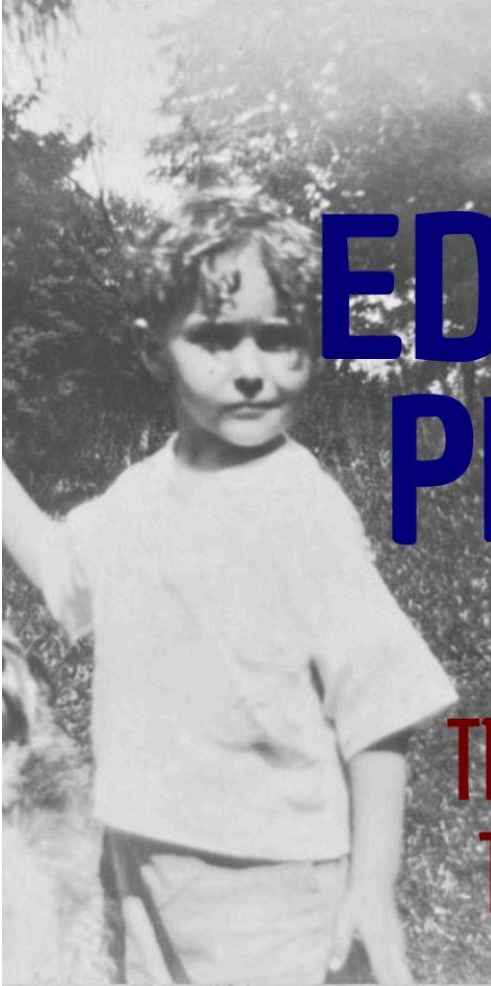


# EDGAR N. PETERS

THE LIFE  
THE MISSION  
THE DEATH



GAIA GRISOGLIO

# Edgar N. Peters: the life, the mission, the death

*by Gaia Grisoglio*



-I still remember the sound of that plane, you know? For a few seconds it made a sound like TAN.. TAN TAN... then silence... it was sobbing. We knew it wouldn't go far.

And we hid, what was there to do? It could have been the Germans coming to bomb us! We threw ourselves into the ditch in the middle of the Contino vineyards, our home, trying to make ourselves less visible. There was so much silence in the nearby hills, disturbed only by the sound of that "device"... I also saw it, you know? It came close to us! But after a few minutes we heard nothing more. We didn't go seeing, you know, it was far from where I lived, we found out the next day... poor boy.-

On that warm September morning a tragedy shocked the small village of Migliandolo. An American military plane, coming from Castello D'Annone, had impacted the hill of the so-called Bric Parot after having grazed the roofs of the houses of Bricco Truffa.

People began to gather on the spot, including cousins Nino Castelli and Italo Torchio who were among the first to make their way through the sheet metal and find the body of the young pilot. He was lying on his back on the ground with his parachute half open next to him and had a deep cut on the back of his head: his body was terribly distraught, with one arm and both legs fractured and his face almost completely disfigured.

The town doctor, Italo Damiano, could only confirm his death.



*Some Thunderbolts  
flying.  
Photo from the 57th  
Fighter Group Website*

There were other aircraft, as reported by the testimonies collected over the years, flying in circles just above the trees on the hill. They were other pilots trying to understand if there could be hope for the young man; but as soon as Torchio had covered the body with the parachute, the pilots understood the message and moved away after taking some photographs of what had happened.

In the early afternoon a patrol made up of two Germans arrived on Mr. Domenico Pelletta's bike, requisitioned at the "Dogana" checkpoint in Quarto d'Asti. They examined the wreckage of the plane and took the parachute canopy as proof of the discovery of the impact zone and the death of the pilot which covered it, also authorizing its burial.

The town immediately afterwards moved, piously and religiously, as the official account of the parish priest tells us, the body of the young man inside the morgue of the Migliandolo cemetery to protect it.

The population of Migliandolo began to recover the material that made up the plane, dragging it downstream towards "Valenzani" and reused it in the most disparate ways. The engine, part of the fuselage and the wings of the aircraft were loaded onto a wagon and taken to Asti to the Alfa Romeo workshops behind the then Cinema Alfieri, located in the square of the same name.

In the meantime, the partisan Ernesta Cerrato had ordered a coffin for the funeral that would be held the following day, while, on the evening of the accident, part of the village gathered in a vigil to pray for the young man.

The following day the pilot was prepared for the funeral ceremony. The priest Don Baldovino removed the parachute bag from under his head which he replaced with a pillow and wrapped the body in a sheet also donated by Ernesta Cerrato.

The funeral service ended with the burial in the Migliandolo cemetery and with the placing of a cross on the coffin with the date of death and the young man's name and surname engraved on it.

The priest Don Baldovino was, together with the aforementioned Castelli, another central figure in the epilogue of the story: they worked together to recover the pilot's personal effects and documents, thanks to which he could be identified.

He was a young New York officer named Edgar Nelson Peters.



On the 4th Sept. 1944 near Parotto, Parrish of Migliandolo, Portacomaro, prov of Asti (Piedmont), about 13 hours EDGAR PETERS body was found after precipitating from a plane, returning from action in the vicinity of Annone.

After being notified I reached the scene of disaster where I found also present Dr. Italo Damiano who diagnosed a broken arm both legs fractured, the body horribly shattered, the brain completely out of the skull and face almost wholly disfigured.

It seems that jumping from his plane at a low altitude his chute did not open.

Many people came upon the scene of the accident, and in the confusion, it seems that everyone took something.

The Germans took the silk from the parachute. The corpse was piously and religiously taken to the cemetery. That evening prayers were said and the next day he was buried, myself presiding for the religious ceremonies. On the case was placed a cross with name and surname of the victim.

I removed the parachute pack from under his head and replaced it with a pillow. A pious person, Ernesto Cerato offered a bed sheet to wrap him in. In his pocket I found a piece of paper (diary of the last 5 or 6 flights) which I gave to American soldiers.

Today June 1st 1945 I finally obtained one of 3 photos the victim had on him. On June 2nd with two officers we proceeded in removing the cadaver from his grave, after having found at Solero, from Mr. Nino Castelli, the pilots license. The victim had two rings (one with a small diamond), which were taken by the authorities and later given to the German Hqs.

Read and written, the present is signed by a delegate of the Mayor.

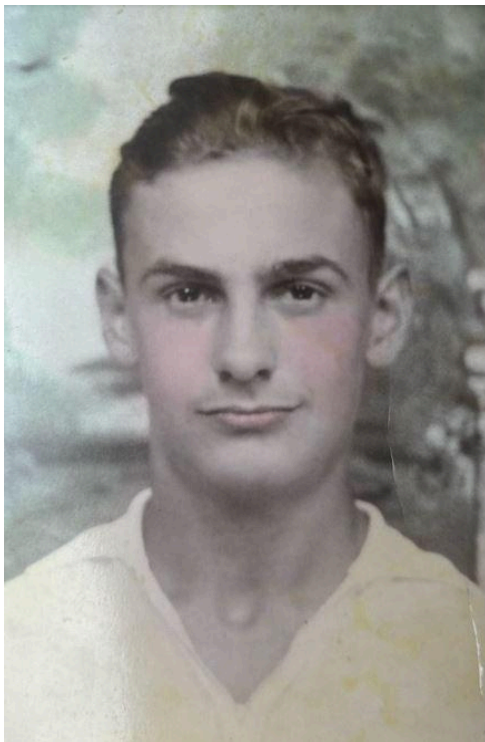
Russo Domenico

Il Parroco  
Don Angelo Baldovino

57409

*Report from the priest Don Angelo Baldovino*

## THE LIFE



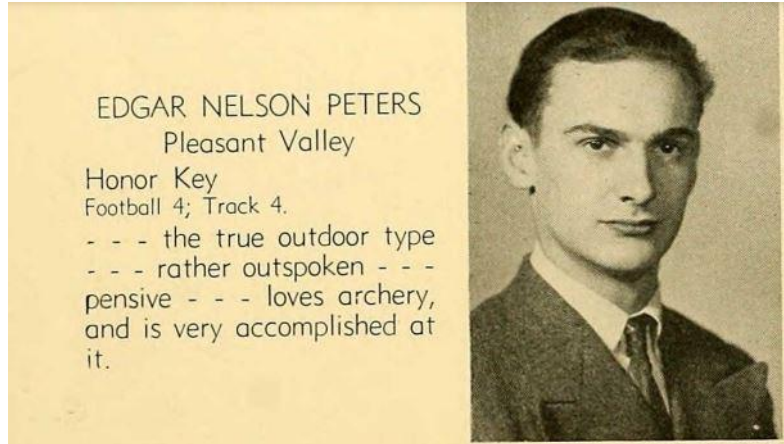
Peters was born on July 26, 1922 in the town of Pleasant Valley located in Dutchess County, New York, to Blanche Edith Van Leuven and Edgar Thorne, already parents of his sister Ida Frances Peters born in 1916.

Regarding his scholastic career, I find it important to mention the studies he undertook at Arlington High School in the nearby city of Poughkeepsie, since they allow us to get to know an eighteen-year-old Peters, still for a short time away from the cloud of war, a simple



teenager, passionate about various disciplines and in love: simply, Edgar.

Edgar, as described in the 1940 yearbook, the year of his graduation, was an introverted, thoughtful, outspoken boy. He felt a particular love for nature, which pushed him to prefer outdoor sporting activities such as football and athletics, nourishing a particular passion for



the discipline of archery, in which he stood out as an excellent athlete. After graduating he began a career as a gardener, a job that would allow him to be in close contact with nature.



However, his great commitment and passion were not only expressed in the sporting field, in fact he also distinguished himself as an excellent student, even decorated with the Honor Key following his diploma.

And it was at Arlington High School that the love story with his future wife, Elizabeth Jane Yeomans, began, a story that the two young people probably hoped could last forever, as indeed all lovers usually hope.

The young Elizabeth, three years younger than Edgar, was also born in Pleasant Valley and married the future pilot at three in the afternoon on December 12, 1943.

The ceremony took place in Pleasant Valley Presbyterian Church, officiated by the Reverend William S. Swarts and accompanied musically by Chester Husted. Elizabeth, accompanied to the altar by her father Thornton Myron Yeomans, wore a dress with a satin bodice and a vaporous tulle skirt and a white tiara with floral motifs. Her bouquet, composed of a cascade of orchids and white sweet grass peas, was combined with that of the bridesmaid, her cousin Irva Lovelace, composed of pink sweet grass peas, matching her dress. Once the ceremony was over, the bride and groom's immediate family headed to the home of the bride's aunt and uncle, Mr. and Mrs. Lovelace, for the celebration.



*Edgar and Elizabeth in front of their house*



**EDGAR N. PETERS: the life, the mission, the death**



*Some photos of the wedding*

## Elizabeth Yeomans To Wed Lieutenant

(Special to Sunday New Yorker)

PLEASANT VALLEY — Elizabeth Jane Yeomans, daughter of Mr. and Mrs. Thornton Yeomans, Pleasant Valley, will be married at 3 o'clock this afternoon to Lieutenant Edgar N. Peters, son of Mr. and Mrs. Edgar Peters, also of Pleasant Valley. The ceremony will take place in the Pleasant Valley Presbyterian church with the Rev. William S. Swartz officiating and Chester Justed playing the program of wedding music.

Given in marriage by her father, the bride will wear a gown designed with a satin bodice and bouffant net skirt. She will have a white floral tiara and will carry a shower bouquet of white sweetpeas and orchids. Miss Irva Lovelace will attend her cousin as maid of honor. She will wear a pink taffeta gown with a matching floral tiara and will carry pink sweet peas. Merlin Tice will be Lieutenant Peter's best man.

There will be a reception for the immediate families after the ceremony at the home of the bride's uncle and aunt, Mr. and Mrs. Frank Lovelace, Pleasant Valley.

Both are graduates of Arlington High school. Miss Yeomans was formerly employed by the Central Hudson Gas and Electric corporation. Lieutenant Peters is a combat pilot in the U. S. Army Air force and at the conclusion of his leave will return to Tallahassee, Fla. for further training.

Miss Yeomans was the guest of honor at a personal shower given recently by her aunt, Mrs. Clarence Bernholtz. Guests included Mrs. Frank Cullen, Mrs. Nathaniel Cheeseman, Mrs. Nettie Decker, Mrs. Wilfred Snyder, Mrs. Arthur Snyder, Mrs. Philip Kane, Mrs. Hazel Mann, Mrs. Henry Brown, Miss Ruth Van Dyck, Doris Mann, Poughkeepsie, Mrs. Yeomans, Mrs. Myron Yeomans, Mrs. Vincent Coffin, Mrs. William Masten, Mrs. Horace Bower, Mrs. Frederick Lovelace, Mrs. John Dakin, Mrs. Edgar Peters, Dorothy Rogers, Virginia Leib, Janet Philipbar, Louise Masten, Irva Lovelace and Maude Wilbur, Pleasant Valley.

*Article of the "Poughkeepsie Journal" in which it is announced the wedding of Edgar and Elizabeth.*

The wedding took place shortly after Elizabeth's graduation and in a period marked by the dawn of the young groom's military commitment. In fact, a few days earlier, on 5 December 1943, Edgar had completed cadet training for the US Army Air Force which began in April 1942 at Spence Field in Georgia, where he received the silver wings and was appointed Second Lieutenant. At the end of his leave he returned to Tallahassee, Florida for further training.

Edgar was able to remain permanently in the United States until the spring of 1944, when he was sent overseas to the Allied air force base at Alto Landing Ground, in Corsica.

The Allied commitment in Italy had increased following the landing in Sicily, but they encountered some difficulties in breaking through the Gustav Line.

The need therefore arose to gain greater control over the rest of Italy, the last Nazi-Fascist stronghold, in an attempt to weaken enemy supplies directed towards the front.

Planes have great power: they can cross the border of the front and hit the enemy in the backlines, thus isolating the battlefield which, by not receiving supplies and soldiers, weakens and becomes an easy target.

Operation Strangle was therefore planned and implemented from the end of March 1944, in which the Allied aeronautical intervention played a vitally important role.

The Operation consisted in fact of the destruction of any installation present in the territory, such as warehouses, machinery, powder magazines, trains, stations, bridges, roads and railway lines and any means that could have allowed the enemies to transport soldiers, weapons or food to the front located on the Gustav line.

The 57th Fighter Group, of the 12th Division of the US Army Air Force, was still in Naples when Operation Strangle began. However, it was immediately understood that, to successfully complete the mission, a fighting group was needed that could strike from a low altitude and that, in addition to being stationed close to the objectives, could also defend itself.



Military bases were therefore created, such as, for example, that of Alto, which became important strategic points for the continuation of the Allied offensives.



*Air base “Advanced Landing Ground Alto”. Photo taken at 2:30 on September 4th, 1944, the day of Edgar’s death*

The Alto airfield, also known as Advanced Landing Ground Alto, was a military base on the eastern coast of Corsica built in early 1944, near the town of Folelli and the Alto river.

The 57th Fighter Group was stationed here, selected as the first separate USAAF task force. This US combat group specialized in "free hunting" missions, which consisted of destroying key points of



enemy logistics and organization and which were part of Operation Strangle.

At the same base, from 8 May to 14 June 1944, three French squadrons, Dauphiné, Navarre and La Fayette, were also present.

The 57th group was divided into three squadrons, the 64th, the Black Scorpions, the 65th, the Fighting Cocks and the 66th, the Exterminators.



**64<sup>TH</sup> FS  
BLACK SCORPIONS**



**65<sup>TH</sup> FS  
FIGHTING COCKS**



**66<sup>TH</sup> FS  
EXTERMINATORS**



**64th Fighter Squadron "Black Scorpions"**

*Foto tratte dal sito del 57th Fighter Group*

Peters was assigned to the 64th Fighter Squadron in April 1944 and took part in the final stages of Operation Strangle, which ended at the beginning of May of the same year. The origin of the name of the Squadron is particular: during the US Egyptian campaign the pilots continued to find black scorpions in their boots, hence the name of the entire squadron was derived from these arachnids.

The diligence and skill of the teenage Edgar can also be found in the young officer Peters. Having only joined the squadron in the spring of 1944, by August he had already completed 75 missions and had been promoted to First Lieutenant. Furthermore, on August 1 of the same year, he was decorated with an Air Medal by Colonel Darcy, awarded to him following twenty flights of at least two hours with one flight per theater of war per day. An important medal, proposed by his direct superiors and approved by the USAAF major command.

For the pilots, life in Alto was a constant alternation between missions and long moments of relaxation. From the first light of dawn until nightfall, every hour of light was used to complete the day's missions but, as soon as a pilot had completed the almost daily task, he could relax for the rest of the day and, fortunately, the Alto base also provided young people with various sources of entertainment.

It is not uncommon to find in the war diaries written by Captain Earl D. Lovick the account of the boys' entertainment: card games, trips out of town on leave, dancing evenings in nearby towns, outings at the squadron bar, evenings at the cinema or at the theater and swimming and diving in the sea or in the Alto river, without forgetting the inevitable American doughnuts, the donuts, which the boys loved to eat as soon as they returned from the missions, while they told their friends about their sortie.

The pilots also used their free moments to decorate their aircraft, on which not only the insignia of the respective squadron appeared, as we see in numerous photos, but also various drawings and writings. Peters, for example, had painted his wife's nickname, Betty, on the side of the plane he flew.



*Peters (first on the right) next to his plane "Betty"*



*Peters flying with his plane*

The aircraft used by the 57th Group were Republic P-47 Thunderbolts. Nicknamed Jug due to the particular shape of the fuselage which resembles a bottle, this type of US aircraft belongs to the family of fighter-bombers used during the Second World War.

Its considerable size and over seven tons of weight earned it the record as the largest and heaviest single-seater single-engine aircraft ever built before and during the conflict. Precisely because of these characteristics, however, it was little appreciated by pilots, also having poor directional stability, reduced acceleration and, at medium-low altitudes, reluctance to perform aerobatic maneuvers. But its robustness allowed it to return to base even if heavily damaged.

It was extremely powerful. With its 2,535 HP engines it was fast, especially at high altitudes. He was also heavily armed. The P-47s were equipped with 8 machine guns, 4 per wing, high velocity aerial rockets and could carry up to 1134 kilos of bombs.



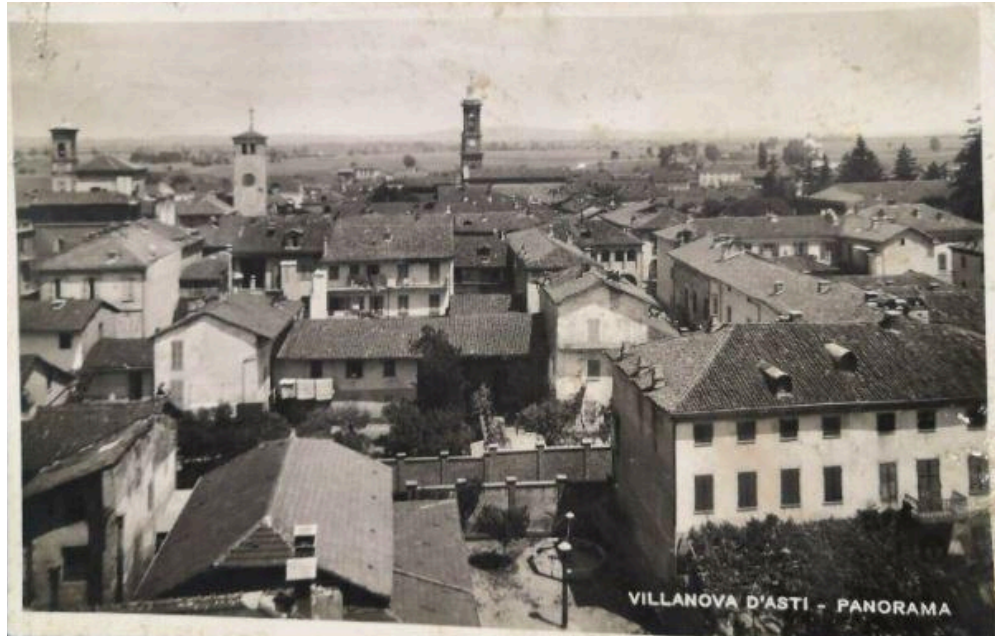
## THE MISSION AND THE DEATH



During his stay in Alto Peters always remained in contact with his family by letter and it was with a letter, written on 3 September, that he communicated his imminent return to his homeland to his family. He already had 98 missions under his belt and would return home after the hundredth.

The next morning, around noon, Edgar then left for his penultimate mission, from which, however, he never returned.

The squadron called "yellow fin", due to the yellow bands affixed to the wings and tail of the plane for internal identification of the unit, of which Peters was head, took off from the air base located in Corsica and headed towards Liguria. After flying over the Apennines, the pilots headed towards the large cities, following the railway lines and roads in order to hit any enemy target that was stationed or in transit over them. The fighter formation reached the town of Villanova D'Asti and



*Postcards from Villanova and Villafranca d'Asti*





*Postcard from Baldichieri D'Asti*

intercepted the railway line that goes in the direction of Asti and followed it. They passed Villafranca and continued up to Baldichieri where suddenly, from the Bunker line arranged in a semicircle on the hills that ran alongside a large German airfield, the American squadron had the first contact with the enemy, who responded with Flak (anti-aircraft machine gun) shots. dispersing the formation of planes, which resumed following the railway line.

Once in Asti they continued at high speed towards Castello d'Annone where, after having intercepted a convoy stopped at the town's railway station, they began to attack it. However, they did not know that the powder magazine occupied by the enemies was not far away, so for the Americans a thick "rain" of tracer and timed fragmentation bullets fired by the Germans began again.





*Postcard from Castello Di Annone, picturing the railway station*

After a dive, the P-47 fighter of the squadron commander, Lieutenant Peters, was hit in the engine by a German tracer and the aircraft immediately began to smoke black. He headed out of the area of the collision, towards the nearby hills of Migliandolo, declaring via radio that he had engine problems.

Pilots Robert W. Scheller, Peters' wingman, Scrivner Mizell, and his wingman Bright disengaged from the mission and followed the stricken commander.

Peters tried to keep the plane at a high enough altitude to try not to hit the houses of what the Migliandolesi have always called Bricco Truffa but, as the seconds passed, it became increasingly difficult for him to control the vehicle due to the serious damage suffered.

The cabin began to fill with oil, obstructing the view. Edgar could see, through some parts of the roof that were still clean, that he was rapidly losing altitude and that he would soon collide with a hill.

He then attempted a last desperate rescue. He prepared to jump with the parachute but, as soon as he stepped out of the plane's cockpit, he was struck extremely violently on the back of the head by the



fighter's tail, right during the jump, having not been able to rotate the plane as per the normal procedure of launch.

A few fractions of a second later the plane hit the ground, almost completely destroying itself. The branches of a nearby cherry tree were entirely covered in black oil, almost dressing it in mourning, ready to welcome the body of twenty-two-year-old Edgar Nelson Peters, who fell between the sheets of metal shortly after.

He was lying on his back on the ground with his half-open parachute next to him and had a deep cut on the back of his head: the first rescuers could only confirm his death.



*Bric Parot*

STATEMENT

At 1200 o'clock, 4 September 1944, our mission took off for Northern Italy. Lt. Peters leading yellow section and I flying as element leader in the same section. Subsequent to bombing our target both sections made a strafing pass on a locomotive and several cars in a marshalling yard.

Lt. Peters flew straight ahead after making his pass, gaining very little altitude, and called on the radio saying that he was having engine trouble and was losing air speed. His wingman, Lt. Schaller, myself, and my wingman, Lt. Bright, followed behind Lt. Peters until the time his ship crashed down the side of the hill.

I saw his ship nose down from an altitude of about 100 or 150 feet. His aircraft did not burn. Subsequent to the crash I made two circles of the area and on the first circle I saw Lt. Peters chute lying open upon the ground. I then made another circle at as low an altitude as was permissible by the terrain, and then I saw Lt. Peters body lying immobile upon the ground.

At that time, having seen all there was to see, I took over the section and returned to base.

*Scrivner Mizell*  
SCRIVNER MIZELL,  
2nd Lt., Air Corps.

*The report of 2nd Lieutenant Scrivner Mizell*



SECRET

STATEMENT

Lt. Peters took off on an operational mission as leader of yellow section in an eight ship mission. I was flying on his wing. The squadron dive-bombed a bridge and proceeded to search the area for railroad rolling stock or motor transports. A marshalling yard was called in and the squadron peeled off in a left turn to strafe.

Lt. Peters completed his strafing run and pulled straight off the target up to an altitude of approximately 5 - 600 feet. He called Squadron leader that he had engine trouble and was losing airspeed rapidly. I pulled up above and to the right of Lt. Peters ship and watched him climb out of the cockpit. The ship crashed a second later. Lt. Peters hit the ground approximately 50 - 75 feet from where the ship crashed. His parachute opened but not in time to be of any help.

Lt. Peters was observed lying motionless next to his parachute. He made no discernable movement.

  
ROBERT W. SCHELLER,  
1st Lt., Air Corps.

*The report of 1st Lieutenant Robert Scheller*

## THE RETURN HOME

As already mentioned, there were two key figures in the epilogue of this story.

Nino Castelli and Don Baldovino immediately took care of collecting and preserving the young man's documents and personal effects, and then returning them to the American officers with whom they had managed to get in touch.

On 2 June 1945 Peters' body was exhumed from the land of Migliandolo to be temporarily transferred to the now former military cemetery of Mirandola, near Modena, in grave number 225 of section B.



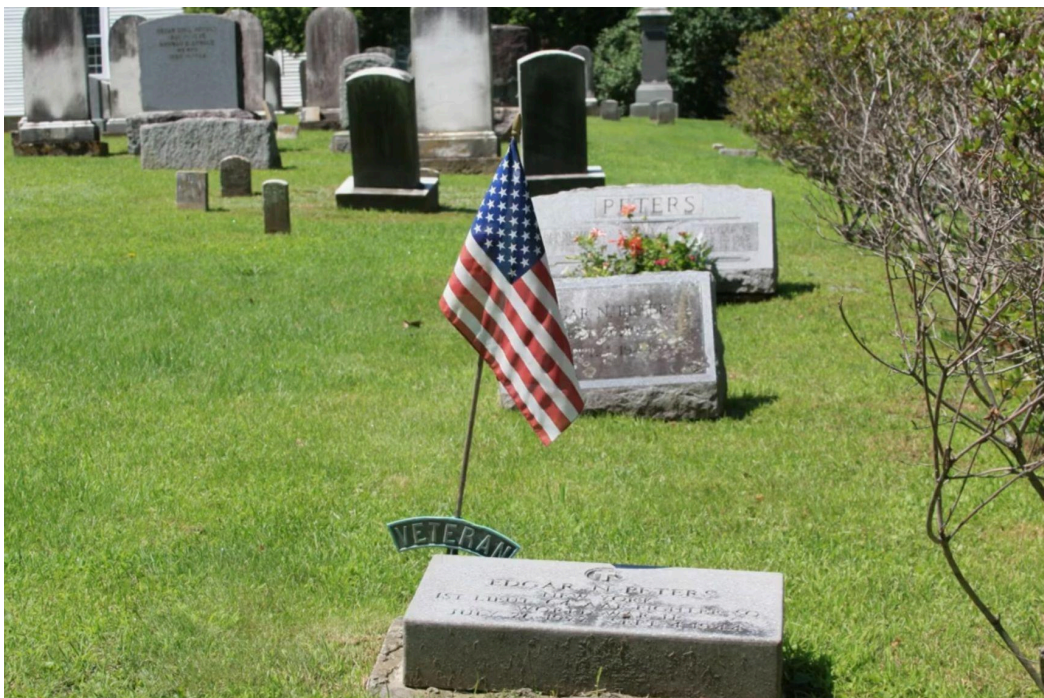
*Migliandolo's cemetery*



**EDGAR N. PETERS: the life, the mission, the death**



*Mirandola's Military Cemetery*



*Peters' grave at Pleasant Valley Episcopal St. Paul's cemetery*

Edgar was finally able to return home on June 27, 1949 at half past one in the afternoon, probably welcomed by his mother and sister. His father died in January 1944.

His wife, Elizabeth, widowed at just nineteen years old, had remarried on 20 June 1946 to Sanford Alexander Bush, but died in childbirth on 16 July of the following year, also at the age of twenty-two.



*Elizabeth with Sanford Bush*



*Gary Bush, Elizabeth  
Yeomans' son*



*Elizabeth's grave in the  
Presbyterian Cemetery of  
Pleasant Valley*



# Peters Listed Missing Sept. 4

Mr. and Mrs. Edgar Thorne Peters, Pleasant Valley, have been informed by the War department that their son, First Lieutenant, Edgar Nelson



Peters, a fighter pilot, has been missing in action over Italy since Sept. 4.

In a letter to his family, dated Sept. 3, Lieutenant Peters said he had completed his 98th mission and that he had been certified to come home as soon as he finished 100 missions.

Pilot of a P-47 Thunderbolt fighter plane,

Lieutenant Peters went overseas in April of this year. He has seen action as escort of bomber formations and in light bombing and strafing of enemy supply lines.

He qualified for admission to the Army Air Force cadet training program through the Elks' Defense committee in April 1942 and graduated as a fighter pilot and second lieutenant at Spence field, Georgia, Dec. 5, 1943.

His plane was named "Betty," honoring his wife, the former Betty Yeomans.

A graduate of Arlington High school, Lieutenant Peters played football and was on the track squad there. Prior to entering the Air force he was employed as an assistant tree surgeon.

*Article of the  
"Poughkeepsie Journal"  
that lists Peters as MIA (missing in  
action)*



# Peters Killed Over Italy

Mr. and Mrs. Edgar Thorne Peters, Pleasant Valley, have been notified by the War department that their son, Lieutenant Edgar Nelson Peters, a fighter pilot, was killed in action over Italy on Sept. 4, 1944. Previously he was reported as missing in action.

Pilot of a P47 Thunderbolt fighter plane, Lieutenant Peters was on his 99th mission when he was shot down by German fighter planes.

In addition to his mother and father, he is survived by his wife, the former Elizabeth Yoemans. His plane was named "Betty" in honor of his wife.

Lieutenant Peters went overseas in April, 1944. In his 99 combat missions he acted as escort to bomber formations and his squadron was active in light bombing and strafing of enemy supply lines.

Qualifying for admission to the Army Air forces cadet training program in April, 1942, Lieutenant Peters graduated as a fighter pilot and second lieutenant at Spence field, Georgia, Dec. 5, 1943.

A graduate of Arlington High school, Lieutenant Peters played football at Arlington and he was a member of the track squad. Before entering the Army Air forces, he was employed as an assistant tree surgeon.



*Article of the  
"Poughkeepsie Journal"  
that lists Peters  
as KIA (killed in action)*

## THE PROTECTION OF MEMORY

Although Edgar physically left the small village of Migliandolo almost eight decades ago, the memory of that September 4th on which he lost his life is still rooted in the collective memory of the older inhabitants.

However, unfortunately, there are now few direct witnesses of what happened (among which I would like to mention, thanking them for their precious collaboration, Luigi Raviola, Maria Peglia and Elia Badella who at the time of the events were only children and my great-grandmother Mercolina *Maria* Valle, multi-hundred years old and the same age as Edgar, to whom the testimony that opens this article belongs, who passed away in June 2024), but over the years many memories of the event have fortunately been collected, saving them from the oblivion of time, from Paolo and Fiorenzo Vaccarino, inhabitants of Migliandolo.





*Exhibition relating to the story made by Paolo Vaccarino in 2013 following his research*

Paolo Vaccarino became further interested in the story, committing himself to researching the mission in which Peters participated and the historical background to his story.

He came up against a hard limit, most of the documents at the time were still classified or not digitized. Despite this, he managed to find the Missing Air Crew Report, a document including the flight plan and the narrative of the accident transmitted by two pilots belonging to the mission. He also managed to find some photographs of Peters' grave in Pleasant Valley.



I would like to thank Paolo, because his research was an excellent basis, a starting point which (after a long research and collaboration work with the researchers of the 64th squadron Patti Johnson and Mark O'Boyle, with the Arlington High School of Poughkeepsie and with various sections of the American military archives, which I would like to thank everyone) allowed me to completely reconstruct the life and vicissitudes of this boy.

The last turning point in this research took place in January 2024. A further step that brought Migliandolo and Pleasant Valley ever closer. Rechecking the sources in my possession up to that moment, I noticed, reading one of the various obituaries of the Yeomans family, that another girl was mentioned in addition to Elizabeth, a certain Patricia.

I tried to follow this path and managed to find a genealogy book titled "Me, Myself and Four Generations" published in the name of a certain Patricia Yeomans Holt.

After several days of trying I managed to contact her and a great friendship immediately began, also by virtue of the bond that united us.

Patricia is in fact Elizabeth's sister, therefore the sister-in-law of pilot Peters. At the time of the pilot's death he was just four years old, but he had one memory of him: "tall and nice".

Having met her brought a great benefit to the research, allowing me to find most of the photographic material at our disposal.

At the end of April 2024 I went to Pleasant Valley to meet Patricia. She showed me the city and all the places where more than 80 years ago Edgar and Elizabeth used to stay and pass. I brought flowers from me and Paolo to Edgar's grave in St Paul's Episcopal Church Cemetery.

On my trip I also met Bryan Bopp, who shared with me some letters from Peters' mother to Peters that he had found at a local antiques market, and journalist Jim Donick, who wrote an article in the Northern Dutchess News about my research.



*Patricia  
Yeomans  
and Gaia  
Grisoglio*



**EDGAR N. PETERS: the life, the mission, the death**



*Gaia on Edgar's grave*








*Bryan Bopp, following one of the letters he shared with me with the transcription made by Pat Holt*

I notice you have never before
Merry Christmas


what a sight
Wed. P.M. Tues. P.M. Apr 13<sup>th</sup> 1943
  
 My dear son. - There is about 3 up of snow on the ground. it is beautiful and  
 Rec'd your photos today and was so pleased I think  
 they are grand and they look exactly like you  
 If you had only been smiling it would have  
 been more natural & you had never the less  
 I can see a faint smile in one corner of  
 your mouth. I think it is just grand and thank  
 you so much you are so thoughtful and I surely  
 appreciate your thoughtfulness. Of course we are not  
 used to seeing you with a cap on and that makes  
 a difference to one who is not used to seeing you  
 with it ~~on~~. you certainly look as I thought you would  
 a perfect soldier and the rings on your cap and  
 lapels make you just perfect. This is not flattery. It  
 is straight from my heart. you know that don't you?  
 I did not know until I rec'd your letter today you  
 did not want me to send your money by P.O. order  
 If you had told me when you wrote for the money I  
 could have had it registered. The next time I will  
 know. I am so sorry I did not know about it. I  
 sent the letter Sat. your letter was written Fri which  
 I rec'd today (Tues) telling me to register it. If you  
 cannot get it cashed let me know at once  
 send it back and I will send you some cash by  
 air mail. I think it goes faster. Make you can borrow  
 a little money until I can get some to you. I should  
 think the mail man would be able to cash a M.O.  
 I took your photo down to Betty at the Bus. Her  
 Mother, Hazel and Hazel's daughter were down at Phillip's  
 her daughter had been to town. They came down to  
 meet her so Betty rode home with her. I was going  
 to take her home. if they hadn't been there.  
 your father feels better he has gone to bed he  
 gets tired easy. He likes your picture. he says you  
 look like you feel and he knows how you feel  
 He says you look full of business. When I'll see  
 it she said "OH EDDIE" and did she start to smile



Grace and her mother<sup>2</sup> are going to send you a card.  
 Is Betty coming down there this summer? Jack  
 wants Ida to come with her but she can't afford it.  
 I would come if it wasn't for your father. But I will  
 not worry now. We never know from time to time  
 what will happen eventually things turn out as  
 they should. I put all my faith in God and he  
 will bring us all together and things are  
 always for the best. Your father thinks you have  
 gotten thin so please write how much you weigh.  
 Well I am glad to hear you had such good luck  
 pie. Did you think of me while you were eating it?  
 You know that is my favorite pie. I imagine you  
 have very good cooks in the service. How about the  
 pepper? You are living good you say. I am so glad  
 I haven't seen any steak in a month. We had  
 chicken sun. I found the little watch. Betty told  
 me it was in the compartment of the car. So today  
 we looked for it sure enough there it was tucked at  
 way. I go down to get the mail and she comes and  
 sits in the car and we have a little chat.  
 Did you get the letter with Betty's letters in it it was  
 sent to Nashville. I didn't know you had left there.  
 Aunt Stollie wants to be remembered to you and  
 wishes you the best of luck. She says you will make  
 good you are the type of young man to do it.  
 How much would it cost to get some smaller  
 pictures of you it says if we sent the no. on the back  
 we can have more made as they have the negative.  
 About those negatives of Betty do you mind if I  
 cut them apart to send and get one for myself?  
 Well so long my dear until tomorrow. Then  
 I will write again. This makes two letters I have  
 written to you today I sent one out this  
 A.M. I wanted you to know I had seen the  
 photos. Everyone sends their love  
 Lots of Love Mom



*(along the top of the page) What a sight Wed A.M. Tues P. M. April 13th  
1943*

*There is about 3 in of snow on the ground. It is beautiful and I think I notice  
you have*

*new paper nice \*?? 1*

*\* it.*

*My Dear Son,*

*Received your photos today and was so pleased I think they are grand and  
they look exactly like you. If you had only been smiling it would have been  
more natural. If you had nevertheless I can see a faint smile in one corner  
of your mouth. I think it is just grand and thank you so much. You are so  
thoughtful and I surely appreciate your thoughtfulness of course we are not  
used to seeing you with a cap on and that makes a difference to one who is  
not used to seeing you with it. You certainly look as I thought that you  
would a perfect soldier and the wings on your cap and lapels make you just  
perfect. This is not flattery It is straight from my heart. You know that don't  
you.*

*I did not know until I received your letters today you did not want me to  
send your money by P.O. order. If you had told me when you wrote for the  
money I could have had it registered. The next time I will know. I am so  
sorry I did not know about it. I sent the letter Sat. your letter was written  
Friday. Which I received today (Tuesday) telling me to register it If you  
cannot get it cashed let me know at once send it back and I will send you  
some cash by air mail.*

*I think it goes faster. Mabe you can borrow a little money until I can get  
some to you. I shouldn't think the mail man would be able to cash a M. O.  
(money order) I took your photo down to Betty at the Bus. Her mother,  
Hazel and Hazel's daughter were down at Phillip's her daughter had been  
to down. They came down to meet her so Betty rode home with her. I was  
going to take her home if they hadn't been there.*

*Your father feels better he has gone to bed he gets tired easy. He likes your  
picture he says you look like you feel and he knows how you feel he says*

*you look full of business when Jill saw it she said "OH EDDIE" and did she start to smile.*

*\*??\* and her mother are going to send you a card. Is Betty coming down there this summer? Jack wants Ida to come with her but she can't afford it. I Would come if it wasn't for your father. But I will not worry now. We never know from time to time what will happen eventually things turn out as they should. I put all my faith in God and he will bring us all together and things are always for the best. Your father thinks you have gotten thin so please write how you weigh.*

*Well I am glad to hear you had such good lemon pie. Did you think of me while you were eating it? You know that is my it's my favorite pie. I imagine you have very good cooks in the service. How about the pepper? You are living good you say . I am so glad. I haven't seen any steak in a month. We had chicken Sunday. I found the little watch. Betty told me it was in the compartment of the car. So today we looked for it sure enough there it was tucked away. I go down to get the mail and she comes and sits in the car and we have a little chat, Did you get the letter with Betty's letter in it, it was sent to Nashville. I didn't know you had left there.*

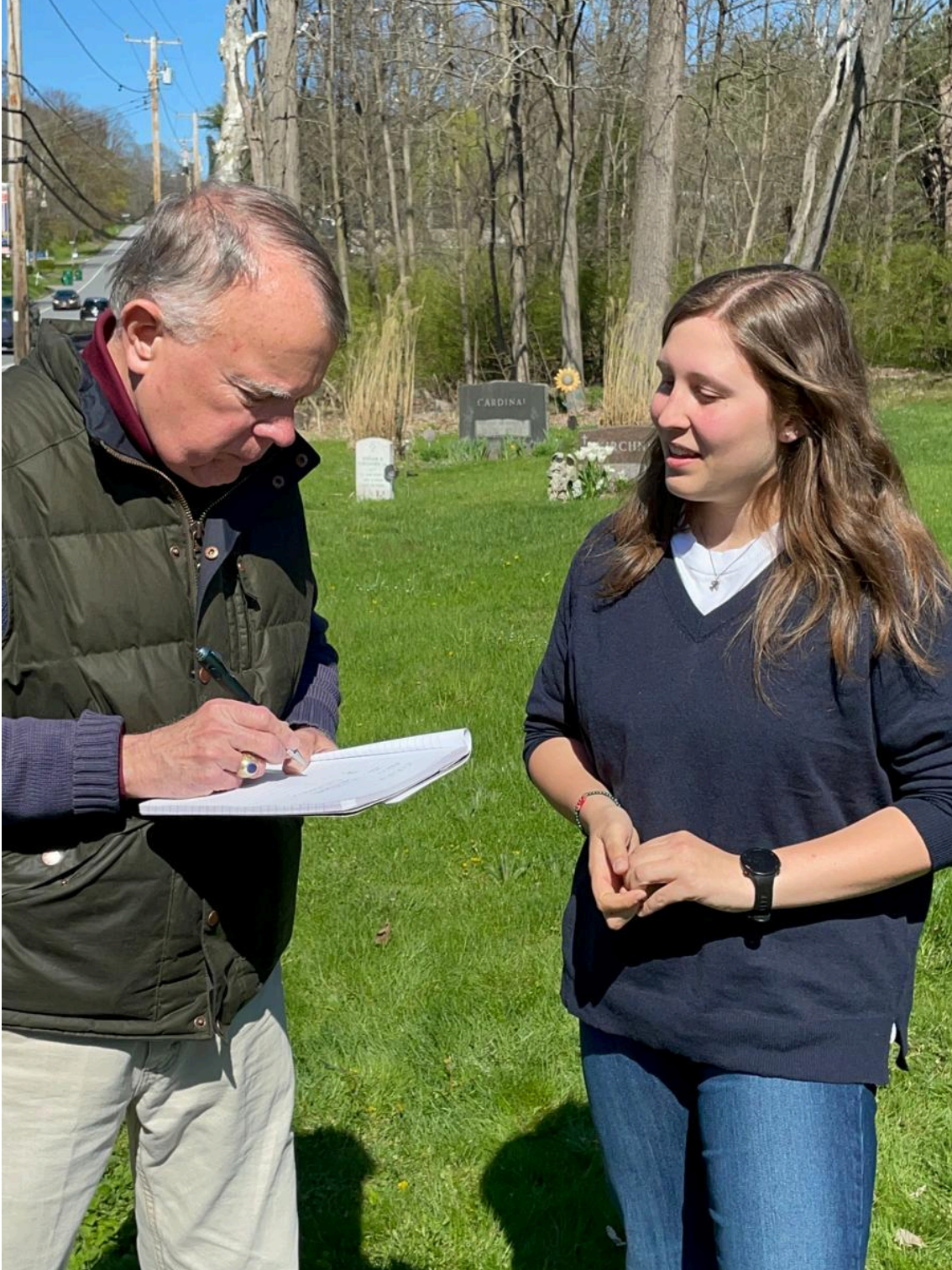
*Aunt Dottie wants to be remembered to you and wishes you the best of luck. She says you will make good you are the type of young man to do it. How much would it cost to get some smaller pictures of you it says if we sent the number on the back we can have more made as they have the negative.*

*About those negatives of Betty do you mind if I cut them apart to send and get one for myself?*

*Well so long my dear until tomorrow then. I will write again. This makes two letters I have written to you today I sent one out this A.M. I wanted you to know I had received the photos.*

*Everyone sends their love. Write soon.*

*Lots of Love,  
Mom*



*Jim Donick, following the article he has written for the Northern Dutchess News*

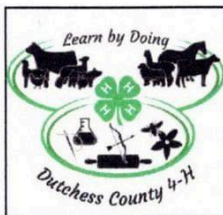


INSIDE: SPECIAL MEMORIAL DAY SUPPLEMENT

NORTHERN DUTCHESS NEWS & Creative Living

A division of The Southern Dutchess News - Entirely produced and printed in Dutchess County since 1959 - www.sdutchessnews.com

Join 4-H'ers at Fair to Remember on Sunday, June 2



Why wait until August to meet the 4-H club members and see their animals and plants? Join in activities and drink a real Dutchess County "Fair Shake" milkshake at the 4-H-A-Fair to Remember 2024. The event will be held on Sunday, June 2, at Wilcox Memorial Park, Rt. 199 Stanfordville from 10 a.m. - 3:30 p.m., courtesy of Dutchess County Parks. Entry to the event is free and everybody is welcome! Festivities to celebrate the opening of the season will start with a ribbon cutting at 10 a.m. by the lake where the brand-new splash pad is situated. 4-H'ers will be all during the event showcasing their projects and welcoming the public to explore what they do. 4-H projects cover a wider range of subjects than most people realize. Join them for a fun-filled day with food trucks, beverages, music and more. Meet the animals, get up close, pose for photos and learn about the care that goes into raising them. Visitors can also test their knowledge on animal-related games/quizzes for all ages with fun prizes. More events include learning archery and trying your hand at air rifle with our trained shooting sports instructors and state-of-the-art equipment. In addition, you can find continued on page 2

INDEX

Table with 2 columns: Category and Page Number. Includes Creative Living (10-14), Love to Cook (11), Suguru (12), Crossword Puzzle (12), Sudoku (12), Get Growing! (13), Community Calendar (15), Obituaries (16), Public Notices (17), Classifieds (18-19).



Pleasant Valley flyer remembered in the village where he fell

Italian residents recall incident from World War II

By Jim Donick & Gaia Grisoglio

Editor's note: The Grisoglio family, Gaia and her parents, Massimo (Max) and Claudia, recently traveled from Italy to Pleasant Valley. They came to honor a grave in the Episcopal Church cemetery for 1st Lieutenant Edgar Peters. Peters had been shot down over their village in 1944 and buried by the local people until his remains could be returned to the U.S. Government. This incident was one of the most memorable memories of World War II for many of the townspeople.

As part of a major research project for the Luciano Nattino Research Scholarship, Gaia, an archaeology and history student, decided to track down the man behind the story and share it with the town and, later, many more people. In her research, she found Pat Holt, Peters' surviving sister-in-law, who hosted them in Pleasant Valley. We are ahead of ourselves.

It was late in World War II when a son of Pleasant Valley, 1st Lieutenant Edgar Peters, was flying a P-47 Thunderbolt on a mission in Northern Italy's Piedmont region. Lt. Peters' plane was hit and was going down near a little village, Migliandolo. He tried to control as best he could and avoided some houses nearby. But, at low altitude, he opted finally to try and bail out.

Who was this young man? Lt. Edgar (Eddie) Peters was born in Pleasant Valley on the 26th of July, 1922. He went to Arlington High School and graduated



Gaia Grisoglio illuminated the story of Lt. Edgar (Eddie) Peters, who crashed in his plane in her village in Italy during World War II and is still remembered there. She and her family recently traveled to Pleasant Valley to visit his grave and decorate it with flowers that reflect the colors of the Italian flag. Photo by Jim Donick

in 1940. He was remembered in the class yearbook as introverted and pensive, but could be outspoken when a topic mattered to him. He was an athlete, running track and playing football for the Arlington Admirals. He also was known as an exceptionally gifted with a bow and arrows. He was an accomplished archer.

Upon graduation, Peters took a job as a gardener. Today we might say landscaper. He looked forward to marrying his high school sweetheart, Betty Yeomans, when she graduated three years later.

In the interim, the war in Europe and in the Pacific was heating up. Young Eddie enlisted in 1942 into the US Army Air

Corp. He got his basic flight training at Spence Field in Georgia, graduating on December 5, 1944. A week later he was back in Pleasant Valley to marry his long-time love, Elizabeth Jane (Betty) Yeomans. They married in the Pleasant Valley Presbyterian Church on December 12, with the Rev. William S. Swartz officiating. Betty's little sister, Pat (now Holt) was only 3 years old at the time of the wedding. She remembers Eddie Peters as "tall and nice."

Within days, the young groom had to report to Tallahassee for further training. He shipped out to Europe in the spring. continued on page 2

Spring Antiques at Rhinebeck set May 25-26 at Fairgrounds

Barn Star Productions and Frank Gaglio invite all to attend the Spring edition of Antiques at Rhinebeck. Hundreds of talented exhibitors have been squirreling away treasures for everyone to discover this coming Memorial Day Weekend at the Dutchess County Fairgrounds in Rhinebeck. The entire show is indoors with con-

necting breezeways to your favorite dealers without going outdoors.

The show opens at 10 a.m. on Saturday, May 25 till 5 p.m. and on Sunday from 11 a.m. till 4 p.m.

From 18th century American and European furniture to Mid Century Modern, creative lighting, pottery, textiles, Asian design, toys and banks, period

ceramics, glass, fantastic folk art, garden decor, camp and rustic furniture, Native American silver and turquoise jewelry, baskets and weavings, folk signage, vintage and designer jewelry, Oriental rugs, fine Hudson River Valley art plus so much more. Comments show manager Frank continued on page 4

OPEN FOR BUSINESS

Table listing various businesses and their page numbers: Bank of Millbrook (p 5), NuVance Health (p 9), WKZE 98.1 (p 4), Barnstar - Antiques at Rhinebeck (p 2), Pleasant Valley Department Store (p 10), INSIDE: Adams Fairacre Farms, Hudson Valley Hospice (p 11), Red Hook VFW (p 3), Hudson Valley Foot Associates (p 13), Roosevelt Cinemas (p 8), Impact PR (p 7), Sabellico Greenhouses & Florist (p 20), Kyle's Functional Fitness (p 10), Williams Lumber (p 6)



## Pleasant Valley flyer remembered in the village where he fell

continued from cover

His destination was a recently created air field, Alta Landing Ground, in Corsica. He joined up with the 57th Fighter group. The latter had been tasked with ground support and with bombing behind German lines in Italy. Their targets were rail lines, bridges, ammunition dumps, and nearly anything else the Germans could use to move men and supplies to the front lines. Peters' squadron flew the Republic P-47 Thunderbolt. It was the largest single engine fighter of the war and had proven itself to be the plane of choice for the ground attack role as well as for defending bombers and even dog fighting with enemy fighters. Like many flyers of the time, Peters painted his wife's name on the side of the aircraft. It simply said "Betty."

A few days before he crashed, Peters wrote home that he had completed 98 missions and could be rotated home after just two more. The 99th mission would prove to be his last.

His squadron left Corsica that morning searching for targets of opportunity in the German-occupied part of Italy. They flew to the Piedmont region and headed east over towns and villages, bombing and strafing rail lines and bridges. They overflew Asti and followed the rail line to Castello d'Annone, where they found a convoy in the station. Peters' flight attacked through fairly heavy anti-aircraft fire.

Peters' plane was hit and trailing black smoke as he exited the target area in the direction of the hills of Migliandolo to the east. He radioed to his wingmen that he had been hit in the engine. It was clear the plane was going down. It appears that Peters kept it from hitting any houses before bailing out at what was likely too low an altitude anyway. Jumping from a stricken fighter in those days often resulted in the tail of the plane hitting the pilot as he jumped. Eddie Peters' head was hit by the P-47's tail as he bailed out. He managed to pull the rip cord, but he was too low for a full deployment of the chute. The villagers found him in his

parachute beside the wreckage. It's likely the wound to his head from jumping had killed him anyway.

Gina Grisoglio's great-grandmother, now over a hundred years old, remembers the day clearly. She was 22 years old at the time, the same age as Eddie Peters. She had been working in a nearby vineyard.

"... I still remember the sound of that plane, you know? For a few seconds it made a sound like TAN TANTAN ... then silence ... We knew it wouldn't get far. And we hid, what was there to do? It could have been the Germans coming to bomb us! We threw ourselves into the ditch in the middle of the Contino vineyards, our home, trying to make ourselves less visible.

"There was so much silence in the nearby hills, disturbed only by the sound of that device ... I saw it too, you know? It came close to us! But after a few minutes we heard nothing more. We didn't go to see, you know; it was far from where I lived, we found out the next day -- poor boy!"

People began to gather on the spot, including cousins Nino Castelli and Lalo Torchio, who were among the first to make their way through the wreckage and find the body of the young pilot. He was lying with his back on the ground with the half-open parachute next to him. He had a deep cut on the back of his head; his body was pretty broken up. His face was almost completely disfigured.

The town doctor, Italo Damiano, could only confirm his death. There were other aircraft, as reported by the testimonies collected over the years, flying in circles just above the trees of the hill. They were his squadron mates trying to understand if there could be hope of his survival. As soon as Torchio had covered the body with the parachute, the pilots understood the message and moved away, after possibly taking some photographs of what had happened.

The town, moved by the fear of an

continued on page 2



Gina Grisoglio and her family stand around the grave site of Lt. Edgar (Eddie) Peters in Pleasant Valley. Peters was only 22 when his plane crashed in Grisoglio's village in Italy during World War II. Her great-grandmother, who is over 100 years old, vividly remembers the day it happened. Photos by Jim Donick



**MAH N SIAM PRODUCTIONS**  
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**SATURDAY MAY 25TH 10AM-5PM**      **SUNDAY MAY 26TH 11AM-4PM**

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 845.474.4558  
 845.474.8558

**HYDE PARK POLICE DEPARTMENT INSTALLS RETIRED FLAG DISPOSAL BOX**

The Town of Hyde Park is offering a Retired Flag drop box located outside of the Hyde Park Police Department on Cardinal Road. This official American flag disposal box is available to residents and businesses who want to drop off their worn American flags at this location any time. The flags will be turned over to the Veteran's Committee of Hyde Park where they will be properly retired. Courtesy photo

## Join 4-H'ers at Fair to Remember on Sunday, June 2

- arts and crafts of many types, play fair-style games and purchase local products and those made by the youth.
- Here is a sampling of 4-H clubs attending, along with their specialties.
- Story Kill - Rabbits, chickens, sheep, calves, face painting, bees
  - Homespun Hangout - games, prizes, bracelet making
  - Dragons and Damels - Bug hotel craft, story-time, scavenger hunt, marigolds
  - Blooming Kids - Painting flowerpots, planting seeds, selling herbs
  - Golden Fleece - Bottle lambs, wool education, lamb posters
  - Cool Critters - Bake sale, rabbit demos
  - DCLR - Archery and air rifle
  - Dutchess Dairy - Lemsdale and dairy education
  - Equine Explorers - Meet the miniature horses and walking ballroom
  - Here Comes the Beef - Calf and education
  - Hog & Goat Advisory - Pigs and goats for photos and education
  - Visit [dutchesscounty4h.weebly.com/](http://dutchesscounty4h.weebly.com/) to learn more.



## Pleasant Valley flyer remembered in the village where he fell

continued from page 2

imminent arrival of a German patrol at the site of the accident, immediately moved - "piously and religiously," as the official account of the parish priest recalls - the body of the young man inside the mosque of the Migliandolo cemetery to protect him. The fear of an inspection turned out to be well-founded. In the early afternoon, a patrol made up of two Germans arrived on a motor bike requisitioned from a bar not far away. They examined the wreckage of the plane scattered all over the crest of the hill. They took as proof of the discovery of the impact zone the parachute canopy which had covered the pilot, and then returned to Quarto.

The population of Migliandolo began to recover the material that made up the plane, dragging it away and ceasing to make garden tools, farm implements, and other items. The engine, part of the fuselage and the wings of the aircraft were loaded onto a wagon and taken to Asti to the Alfa Romeo workshops there.

In the meantime, the partisan Ernesto Cerrato had ordered a coffin for the funeral that would be held the following day. (Editor's note: Partisans were civilian irregular fighters fighting the Germans as they were retreating.) On the evening of the accident, part of the town gathered in a vigil to pray for the young

man. The following day, the pilot was prepared for the funeral ceremony. The priest, Father Baldoeno, removed the parachute bag from under his head, which he replaced with a pillow, and wrapped the body in a sheet. The funeral service ended with the burial in the Migliandolo cemetery and with the affixing of a cross with the date of death and the young man's name and surname engraved on it.

Nino Castelli and Father Baldoeno took on the task of recovering his effects, and later, returning them to the Americans. The war in Europe was rapidly coming to a close.

On June 2, 1945, Eddie Peters' remains were returned and transferred to a temporary American Military cemetery to await final disposition decisions from his family. They chose to bring him home to Pleasant Valley. He arrived home on June 27, 1949. His mother and sister were there to meet him, but his father had passed away in January of 1944. His wife Betty had remarried in June of '46, but had tragically died in childbirth the following year.

He rests now in the church yard cemetery of St. Paul's Episcopal Church, his grave marked by a small headstone and an American flag.



Newly commissioned Lt. Edgar Peters came home from training to marry his longtime high school love, Betty Yomans. Courtesy photo



On that fateful day in 1944, Lt. Edgar Peters was flying a P-47 Thunderbolt similar to this one. The P-47 was the largest single engine fighter of the war. Below: Migliandolo, Italy as it appeared when Lt. Edgar Peters crashed on the hill above the town during World War II. Courtesy photo



### NOTICE OF EARLY DEADLINE

Due to a holiday press schedule for Memorial Day, we will have an early deadline for our May 29 paper. All editorial submissions are due by noon on Thursday, May 23; and all advertising is due by 5 p.m. on Thursday, May 23. Contact [cshmidt@sdutchessnews](mailto:cshmidt@sdutchessnews) for more information.

**We Proudly Salute  
all Our Veterans at  
Red Hook Memorial Park**



**You Can Purchase  
Memorial Bricks**

VFW 7765 is offering engraved bricks to be purchased for \$100.00 per brick with an appropriate engraved message of your choice.

(Each brick can have up to 3 lines, 16 characters per line including spaces)  
Call 845-758-6212 to get order form.



30 Elizabeth Street  
Red Hook, NY 12571  
Make a donation to support  
the Post at [www.vfw7765.org](http://www.vfw7765.org)



Thanks to Patricia I came into contact with another relative of the pilot, Michael Schroeder, nephew of Edgar's sister, Ida.

Michael and his cousin Timothy Moorhead came to Migliandolo to honor the memory of their great uncle this August 31st, on the occasion of the unveiling of a memorial stone of the young pilot and the opening of a temporary exhibition on the story.

Their stay in Asti was a further opportunity for union between the Peters descendants and the Grisoglio-Vaccarino families.



*Timothy Moorhead and Michael Schroeder*

We also created a video documentary that tells the story of Peters and our research.

The video can be viewed on Youtube by searching for the title:

 Edgar N. Peters - la vita, la missione, la morte



Edgar N. Peters - la vita, la missione, la morte



Following some photos of the ceremony and the relative display:



## THE CEREMONY

*Some minutes before the unveiling of the monument...*







*In the foreground from left to right:*  
*Fiorenzo Vaccarino*  
*Mayor Dott. Alessandro Balliano*  
*Gaia Grisoglio*  
*Michael Schroeder*  
*Timothy Moorhead*  
*Paolo Vaccarino*  
*Don Luigino Trincherro*  
*Cons. Sergio Ebornabo*  
*On. Marcello Coppo*





*Unveiling the monument*



EDGAR N. PETERS: the life, the mission, the death







*A moment of the ceremony*

- Fiorenzo Vaccarino*
- Gaia Grisoglio*
- Michael Schroeder*
- Timothy Moorhead*





La

*The Banda Musicale di Portacomaro with some elements of the Banda "G.Cotti" Città di Asti participated musically to the ceremony.*





**EDGAR N. PETERS: the life, the mission, the death**



*Paolo Vaccarino  
Gaia Grisoglio  
Michael Schroeder  
Timothy Moorhead*



EDGAR N. PETERS: the life, the mission, the death







*Flying over of a Piper LC4*



**EDGAR N. PETERS: the life, the mission, the death**



## THE DISPLAY



*Some photos of Edgar Nelson Peters from infant to adult*



**EDGAR N. PETERS: the life, the mission, the death**



*Mannequin with an original uniform from the time, similar to the one Peters' wore*





*Panels regarding the figure of Elizabeth Jane Yeomans and the following wedding between Edgar and Elizabeth (Eddie e Betty)*



**EDGAR N. PETERS: the life, the mission, the death**



*Panels regarding Peters' military career and the mission in which he lost his life*



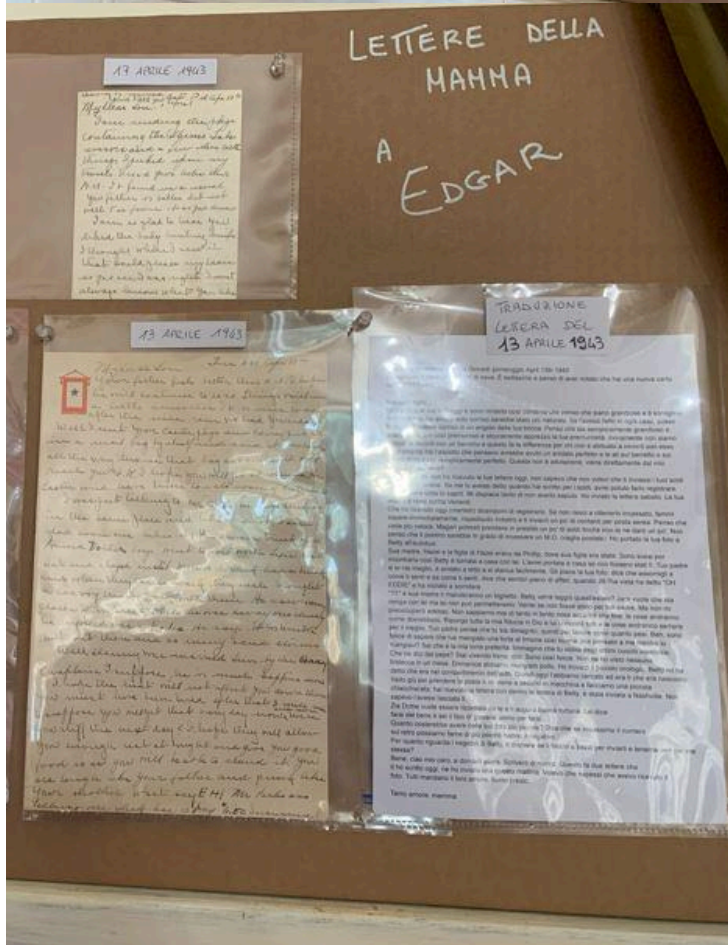
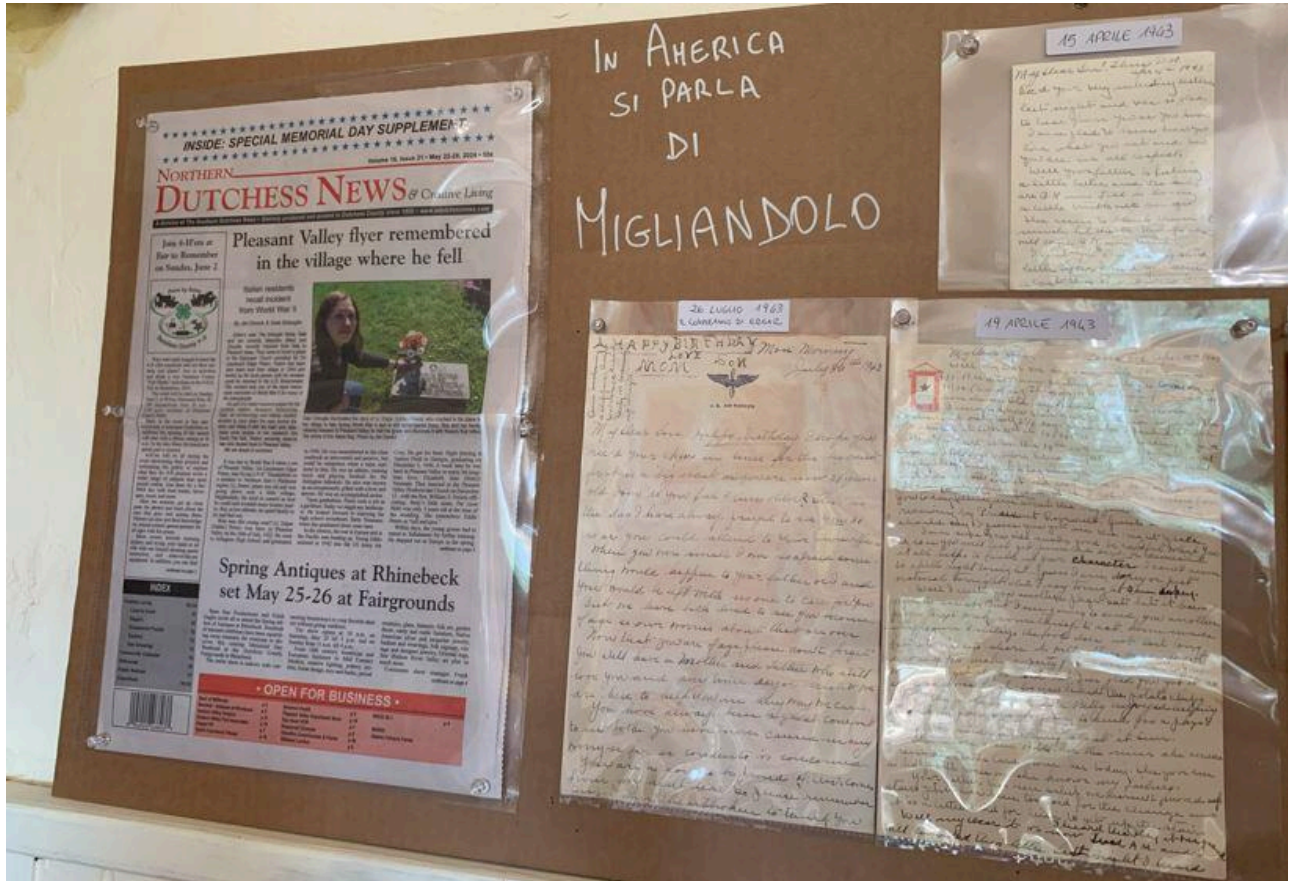


*Some fragments of the plane found and handed down*





*A Flak ammo similar to the ones that hit Peters*



Panels with the letters given by Bryan Bopp and the newspaper Northern Dutchess News in which Jim Donick talks about my research



EDGAR N. PETERS: the life, the mission, the death



Table with books on the history of Pleasant Valley written by Patricia Yeomans, on the history of the 64th Fighter Squadron written by Gregor Lynch and TV with a summary film projection of Gaia's trip to the States

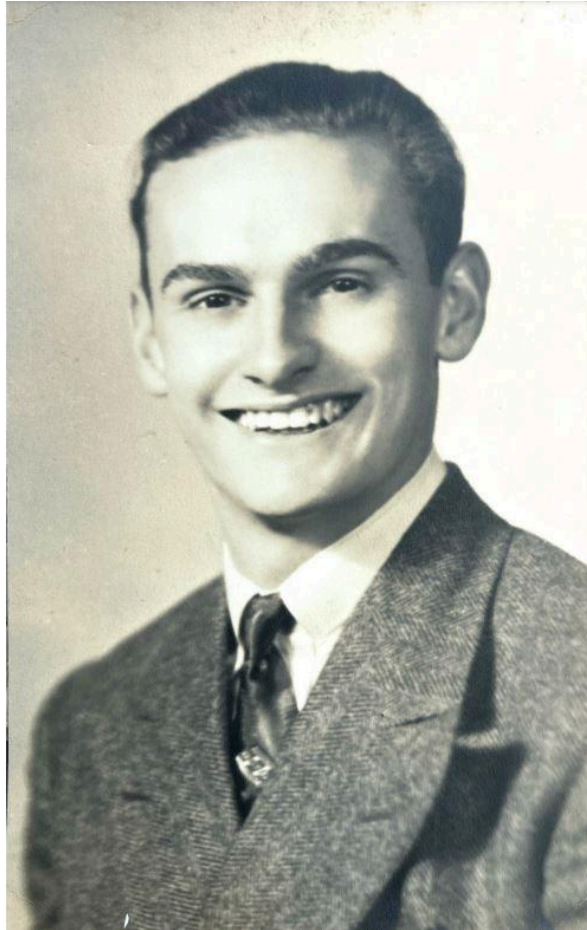
Panel with the copy of a letter from Edgar to Elizabeth and other postcards











The passage of time and the succession of generations too often send many historical memories of small towns into oblivion and therefore, I felt the need to share this story, so that it too does not get lost in the whirlwind of time, remaining suspended among the Bric Parot trees.

---

*Thanks for the photographs:  
Patricia Yeomans Holt, Michael Schroeder, the 57th Fighter Group website and Alessandro Fassone*

## On the author...

Gaia Grisoglio, born in Asti 26th June, 2004, now studies Archaeological Sciences in Rome at University La Sapienza, after having graduated from Classical Lyceum Vittorio Alfieri of Asti in 2023.

She participated in and won the Research Scholarship “Luciano Nattino” created by the journal “Astigiani - storia e storie di Monferrato, Langa e Roero” with the research on Peters that, starting from the testimony of her great-grandmother, has led her to revive a tragic story of Second World War, started from New York and ended in Migliandolo, her hometown.

The article published at the time on number 45 of “Astigiani”, covers only a small part of the story narrated in this little book, considering that only after the publication (december 2023) there has been the numerous updates narrated before that led the research to the point that it's today.

Soon there will be other news linked to the probable publication, by Michael Schroeder and Gaia Grisoglio, of an extended and integral version of the research and of the found material.

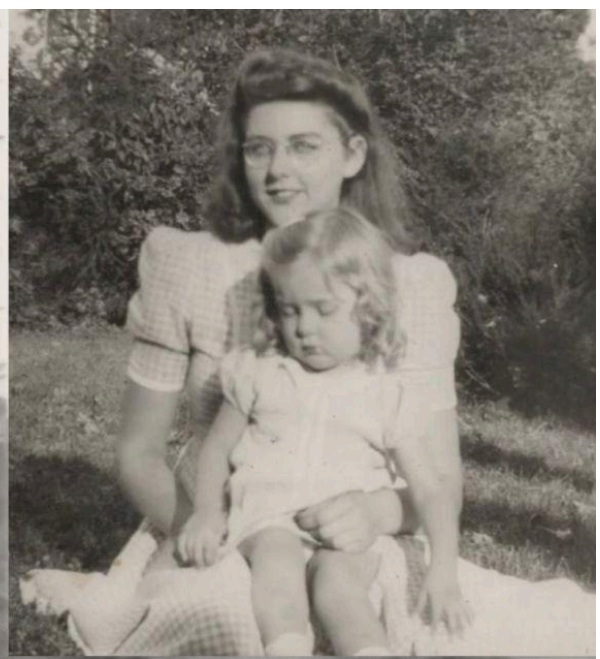
**Thank you for reading!**

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*For additional information or questions:*

[grisogliogaia@gmail.com](mailto:grisogliogaia@gmail.com)





Print the complete address in green block letters in the space provided. Use typewriter, dark ink, or pencil. Write plainly. Very small writing is not certain.

No. 559356

From  
*Edith & Peter, 2-11-41*  
 57 Elyria Street, Apt 4, Brighton  
 Apt 659, 74th Street, Queens  
*April 2, 1941*

POSTED BY  
 BASE  
 OFFICE  
 CANTON

TO Mrs Thornton Yeomans  
 Pleasant Valley  
 New York

Dear Mother...  
 Though Far Away  
 My Heart's  
 With You  
 On  
 "Mother's  
 Day"

Consign V-MAIL

*Your son  
 Eddie*