

When the sky was scary  
Brenner Line, Italy - 5 February 1945



B-25 of the 340th Bomb Group.  
In the foreground is Mt. Stivo,  
to the right is Mt. Biaena, behind  
Mt. Zugna is the Pasubio massif.

Source: Fold3 - 57th Bomb Wing Association

# When the sky was scary

## Brenner Line, Italy

### 5 February 1945

The 5 February 1945 was a sunny Monday, albeit cold and windy. It was already after midday and the few people left in Calliano hoped that that day would be free of the almost everyday allied aircraft bombings.

Hope in vain; at 12.40 pm the rumble of approaching bombers resonated. All eyes turned towards Folgaria valley, but saw nothing, whereas three isolated bombers appeared from above Mt. Finonchio, aiming directly for Rovereto. These were the three Re Magi (three wise men) called as such by the locals as they would always arrive in three.

Their task was to precede the other bombers of the mission by a few minutes and drop the fragmentation bombs or white phosphorous bombs on the anti-aircraft defense posts (Flak), situated on the hill, in the Vallunga area to the north-east of Rovereto.

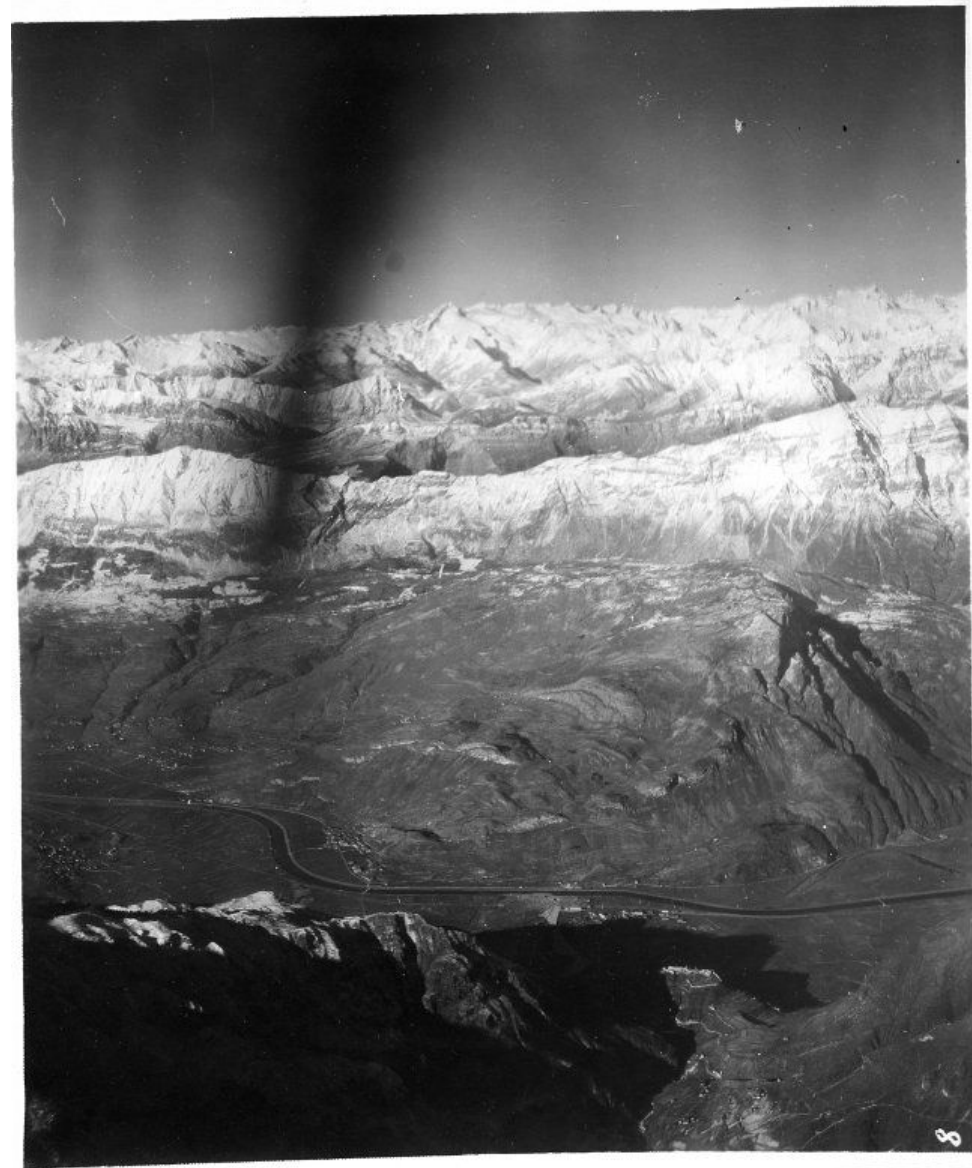


Photo taken by a B-25 bomber approaching the target, Calliano.  
Source: 57th Bomb Wing Association

Thirty-nine B-25 Mitchell bombers of the 340th Bomb Group from the 57th Air Division USAAF, departed from the Alesan base in Corsica at 10.56 am, heading for the north of Italy.

Flying over Reggio Emilia and Schio, they arrived close to Rotzo on the Asiago plateau, where they started their Bomb Run in the direction of Calliano, passing over the Folgaria plateau.

The thirty-six bombers were divided into two groups, flying at an interval of a few minutes from one another, each group having its distinct course of action for the railway.

The three «Re Magi» of the 486th Bomb Squadron preceded all the others and flying over Mt. Finonchio, clearly aimed at the Flak posts on Rovereto's hill.

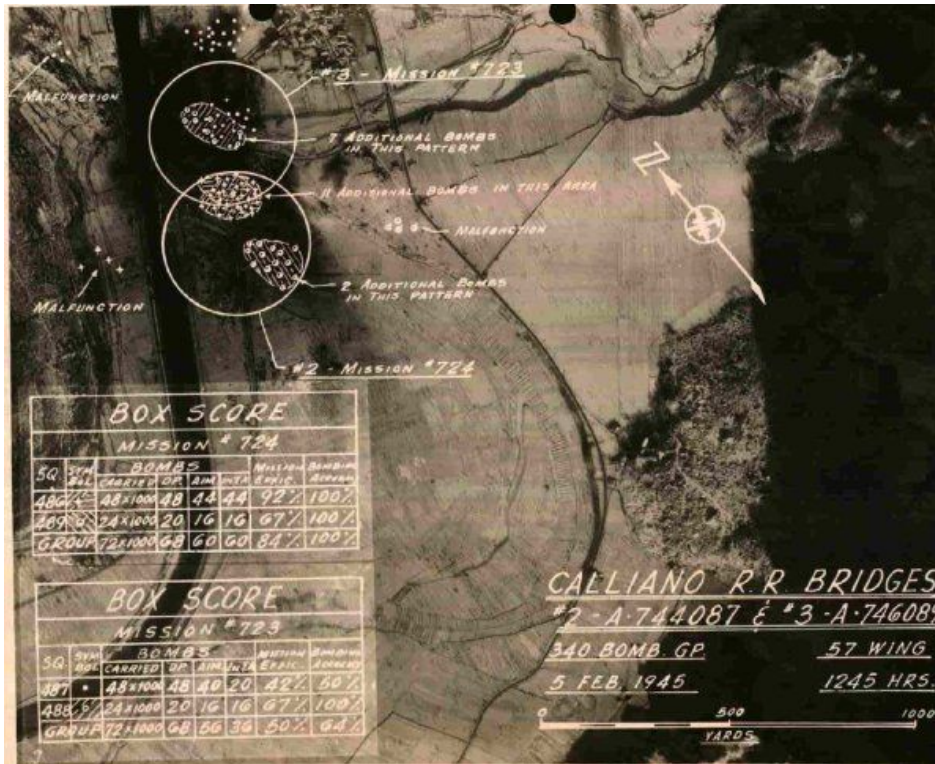
The lead bomber was the B-25 matr. 43-36098, piloted by the first Lt. Charles D. Ross. At this point they were ready to drop the phosphorous bombs on the target, when the right engine of the first plane took a direct hit.

Immediately there was a great blaze, most likely caused by a fuel fire. The stricken plane suddenly rotated on itself and rapidly lost height, and being out of control, headed towards the slopes of Mt. Zugna.



East view of Calliano

Picture by @ArchivioPaniz



The aviators of the bombers that followed, saw, with their hearts in their mouths, a huge blaze engulfing their friend Charles' aircraft, but the mission had to be accomplished, along with the release of all of 136, 1000 lb bombs on the railway bridges of Calliano.

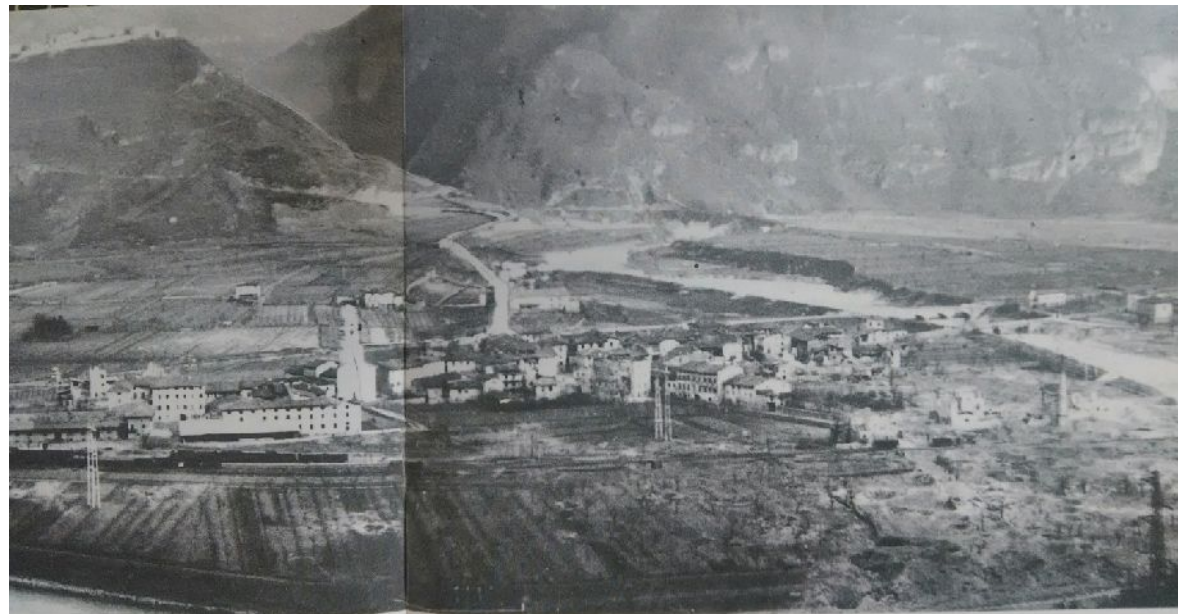
The targets were centred, although some bombs fell wide of the mark. Eight fell westwards on the other side of the Adige river, another four bombs landing eastwards, close to the main road and another approximately twenty landing northwards, somewhere between the railway and the town.

Photograph aerial surveillance with findings and mission report n.723 and n.724 of the 5th february 1945. Picture: 57th Bomb Wing Association

Right: Calliano eastwards view, at the end of the war, in 1945.

Picture taken from Don Valerio Bottura book: Calliano, the famous town to the left of the Adige river.

From 4 November 1944 to 25 April 1945 Calliano was subjected to approximately 100 bombings.



MISSION # 1 NO. OF A/C: 9 B-25'S

DATE: 5 FEBRUARY 1945 488TH BOMB SQ (M)

TARGET: CALLIANO # 3 RAIL BR., & GUN POS., ITALY

TIME UP: 1056 T.O.T. 1246 TIME DOWN: 1415

IP: ROTZO AXIS OF ATTACK: 290° BREAKAWAY: HT. FEINT & STRAIGHT OFF

BOMBS DROPPED: 20 X 1000# GP FUSING: 1/10TH NOSE, .01 TAIL  
1 LONG DELAY

BOMBS JETTISONED OR RETURNED (WHY): 4 X 1000# GP RET DUE TO RADIO MALFUNCTION

WEATHER OVER TARGET: CAVU, TURBULENT AIR, THIN OVERCAST AT 20,000 FT

WEATHER ENROUTE: UNDERCAST TO LANDFALL FROM 5 TO 8,000, 10/10THS IN PO VALLEY

ESCORT: NIL ALTITUDE: 11,100 FT.

FLAK: (LOCATION; DENSITY; ACCURACY): HEAVY, MODERATE AND ACCURATE FOR FORMATION, HEAVY, INTENSE AND ACC. FOR CHAF.

E/A OBSERVED (WHERE, WHEN ETC): NIL

E/A ENCOUNTERED (TACTICS, MARKINGS, WHERE ETC):

CLAIMS:

RESULTS: DIRECT HITS ON CENTER OF BRIDGE.

OBSERVATIONS: (ROUTE): ONE CHUTE SEEN FROM 488TH PLANE THAT WENT DOWN. SEEMED TO HAVE D/H IN BOMB BAY.  
BASE - LEVANTO - REGGIO - SERMIDE - SCHIO - SHIUPPANO - ROTZO - TGT. STRAIGHT OFF TO SALO - FIDENZA - LEVANTO - BASE.

Vincent A. Stoszko, Jr.  
VINCENT A. STOSZKO, JR.,  
2ND LT., AIR CORPS,  
ASSI S-2, 488TH BOMB SQ.

**SECRET**

Summary of the 488th BS, which had the Rio Cavallo railway bridge as its target.  
Source: 57th Bomb Wing Association

WAR DIARY: 486TH BOMBAMENT SQUADRON, 340TH BOMBAMENT GROUP (M)

PERIOD COVERED: MONTH OF FEBRUARY, 1945 STATION: ALESAN L/G, CORSICA

PREPARED BY: GLENN L. PIERRE, 1ST LT., AIR CORPS, 486TH BOMB SQDN.

SHEET NO. 1 SECRET

A. ORIGINAL UNIT  
(SEE PREVIOUS OUTLINE HISTORY)

B. CHANGES IN ORGANIZATION  
NONE FOR PERIOD COVERED

C. STATIONS (NO CHANGE)

D. STRENGTH  
1. AT BEGINNING OF THE PERIOD COVERED: OFFICERS - 91 EM - 374  
2. AT END OF PERIOD COVERED: OFFICERS - 103 EM - 382

E. MARCHES  
(SEE WAR DIARY OF THE 486TH BOMB SQDN FOR MONTH OF FEBRUARY 1945).

F. CAMPAIGNS  
THE 486TH BOMB SQDN CONTINUED TO PARTICIPATE IN THE BOMBING OF BRIDGES IN ITALY AND IN CLOSE SUPPORT TO THE TROOPS IN ITALY WHENEVER THE WEATHER PERMITTED.

G. BATTLES (MISSIONS)

FEBRUARY 2, 1945 - TARGET: CHUISAFORTE WEST R/R BRIDGE (12 PLANES)  
FEBRUARY 4, 1945 - TARGET: ALA R/R BRIDGE (12 PLANES)  
FEBRUARY 4, 1945 - TARGET: ALA GUN POSITIONS (3 PLANES)  
FEBRUARY 5, 1945 - TARGET: CALLIANO R/R BRIDGE #2 (12 PLANES)  
FEBRUARY 5, 1945 - TARGET: ROVERETO GUN POSITIONS (3 PLANES)  
FEBRUARY 6, 1945 - TARGET: LAVIS DIV. & STATION (12 PLANES)  
FEBRUARY 7, 1945 - TARGET: DOGNA R/R BRIDGE (6 PLANES)  
FEBRUARY 7, 1945 - TARGET: SAN MICHELE DIV. BRIDGE (6 PLANES)  
FEBRUARY 8, 1945 - TARGET: PIACENZA R/R BRIDGE & GUN POSITIONS (15 PLANES)  
FEBRUARY 13, 1945 - TARGET: SAN EMEROGIO GUN POSITIONS & LANDSLIDE (15)  
FEBRUARY 17, 1945 - TARGET: LAVIS DIV. R/R BRIDGE (12 PLANES)  
FEBRUARY 18, 1945 - TARGET: ALA R/R BRIDGE (17 PLANES)  
FEBRUARY 20, 1945 - TARGET: BAZZANO, SAN GIOVANNI, FERRARA AREAS, LEAF-LET MISSION (12 PLANES)  
FEBRUARY 21, 1945 - TARGET: UDINE MARSHALLING YARDS (12 PLANES)  
FEBRUARY 21, 1945 - TARGET: BRESSANONE GUN POSITIONS (3 PLANES)  
FEBRUARY 22, 1945 - TARGET: BRESSANONE R/R BRIDGE & GUN POSITION (9)  
FEBRUARY 23, 1945 - TARGET: SAN FELICE R/R FILL (11 PLANES)  
FEBRUARY 25, 1945 - TARGET: SESTE CALENDE FACTORIES (11 PLANES)  
FEBRUARY 26, 1945 - TARGET: SPILLIMBERGO ARM. STORES (12 PLANES)  
FEBRUARY 27, 1945 - TARGET: SPILLIMBERGO ARM. STORES (12 PLANES)  
FEBRUARY 28, 1945 - TARGET: SAN MICHELE R/R BR. & GUN POSITIONS (15)

H. COMMANDING OFFICERS IN IMPORTANT ENGAGEMENTS  
IN THE MONTH OF FEBRUARY 1945, MAJOR ROBERT M. HACKNEY, COMMANDING OFFICER OF THE 486TH BOMB SQDN, FLEW ONE COMBAT MISSION ON FEBRUARY 25, 1945 TO SESTRE CALENDE FACTORIES, ITALY.

I. LOSSES IN ACTION  
THE FOLLOWING MEN WERE REPORTED MISSING IN ACTION DURING THE MONTH OF FEBRUARY: 1ST LT. C.R. ROSS, 2ND LT. C.O. OUTLAW, 1ST LT. C.R. FISHER, 1ST LT. T.D. CASHILL, T/SGT. N. (NMI) VASIL, SGT. J.T. DECKER, S/SGT. E.B. SICHLING, 1ST LT. M. W. KNIGHTON, 2ND LT. J.C. SMITH, 2ND LT. E.C. RESEBERG, SGT. J.R. LONG, S/SGT. A.A. KROPP, SGT. R.F. CHAPPIUS, 1ST LT. R.J. FIGLER, 2ND LT. J.V. O'CONNOR, 2ND LT. R.F. SIMAN, CPL. N.R. LEWIS, CPL. C.R. CLAFFIN AND CPL. J.R. DAVIDSON.

List of accomplished missions in February 1945, by the 486th BS; on 5 February the mission to Calliano, with 12 planes, and the one to Rovereto with 3 planes is evidenced. At point I there is a list of the names of the men pronounced „missing-in-action“ and the war victims; the first 7 planes belonged to the aircrew of the plane that was shot down.

## The witness

Mariano Dalbosco was 15 years old in 1945. He lived in Albaredo, a small town located 700 metres above sea level, just a few kilometres from Rovereto. Albaredo is the first town on your way to Vallarsa, on the left side of the Leno river. Mariano and his friends, from their privileged position were the first in line to witness the frequent bombings that struck the city of Rovereto. Mariano reveals that on some days the bombers would appear in the skies surrounding Rovereto up to three times a day. On other occasions other small planes (fighter planes) would appear in the sky. Those were the ones that the boys also called “Picchiatelli” because they would swoop down in a nose-dive and start strafing. On that Monday of 5 February 1945, it was still full into winter and Albaredo was under a metre of snow. Mario was nearby with his skis on. It was a beautiful day, though windy. This very wind brought in the well known rumble of bombers approaching from the east. He looked up “I saw three bombers appear from behind Mt. Finonchio’s peak and I immediately knew that they were about to drop the bombs on the Flak posts in Vallunga. Suddenly, I saw a huge blaze!



An anti-aircraft bullet had centred the engine of the first plane’s right wing. The plane sharply rotated and began to lose height, heading straight towards me. I saw a parachute opening, and the aviator go down on the other side of the valley, in the Mt. Ghello area, near the village of Toldi. A moment later, with a frightening noise, I thought that the plane, out of control, was about to crash on Albaredo. I threw myself to the ground in the snow, and only then I heard the crash. The plane had crashed somewhere up near Mt. Zugna!”

Mariano, once recovered from the initial fright, decided to climb towards Mt. Zugna to try and find the exact spot of the plane crash. The climb was exhausting, difficult because of the thick snow. After a little more than a kilometre he came across the crash site; tiny green flames were blazing sparsely in amongst the snow, but there was little left of the huge bomber. Two elderly men from Albaredo who had arrived earlier on the spot told him that two locals from Lizzana, who probably were already nearby, had found something of the aviator's equipment bags, containing money in different currencies along with other useful tools, in case of a landing made in enemy grounds. Of the entire plane, the only thing left whole was one of the landing carriage wheels, which Mariano, together with the two elderly men from Albaredo, managed to carry back to the town. They then cut the rubber tyre in three equal parts, from which they fabricated some shoe soles.



The small town of Albaredo (TN) - Picture by @archivioPaniz

Below: The crash-site

Picture by@archivioPaniz



The ring in the picture was found on the crash site by a local from Albaredo. His sons still treasure it as a precious memoir.

Picture by Nicola Campolongo



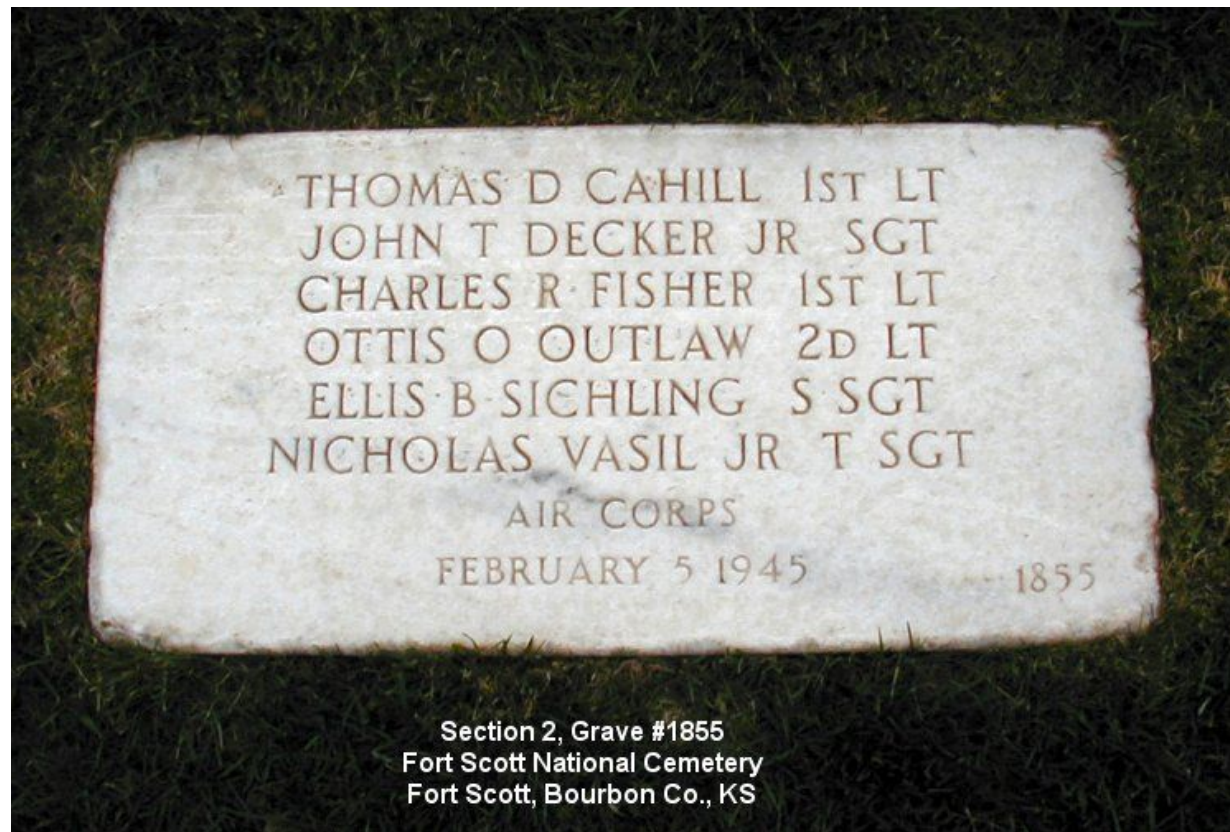
East view of the town of Albaredo.

Picture by @ArchivioPaniz



Mariano continues his story: “With the two elderly men we went back to the site of crash, bringing two wooden boxes with us, hoping to find the deceased aviators remains; unbelievably, we could not even find one bone, only bits of flesh scattered on the snow. We placed the remains in the two boxes, buried them and held a simple ceremony in Albaredo’s cemetery. After the end of war, perhaps it was already 1947, some Americans came to Albaredo searching for their dead. At first we could not find the boxes, so the Americans grew quite angry at us. Eventually they dug the ground up, going further afield until they found what they were looking for”

The six fallen aviators now rest in peace in the United States, at Fort Scott National Cemetery.





Source: Courtesy of Cahill Family and Outlaw Family

WAR DIARY - 486TH BOMBARDMENT SQUADRON, 340TH BOMBARDMENT GROUP (M)

PERIOD COVERED: MONTH OF FEBRUARY, 1945 STATION: ALESAN L/G, CORSICA

PREPARED BY: GLENN L. PIERRE, 1ST LT, AIR CORPS, 486TH BOMB SQDN.

SHEET NO. 1

SECRET

5 - MON. TODAY A BURSTING STAR. A STAR WITH SEVEN POINTS; POINTS OF VALOR AND DUTY AND COURAGE. TODAY SEVEN MEN WENT DOWN IN A FLAK KILLED SHIP AND TONIGHT SEVEN EMPTY BUNKS BRING LUMPS TO MENS' THROATS. LT. ROSS AND HIS CREW ON AN OPERATIONAL MISSION OVER THE BRENNER PASS ATTACKED GUN POSITIONS SO THAT THE MAIN FLIGHTS COULD BOMB ACCURATELY AND THEY DID--THE MISSION WAS RECORDED AS 100 % ACCURATE. WE HOPE THE REPORTS OF ONE CHUTE SEEN MEANS AT LEAST ONE CHUTE. AND SO IT IS AGAIN PROVEN; WHERE THE YANKS ARE DUTY PLACED, THEY RISE TO THE TASK LIKE MEN.

Extract taken from the 486th BS war diary

Picture by 57th Bomb Wing Association



Above: A panoramic view of the crash-site.  
Ossario di Castel Dante, (Castel Dante's  
ossuary), Lizzana and Borgo Sacco.

Picture by @ArchivioPaniz

Right: Il Fungo di Albaredo,  
(Albaredo's Mushroom).  
In the background, Mt. Finonchio.  
The Mushroom is located  
approximately 200 metres down  
the hill from the crash-site .



Highlighted in orange on the map, is the site where Lt. Ross B-25 was shot down, in the airspace between Volano and Noriglio. The yellow star indicates the site where the plane crashed, 1200 metres West of Albaredo. The white parachute shows the place where the pilot landed, South of Toldi, on Mt. Ghello.

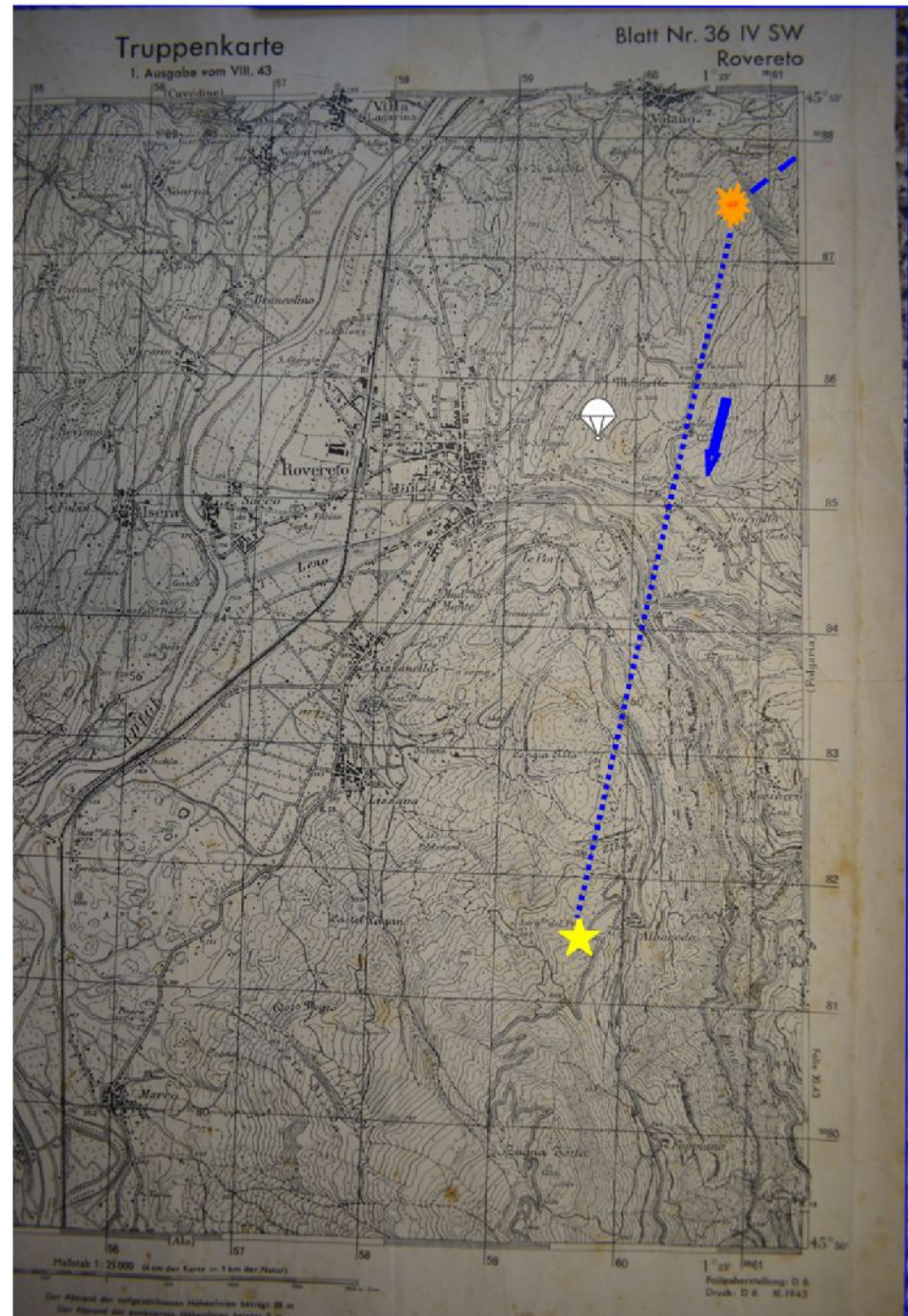


The small town of Toldi.

Picture by @Archivio Paniz



Mt. Ghello, and its southwards view, facing Mt. Zugna



**DECLASSIFIED**

Authority: NND 735001  
By: NARA NARA Date: 1973

**CONFIDENTIAL**

WAR DEPARTMENT  
HEADQUARTERS ARMY AIR FORCES  
WASHINGTON

**MISSING AIR CRAFT REPORT**

Classification changed to  
**RESTRICTED**  
by E. M. SMITH, Lt. Col., AC  
by F. W. MURKIN, Capt., AC  
Date: MAR 18 1945

REMARKS: This report will be compiled in triplicate by each Army Air Forces organization within 48 hours of the time an air crew member is officially reported missing.

- ORGANIZATION: Location, by Name ALESAN A/D. COBISA; Command or Air Force 12th Group 340TH BOMB. (M) Squadron; 340TH BOMB. (M); Detachment \_\_\_\_\_
- SPECIFY: Place of Departure ALESAN A/D. COBISA; Course 290° NW. Target or Intended Destination GALLIANO, BR. BR.; Type of Mission Bombing. pp. A-7207, ITALY.
- WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED: CAVU over target. Turbulent air - overcast @ 20,000', undercast @ 5,000' base to S. of target.
- GIVE: (a) Day 5 Month 2 Year 1945; Time 1245; and Location A-745015 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 ( ).
- 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: \_\_\_\_\_
- AIRCRAFT: Type, Model and Series B-25J; AAF Serial Number 43-36096.
- NICKNAME OF AIRCRAFT, If any NONE.
- ENGINES: Type, Model and Serials B-2600-29's; AAF Serial Number (a) 43-27423; (b) 43-27994; (c) \_\_\_\_\_; (d) \_\_\_\_\_
- INSTALLED WEAPONS (Furnish below Make, Type and Serial Number);  
(a) Up. Tur. L. 1282073 (b) L. Tail 1270296 (c) \_\_\_\_\_; (d) \_\_\_\_\_  
(e) Up. Tur. R. 1289104 (f) R. Tail. 730839; (g) \_\_\_\_\_; (h) \_\_\_\_\_  
(i) L. Waist. 1291607 (j) Flx.H. unknown (k) \_\_\_\_\_; (l) \_\_\_\_\_  
(m) R. Waist. 1289996 (n) \_\_\_\_\_; (o) \_\_\_\_\_; (p) \_\_\_\_\_
- THE PERSONS LISTED BELOW WERE REPORTED AS: (a) Battle Casualty X or (b) Non Battle Casualty \_\_\_\_\_
- NUMBER OF PERSONS ABOARD AIRCRAFT: Crew 7; Passengers 0; Total 7. (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	<u>ROSS, Charles D.</u>	<u>1st Lt.</u>	<u>O-876554</u>	<u>MIA</u>
2. Co-Pilot	<u>GUTMAN, Otis O.</u>	<u>2nd Lt.</u>	<u>O-813565</u>	<u>"</u>
3. Bombardier	<u>FISHER, Charles R.</u>	<u>1st Lt.</u>	<u>O-741101</u>	<u>"</u>
4. Navigator	<u>CANTLE, Thomas D.</u>	<u>1st Lt.</u>	<u>O-760099</u>	<u>"</u>
5. Radio-Rm.	<u>VASII, Nicholas (MGT)</u>	<u>T/Sgt.</u>	<u>33425295</u>	<u>"</u>

(over)

**DECLASSIFIED**

Authority: NND 735001  
By: NARA NARA Date: 1973

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	Crew Position	Name in Full	Rank	Serial Number	Current Status
6.	Armorer Gun.	<u>SHOHLING, Ellis E.</u>	<u>S/Sgt.</u>	<u>38750436</u>	<u>MIA</u>
7.	Tail Gunner.	<u>DECKER, John R. Jr.</u>	<u>Sgt.</u>	<u>36599564</u>	<u>"</u>
8.					
9.					
10.					
11.					

- IDENTIFY BELOW THOSE PERSONS WHO ARE BELIEVED TO HAVE LAST KNOWLEDGE OF AIRCRAFT, AND CHECK APPROPRIATE COLUMN TO INDICATE REASONS FOR S.I.E.:  

Name in Full (Last Name First)	Serial	Rank	Number	Contacted by	Last Seen	Check Only One Column	Saw	Saw Forced
						Crash	Landing	
1. <u>JONES, Frank L.</u>	<u>P/O</u>	<u>7-3340</u>			<u>X</u>			
2. <u>SELLERS, Ance</u>	<u>Sgt.</u>	<u>38539927</u>				<u>X</u>		
3. <u>WHALEN, Joseph</u>	<u>T/Sgt.</u>	<u>11107435</u>					<u>X</u>	
<u>SCHNORRICK, John G. 2nd Lt. C-762415</u>					<u>X</u>			
- IF PERSONNEL WAS BELIEVED TO HAVE SURVIVED, ANSWER YES TO ONE OF THE FOLLOWING STATEMENTS: (a) Parachutes were used YES; (b) Persons were soon walking away from scene of crash \_\_\_\_\_; or (c) any other reason (Specify) \_\_\_\_\_
- ATTACH SERIAL PHOTOGRAPH, MAP, CHART, OR SKETCH, SHOWING APPROXIMATE LOCATION WHERE AIRCRAFT WAS LAST SEEN OR HEARD FROM.
- ATTACH WITNESS DESCRIPTION OF CRASH, FORCED LANDING, OR OTHER CIRCUMSTANCES PERTAINING TO MISSING AIRCRAFT.
- GIVE NAME, RANK AND SERIAL NUMBER OF OFFICER IN CHARGE OF SEARCH, IF ANY, INCLUDING DESCRIPTION AND EXTENT NONE, ENEMY TERRITORY.

Date of Report 8 February 1945.

JOSEPH A. ROBB,  
Capt., A. C.  
In chg. Officer.  
(Signature of Reporting Officer)

- RELAYS ON WITNESS STATEMENTS:  
pp. 12. COMTD. Name TARTER, Bill (M1) Rank 1st Lt. Serial Number O-708119 Last Sighted X

MAR 12 1945



**CONFIDENTIAL**

The first two pages of the MACR with reference to the B-25 crash in Albaredo - Source Fold3 NARA

At this point, you are probably wondering what happened to that aviator who managed to bail out with his parachute. A local from Noriglio, Nicola Campolongo tells us his story: “This story was such an eye-opener for me! In the early 2000s, while tidying up my grandmother’s papers, shortly after she sadly left us, I found a small photograph that I have never seen before. I was so curious that I started looking for some information about it, although it was only in 2013, referencing some web-sites and with the assistance of researchers dealing with plane crashes during World War II, that I learned about the story of this photograph, and of the unlucky American aviators;



Charles D. Ross - Picture source: 57th Bomb Wing Association

with reference to the story of the previous pages, from the part where a man with a parachute was seen bailing out from the bomber on fire.

He was the pilot, 1st Lt. Charles D. Ross, who managed to eject himself from the cockpit’s upper door, even though it was engulfed in flames.

Despite his severe burns, he still managed to land alive in the fields nearby Toldi’s small town, just a few kilometres from Rovereto. He was immediately rescued by some civilians, who took him to the town’s doctor, Mario Prosser who provided him with first-aid.

Doctor Prosser put himself at great risk by doing so, as German soldiers who arrived shortly after, threatened to shoot him for helping an enemy pilot!»

Here is the photograph's explanations!  
The second woman from the right is my grandmother, Carmela Senter, together with other civilians and two soldiers from the aerial observation squad that resided in a small observatory house close to town. The unlucky pilot was then arrested by German soldiers and taken to Rovereto's Public Hospital. On the 6th February, He was transferred to the Trento Military Hospital, where he then died on the 12th, due to the complications from the severe burns.  
An odd fact: the b-25 cockpit door which broke off and precipitated to the ground, was then found by a local from Zaffoni, a small village near Toldi, and was used as a window frame. This window frame can still be seen on this house.



Above: some civilians, together with the soldiers of the Toldi anti-aircraft Observatory, gathered around the severely burnt pilot.  
Right: the B-25 cockpit door, still visible in the village of Zaffoni



Picture by Nicola Campolongo



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IN MEMORY OF  
★★★★★  
CHARLES D. ROSS

RANK

FIRST LIEUTENANT, U.S. ARMY AIR FORCES

UNIT

486TH BOMBER SQUADRON, 340TH BOMBER GROUP, MEDIUM

DATE OF DEATH

FEBRUARY 12, 1945

COMMEMORATED IN PERPETUITY AT

SICILY-ROME AMERICAN CEMETERY

NETTUNO, ITALY



*"Time will not dim the glory of their deeds."*

— GENERAL JOHN J. PERSHING

Right: small anti-aircraft observatory in Toldi.  
Picture by Nicola Campolongo

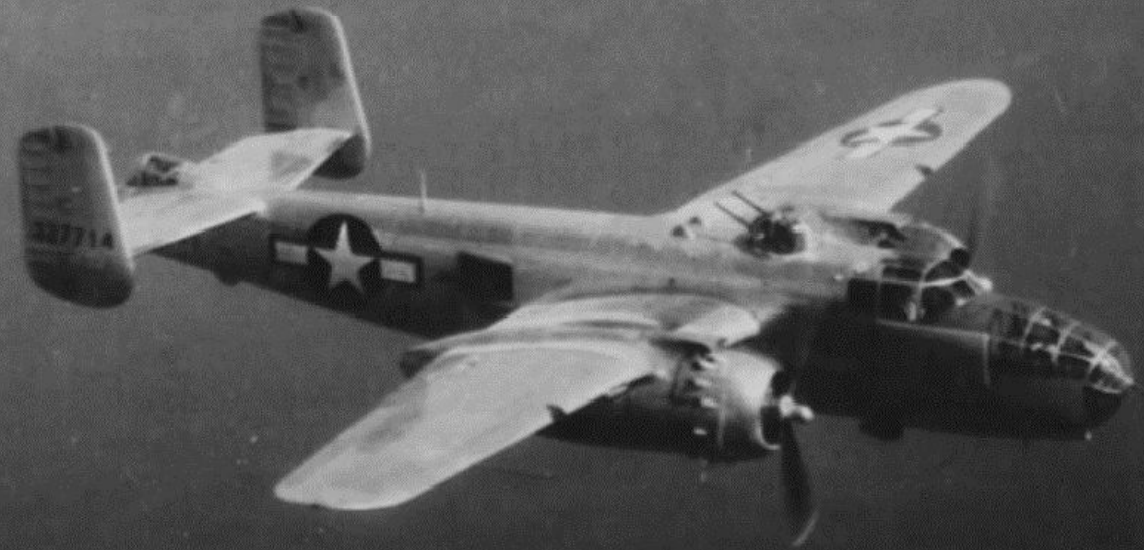


Charles D. Ross

Picture source: 57th Bomb Wing Association



Two B-25 Mitchell bombers returning to the base, after a mission to the north of Italy. The plane on the left has its tail damaged by the anti-aircraft fire, and will not be able to land. The entire aircrew was saved by bailing out with parachutes. Source: Fold3



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- <https://www.fold3.com/>

Authors of this research: Nicola Campolongo e Marco Paniz  
**Storie & Vite del '900** - [storievitedel900@gmail.com](mailto:storievitedel900@gmail.com)

We wish to thank Mariano Dalbosco for his precious testimony  
and the “Associazione Aerei Perduti” (Lost aircraft Association) for their valuable collaboration.  
Translation by Clara Calcagnile

Rovereto (TN) - October 2020 - @ArchivioPaniz