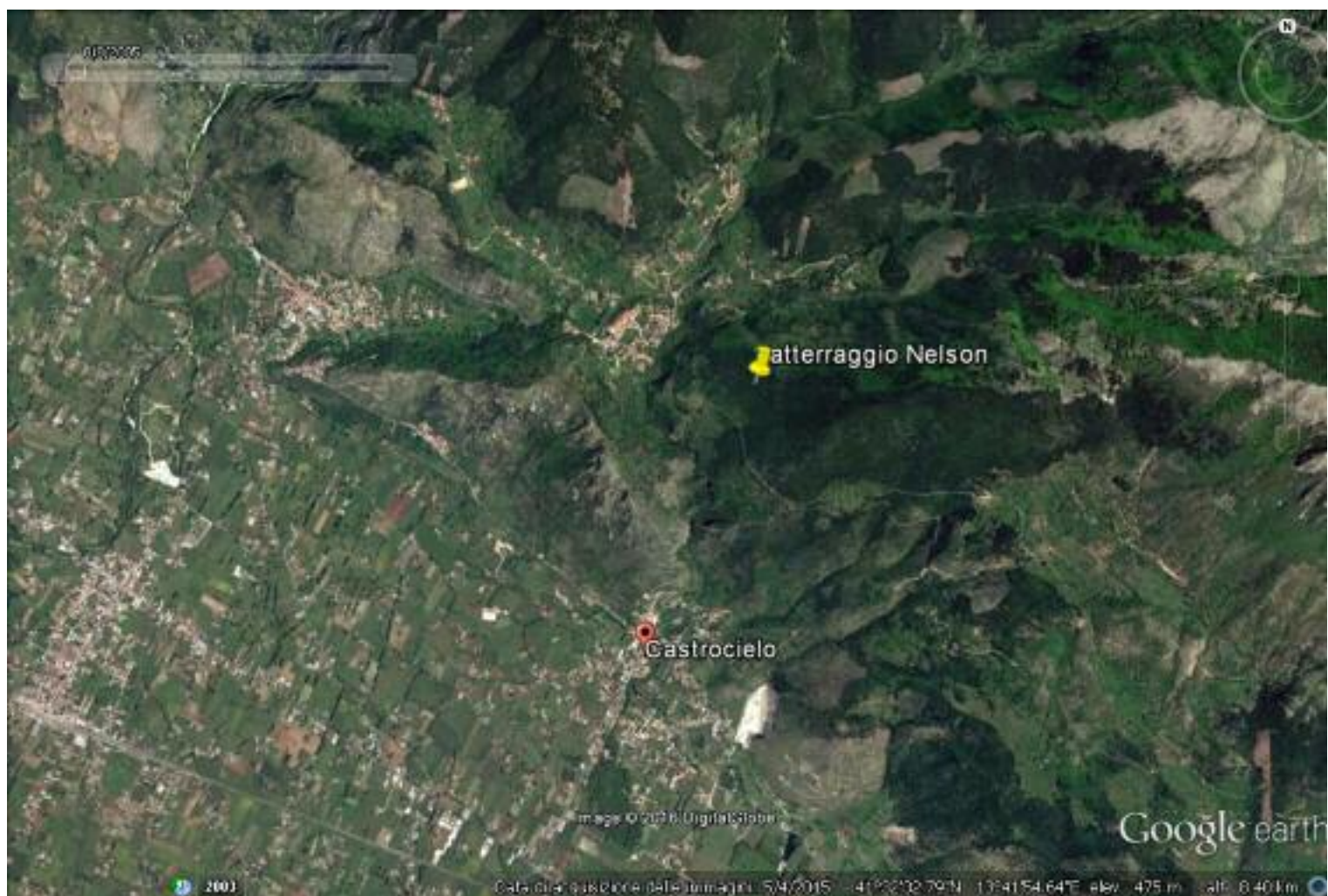
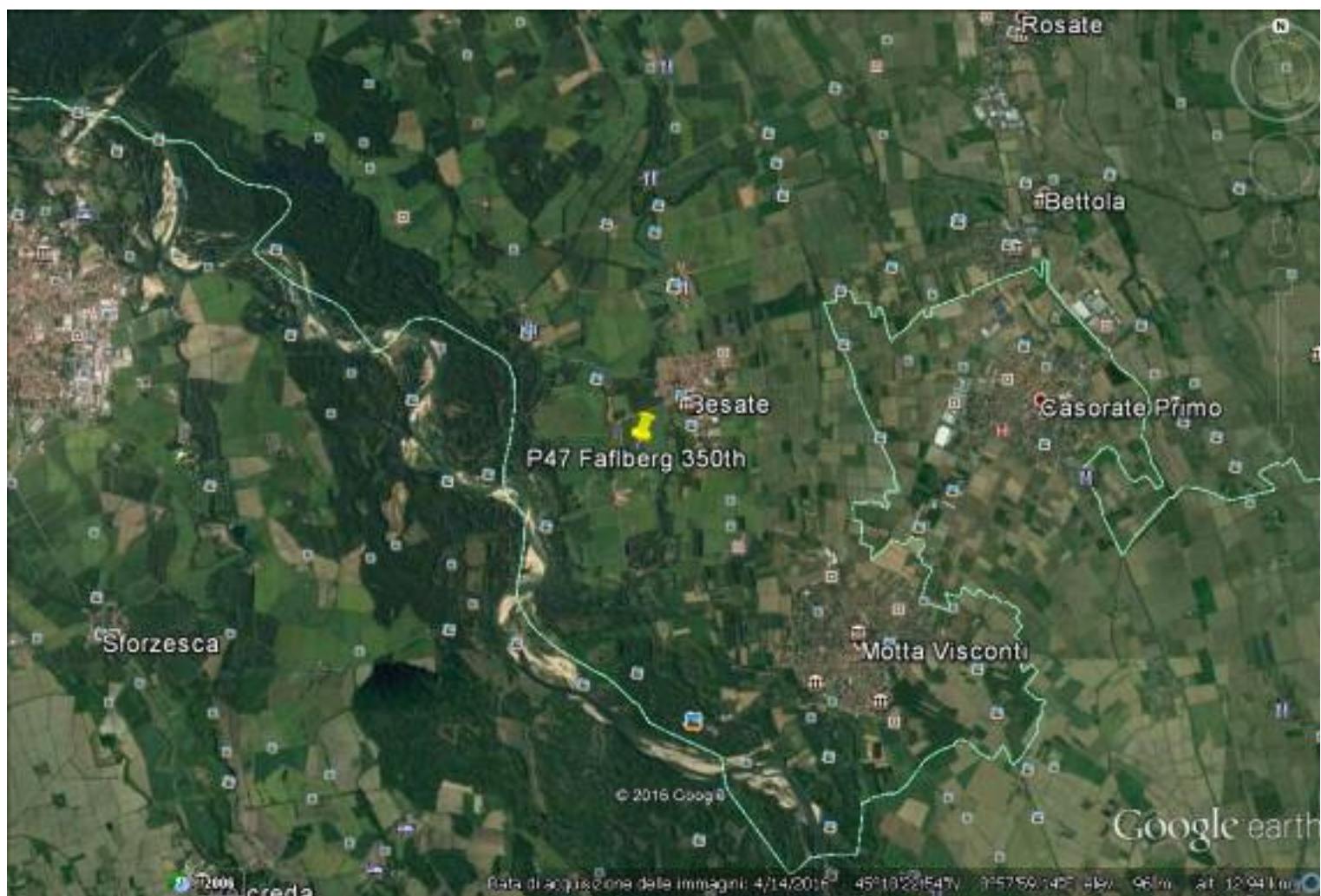




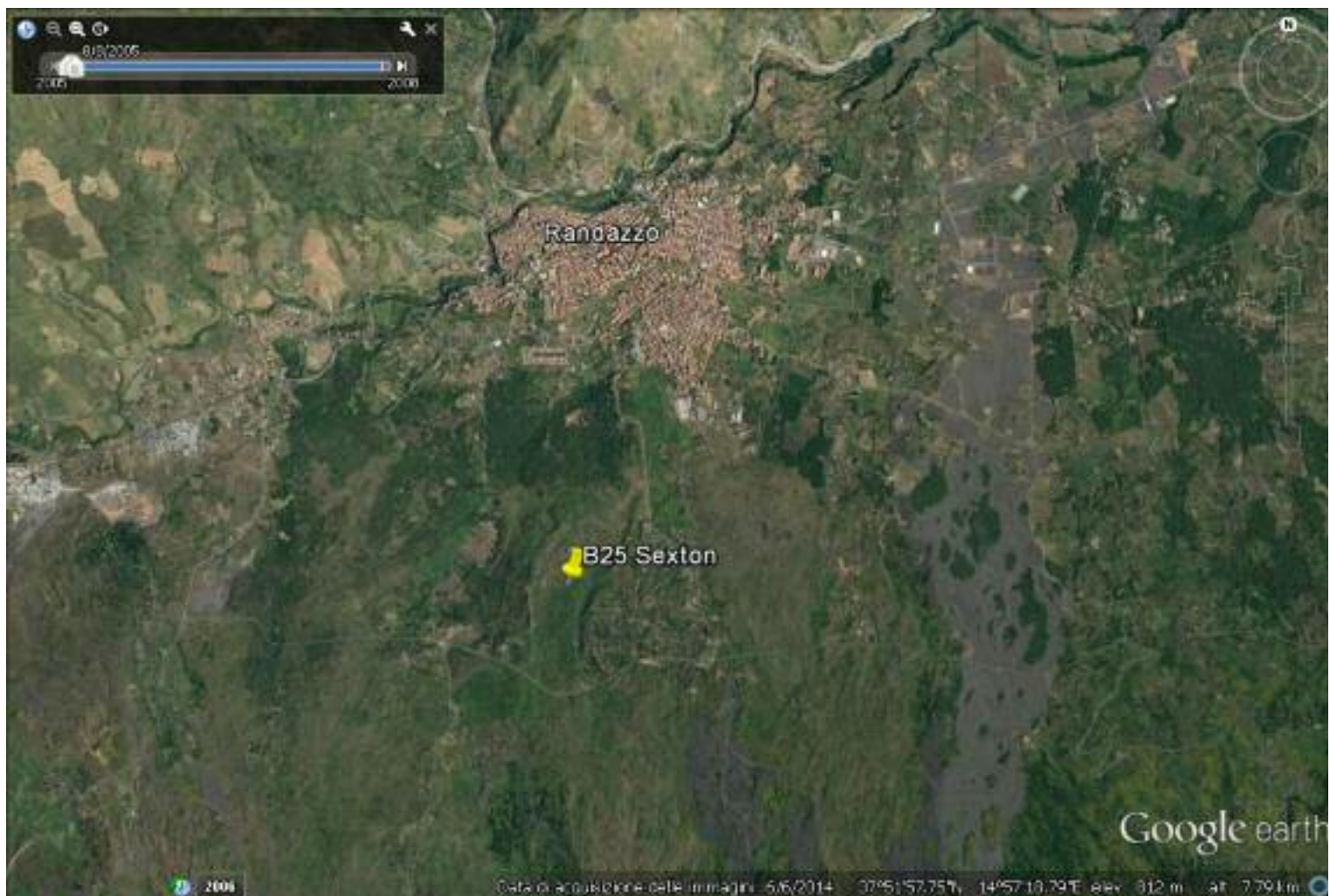
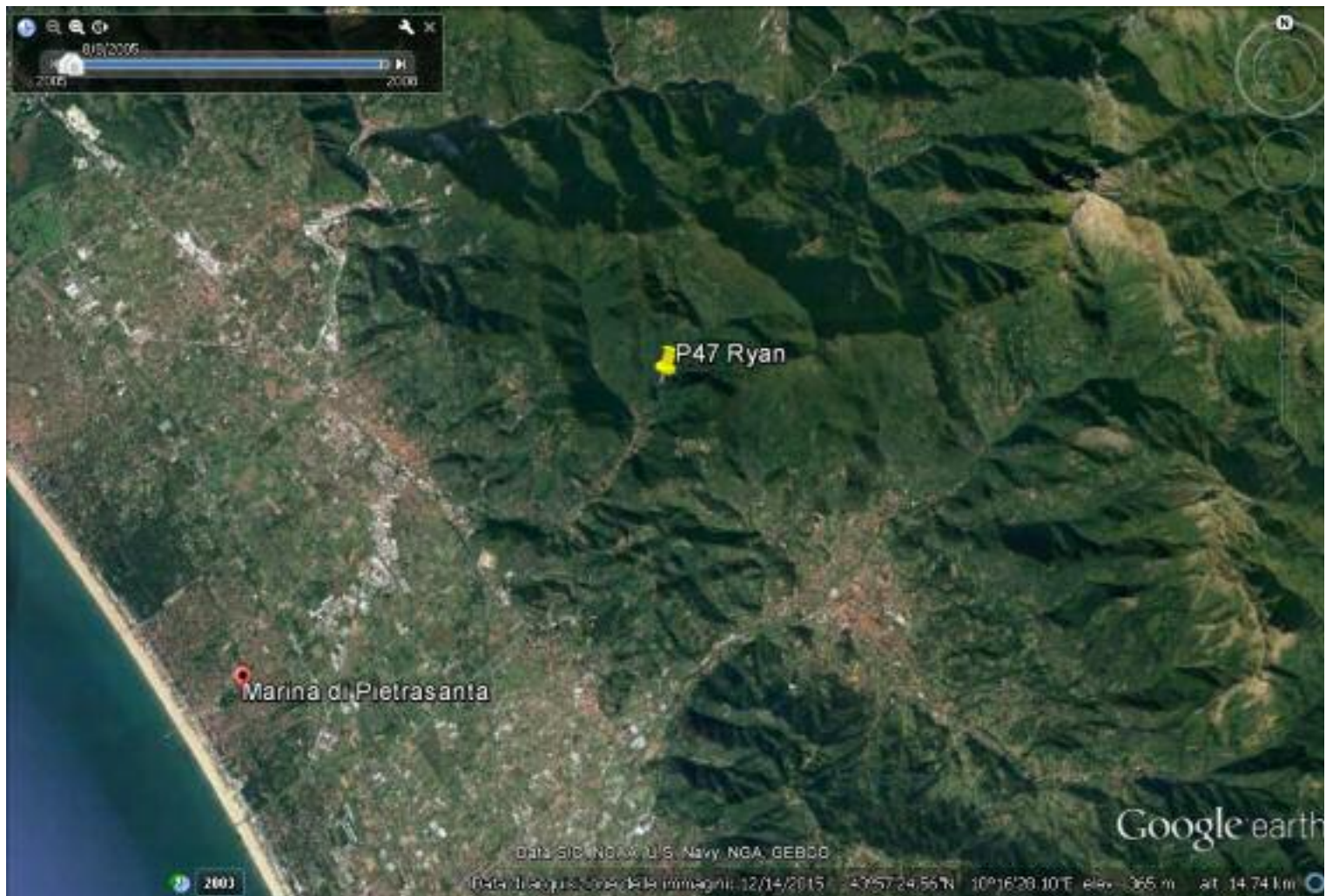


















In questo link potrete trovare documenti relativi alla vicenda del S/Sgt. Nelson:

<https://app.box.com/s/kynhtgd4lhlp474m4xw56np04i0pc00g>

Di interesse, la pagina del MACR con i dati di aviatori ed aereo e la mappa allegata.

## SGT. Karl Lee Nelson



### **Jeanette E. Nelson, 77**

Jeanette E. Nelson, 77, of Rockford, departed her life at 4:10 a.m. Saturday, Jan. 13, 1996, at Park Strathmoor after a short illness. Born March 23, 1918, in Rockford, daughter of Stanley E. and Sophia A. Michale Smith. Married Karl Lee Nelson in Miami on July 19, 1944; he died Aug. 23, 1983. She was a homemaker who enjoyed traveling with her friends from Dunrite Travel. Survivors: a brother, Warren Smith, of Rockford; two nephews and a niece; two great-nephews and a great-niece; special friends, Sharon (Gary) Seigrist of Wichita, Kan., and Bonnie McCullough of Loves Park.

Visitation from noon to 1 p.m. Monday, Jan. 15, at FRED C. OLSON FUNERAL CHAPELS, EAST CHAPEL, 1001 Second Ave., with the Rev. Glenn Johnson officiating. Burial in Scandinavian Cemetery. Memorials to the Chaplaincy Department of Swedish-American Hospital. 1-14-2



### Sang Over WROK

Born in Rockford June 12, 1918, Sergeant Nelson—tall and red-haired—graduated from high school here. For a time he was a staff singer at radio station WROK, and was employed at the E. and W. clothing house.

After joining the air corps two years ago he trained at several bases in this country, finishing his technical radio work at Scott field, Belleville, Ill., and was sent to North Africa in July, 1942.

His plane was one of a group attached to the British army led by Gen. Sir Bernard L. Montgomery, and in it he fought all through the North African and Sicilian campaigns.

In his last letter home, he indicated he was based in Sicily, and had just returned from an important mission, but gave no details.

To his mother news that he was

(Continued on Next Page)

"Lee was one of the best fliers in the group," Sergeant Hakes declared today, "and was well liked by everyone. After he had been on 10 missions, he was stricken with malaria and kept on the ground for a time. At his request, however, he went back aboard a bomber and was seeing lots of action just before I left."

News that he is missing is a terrible blow. Like his mother, I can only hope that he managed to land safely and has not yet been reported."

Sergeant Hakes reported that Sergeant Nelson had been awarded several medals and decorations for his work in the African war theater.

## Local Flier Reported Missing in Italy Area

(Continued from Preceding Page)

missing came as an added blow, following as it did the death of her husband, purchasing agent at Mechanics Universal Joint company, who died suddenly at his home late last Wednesday night.

### Friend Hears News

Stricken by her grief, she clung to the hope that her son may have been taken prisoner after his plane had been shot down in combat or forced down in some area controlled by German forces and as yet unreported.

By coincidence, Staff Sgt. Harrison Hakes, 921 7th street, lifelong friend of Sergeant Nelson who had served in the same group with him, returned to Rockford on furlough today, to learn that his friend was missing.

## Report Local Flier Missing

### Get News Week After Father's Death

Staff Sgt. K. Lee Nelson, 25, son of Mrs. Ruth Nelson, 928 7th street, and of the late Harry Nelson, who died last Wednesday night, is missing in action in the European war zone where he served as radio operator aboard a bomber, his mother was informed last night by the war department. He had been missing since Oct. 21, the telegram from the adjutant's office reported, but gave no additional details.

No word had been received from Sergeant Nelson for some time, and funeral services for his father were delayed for a time in the hope that he might be on his way to Rockford on furlough, earned by more than a year's service in the North African and Sicilian battles as a member of the U. S. 12th bomber group.

## Karl Lee Nelsons to Be Honored Saturday

Staff Sgt. and Mrs. Karl Lee Nelson will be honored at an open house Saturday evening by Mrs. Nelson's parents, the Stanley Smiths, 411 Calvin Park boulevard. Lee, son of Mrs. Ruth Nelson, 928 7th street, served in North Africa as radio operator and gunner on a B-25 bomber. He and his wife, the former Jeanette Smith, will be stationed at a new post in Casper, Wyo.

## Fete K. Lee Nelson At Family Reunion

Tech. Sgt. Karl Lee Nelson, who arrived here from Galveston, Tex., last week with his wife, the former Jeanette Smith, received an honorable discharge from the army air force Wednesday at Fort Sheridan. Lee, the son of Mrs. Ruth Nelson of 928 7th street, will be honored at a family reunion Sunday at the Pines state park.

Lee entered the air force in June, 1941, and was sent to north Africa in July, 1942. A radio operator and gunner on a B-25 medium bomber, Lee jumped from a burning plane over Italy on Oct. 21, 1943. For 29 weeks he hid out with friendly Italians in nazi-occupied territory.

**RYDBERG** — Ruth C. Rydberg, 76, 728 N. Gardner Ave., died at 11:55 p.m. Monday, June 9 in St. Anthony Hospital after a short illness. Born June 22, 1898, in Rockford, daughter of Peter and Charlotte Enoquist. Lived most of her life in Rockford. Married to Harry E. Nelson in Rockford in 1918. He died in 1943. Married to Arthur H. Rydberg in Indiana in 1955. He died in Florida in 1970. Member of First Lutheran Church. Survivors include one son, Karl Lee Nelson, Rockford; and one sister Mrs. Ralph Bennett, Fort Lauderdale.

Services at 1:30 p.m. Thursday, June 12, at FRED C. OLSON MORTUARY, 1001 Second Ave., with the Rev. P. Gerald Leaf, pastor of First Lutheran Church, officiating. Burial in Scandinavian Cemetery. No visitation.

## 7 Rockford Soldiers Receive Discharges

Seven Rockford men and 14 others from this area received discharges this week at the Fort Sheridan separation center.

The Rockford men are Sgt. Donald L. McMahon, 928 North avenue; Tech. Sgt. Robert M. Whiteford, 1612 Latham street; Sgt. Hallet E. Brown, 1412 Seminary street; Tech. Sgt. Karl L. Nelson, 411 Calvin Park boulevard; Pfc. Harold E. Green, 1720 26th street; Master Sgt. Edward G. Nelson, 506 Union street, and Sgt. Fred M. Ramer, 415 Logan street.



Staff Sgt. and Mrs. Karl Lee Nelson (Jeanette Smith) were honored at open house last evening at the home of Mrs. Nelson's parents, Mr. and Mrs. Stanley Smith, 411 Calvin Park boulevard. Lee is the son of Mrs. Ruth Nelson, 928 7th street, and the late Harry E. Nelson. He and his bride of July 19 are spending a leave here and will make their new home at Casper, Wyo., where Lee will be stationed. He returned to the United States in June after serving overseas as radio operator and gunner on a B-25 bomber. (Photo by Fred James).

**NELSON** — Karl Lee Nelson, 64, 607 Roland Ave., died at 11:17 a.m. Tuesday, Aug. 23, 1983, in his home after a nine-month illness. Born June 14, 1919, in Rockford, son of Mr. and Mrs. Harry E. Nelson. Lifelong Rockford resident. Married to the former Jeanette E. Smith in Miami, Fla., July 19, 1944. Employed as salesman of machine supplies by W.W. Grainger Co., 21 years, retiring in 1982. Army Air Corps veteran of World War II; shot down in Italy and hidden from the Germans by the Italian underground about two years before the arrival of the American occupation forces. Survived by his wife, Jeanette.

Private graveside service Thursday, Aug. 25, in Scandinavian Cemetery, with the Rev. Glenn Johnson, Swedish-American Hospital chaplain, officiating. Arrangements by FRED C. OLSON MORTUARY, 1001 2nd Ave. No visitation. Memorial gifts to the American Cancer Society, in lieu of flowers.

## *Staff Sgt. And Mrs. Karl L. Nelson To Be Honored At An Open House*

Staff Sgt. and Mrs. Karl Lee Nelson, who arrived Monday from Galveston, Tex., will be honored at an open house Saturday evening given by young Mrs. Nelson's parents, Mr. and Mrs. Stanley Smith, 411 Calvin Park boulevard.

Mrs. Nelson, the former Jeanette Smith, and Lee were married in Miami, Fla., on July 19, and this

## *Paul McDonnells Visit Here From An Eastern Post*

Rockford friends of Col. and Mrs. Paul McDonnell have been fettering them during their visit with relatives here. Col. McDonnell, who, until recently, was stationed in Washington, D. C., is now stationed on Long Island.

Mrs. McDonnell is the former Margaret Samuelson of Rockford. While in Washington, she and her husband had former Rockford

in Miami, Fla., on July 19, and this is their first visit here since their marriage. Lee has been stationed at Galveston army air field, and when he leaves for his new post at Casper, Wyo., his wife will accompany him.

He is the son of Mrs. Ruth Nelson, 928 7th street, and the late Harry E. Nelson. Sgt. Nelson was sent to north Africa in July, 1942, as a radio operator and gunner on a B-25 bomber, and on a raid over Italy he was forced to bail out. He was in hiding for eight months before allied troops reached him. He arrived home in June, and was married the following month.



# Da Ricerche di Patti Johnston

Our SSGT. Karl Lee Nelson died in 1983.  
His wife, Jeanette (nee Smith) Nelson in 1996  
His Father, Harry Nelson, died 10 Nov 1943  
His Mother, Ruth C. Nelson Rydberg, in June 1975.

Karl and Jeanette had NO children.  
Karl had NO siblings.  
Jeanette had one brother.

Bonus for the 12<sup>th</sup> BG.  
Another Flyer named Sgt. Harrison "Bud" Hakes,  
Our Karl's best Friend & Neighbor.

ARMY SERIAL NUMBER 16004913 16004913  
NAME NELSON#KARL#L##### NELSON#KARL#L#####  
RESIDENCE: STATE 61 ILLINOIS  
RESIDENCE: COUNTY 201 WINNEBAGO  
PLACE OF ENLISTMENT 6120 CHICAGO ILLINOIS  
DATE OF ENLISTMENT DAY 18 18  
DATE OF ENLISTMENT MONTH 06 06  
DATE OF ENLISTMENT YEAR 41 41  
GRADE: ALPHA DESIGNATION PVT# Private  
GRADE: CODE 8 Private  
BRANCH: ALPHA DESIGNATION AC# Air Corps  
BRANCH: CODE 20 Air Corps  
FIELD USE AS DESIRED # #  
TERM OF ENLISTMENT 0 Undefined Code  
LONGEVITY ### ###  
SOURCE OF ARMY PERSONNEL 0 Civil Life  
NATIVITY 61 ILLINOIS  
YEAR OF BIRTH 19 19  
RACE AND CITIZENSHIP 1 White, citizen  
EDUCATION 4 4 years of high school  
CIVILIAN OCCUPATION 175 Salespersons  
MARITAL STATUS 6 Single, without dependents  
COMPONENT OF THE ARMY 1 Regular Army (including Officers, Nurses, Warrant Officers, and Enlisted Men)  
CARD NUMBER # #  
BOX NUMBER 0205 0205  
FILM REEL NUMBER 2.62# 2.62#

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Karl Nelson: Social Security Death Index (SSDI) Death Record

Name:Karl Nelson  
State of Issue: Illinois  
Date of Birth: Saturday June 14, 1919  
Date of Death: August 1983  
Est. Age at Death: 64 years, 2 months  
Last known residence:  
City: Rockford  
County: Winnebago  
State: Illinois  
ZIP Code: 61107

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Karl Lee Nelson  
Birth: 1919  
Death: 1983

Family links:  
Spouse:  
Jeanette E. Nelson (1918 - 1996)

Burial: Scandinavian Cemetery  
Rockford, Winnebago County, Illinois, USA

Created by: Michael Stanley Klimczak  
Record added: Nov 07, 2016  
Find A Grave Memorial# 172407760

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Jeanette E. Nelson  
Birth: 1918  
Death: 1996

Family links:  
Spouse:  
Karl Lee Nelson (1919 - 1983)\*

Burial: Scandinavian Cemetery  
Rockford, Winnebago County, Illinois, USA

Created by: Michael Stanley Klimczak  
Record added: Nov 07, 2016  
Find A Grave Memorial# 172407755

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Date: Thursday, August 25, 1983  
Paper: Register Star (Rockford, Illinois) Page: 15  
OBIT

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Date: Wednesday, October 25, 1944  
Paper: Morning Star (Rockford, Illinois) Page: 4  
MARRIAGE

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Date: Thursday, October 26, 1944  
Paper: Register-Republic (Rockford, Illinois) Page: 8  
Reception

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Date: Sunday, October 29, 1944

Paper: Morning Star (Rockford, Illinois) Page: 17

PHOTO

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HOME

Date: Tuesday, July 18, 1944

Paper: Morning Star (Rockford, Illinois) Page: 9

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Date: Sunday, August 5, 1945

Paper: Morning Star (Rockford, Illinois) Page: 16

Promotion

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Date: Sunday, August 26, 1945

Paper: Morning Star (Rockford, Illinois) Page: 19

Visitors

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Date: Friday, August 31, 1945

Paper: Morning Star (Rockford, Illinois) Page: 5

Discharge

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Date: Wednesday, November 17, 1943

Paper: Register-Republic (Rockford, Illinois) Page: 2

Sgt. HAKES

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Date: Monday, June 26, 1944

Paper: Register-Republic (Rockford, Illinois) Page: 1

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Date: Wednesday, November 17, 1943

Paper: Register-Republic (Rockford, Illinois) Page: 1

MISSING

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Date: Wednesday, June 11, 1975

Paper: Morning Star (Rockford, Illinois) Page: 8

His Mother's Obit

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Date: Wednesday, August 24, 1949

Paper: Morning Star (Rockford, Illinois) Page: 4

Traffic Accident

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Date: Sunday, January 14, 1996

Paper: Register Star (Rockford, Illinois) Page: 24

Jeanette's OBIT