

In June, 1945 during the course of an investigation at Feher-varscurgo and Bodajk, Hungary, our Graves Registration personnel learned that during the winter of 1945, probably at the end of February a four motored bomber crashed between these two villages. Inhabitants of the villages stated that a tenth man had perished in the crash, but at the time of the investigation no one was able to find the grave.

A few days after the investigation, however information was received that a grave believed to be that of the missing airman had been located. Upon disinterment of this grave, a body was found together with two identification tags belonging to "C.A. MacDonald III." Official Army records reveal that Second Lieutenant Charles A MacDonald III was the Co/Pilot of your brother's plane at the time it became missing in action. This is the only member of the crew whose remains have been recovered.

Further investigation of the case was conducted by Major Lawrence Mitzen, one of our Graves Registration investigators. In September 1945, a synopsis of the case, based on Major Mitzen's investigation was received in this office from our overseas Command. An excerpt of this report is quoted here-with.

"According to reliable sources, the nine missing crew members of aircraft 42-58408 parachuted safely near the village of Bodajk, Hungary. According to Captain Derestey Sandor, GSC, the nine were first interrogated by two Hungarian officers, Colonel Karoly Merenyi Artillery, and Sandor's superior a Colonel Vitez Zandor. Interrogation was held in the pastorate of Bodajk. According to Sandor the prisoners refused to talk, were shortly thereafter taken by truck to the CP of the SS 3rd (Totenkopf) Panzer Division, then stationed in the castle of the Countess Korolyi at Fehervarscurgo, and were last seen in the presence of the Commanding Officer Brigadefuherer - General Major Fnu. Becker."

"According to the caretaker of the castle, Imre Csizmadia, they were still alive about one hour after landing and claims he saw at least one of the American airmen dressed in an old torn German uniform. The caretaker goes on further to say that he did question some SS soldiers afterwards as to what happened to the Americans and was told they were transferred to Szekesfehervar. According to Major Mitzen this could not have been possible, since the Order of Battle indicates that Szekesfehervar was already in Russian hands."

After consideration of the above report, it is logical to conclude that your brother and his eight crew members were taken prisoner after parachuting from their aircraft and that their captors took them to an unknown location. The fact that our investigations have been negative and that there are no unidentified remains on record recovered from this area which may be associated with these nine men would tend to substantiate this conclusion.

After full consideration of the foregoing information, the Department of the Army has been forced to determine that the remains of your brother are not recoverable. I wish to assure you that, should any additional evidence concerning your brother's case come to our attention, you will be informed immediately.

William J Delanzo, 827 squadron.

Editors Note: There was more than one occasion where brothers served in both the 461st BG and the 484BG. Also twin brothers served together on one crew in the 484th BG.

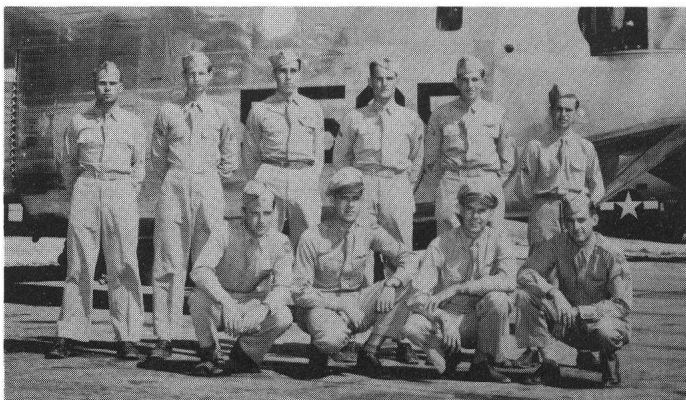
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Photo (right) Jim Delanzo left, Bill Delanzo right. Photo taken winter 1944/1945 at Torretta, Italy.

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Dear Bud  
Lewiston, NY

Here is the photograph (below) of our Crew #31, 484th Bomb Group, 825 Bomb Squadron, "The Bona Venture."



Standing left to right, Harold D Winkler-Ball Gunner, Arnold P Nagelhout-Nose Gunner, Robert M McCormick-Upper Gunner, and Albert O Shipes Jr-Engineer. Kneeling left to right: Christopher J O'Halloran-Navigator, Richard C Helms-Pilot, William G Blackburn-Co Pilot, and Gerald H Johnson-Bombardier. Arnold P Nagelhout 825 Squadron photo.



Valley Stream, New York  
Dear Bud

Thank you so much for your letter welcoming me as a new member of the Association. I recognized quite a few names in the membership roster that was included in my membership packet. You will find enclosed my crew photo.

Photo 1 (above) Front row left to right: Banwell-Navigator, Frazier-Pilot, Waterman-Bombardier, and Harry Hubertz-Co Pilot. Back row from left to right: Lane-Tail Gunner, Dils-Engineer, Barr-Nose Gunner, Gregg-Upper Gunner, Myers-Radio Operator, and Baczewski-BallGunner.

Harry K Hubertz 824 Squadron