

PARHAM *Autumn 2023*

Airfield Museum

Introduction from the Vice Chair (while our Chairman takes a well-earned break)

FROM OUR VICE CHAIR...

It is my pleasure to introduce the Autumn 2023 edition of our newsletter. I hope that you have all had an enjoyable summer.

We have been very busy. On the 2nd July, we held our special vintage vehicle open day. Over 100 vintage vehicles and motorcycles were on display and more than 1000 visitors attended. A summary of the day along with photos follows in this newsletter. Our normal Sunday and Wednesday open days have been busy too, daily visitor numbers regularly exceeding 100.

We have also hosted several local school visits, from Thomas Mills and the Moreland and Kyson Primary schools. Our thanks to our volunteer Pat Plant for the Punch and Judy entertainment that kept the primary school children entertained during their lunch breaks.

We welcomed organised tour parties from

the Mighty Eighth Museum from Savannah, Georgia, and The National Museum of World War 2 from New Orleans. Two American Eighth Airforce veterans were among our visitors. On the 14th September, we were delighted to welcome Henry Kolinek, aged 98, who was a tail gunner with the 384th Bomb Group and flew 35 missions. And, on the 9th October, we welcomed John Luckadoo, aged 100, pictured with Steve Smith on the next page. John is the last surviving pilot and Operations Officer from the 100th Bomb Group and he flew 25 missions. Both veterans signed our wall in our Chapel of Remembrance. We will have full reports of their visits in our Winter edition of the newsletter, which will be out early in the New Year.

We have now closed for our Winter break. As usual, throughout the season, we have had fantastic support from our volunteers. We welcomed four new volunteers before we opened in April but we always need more, so please do get in touch if you are interested in helping us.

In our close season, our maintenance team (The 'Old and Colds' as our Chairman calls them!) will be back to work. They will be a little older, a couple of degrees colder, but still highly capable. Martin Scripps, our maintenance lead, will oversee several projects, including a refurbishment of the radio bench in our watch office, updating some of our poster boards, installing time-controlled taps to some of our toilet wash basins and replacing many spotlights with brighter, daylight lamps. Work is already well underway to replace and paint window shutters around the control tower balcony and renovate and paint the balcony door.

The museum curators will be busy too. With help from our volunteers, we will begin the accession process of many donated items including a large collection of uniforms and World War 2 memorabilia bequeathed by lifelong friend and supporter of the museum, Charlie Cairnes.

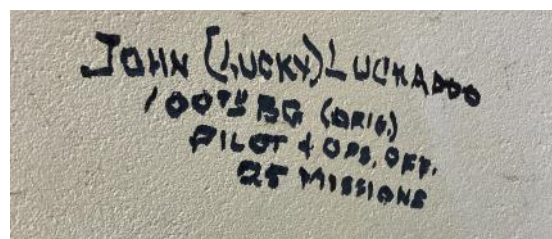
I wish you all well and do keep in touch.

**Tony Nials,
Vice-Chairman**



Thank you for your service sir.

It was an honour to meet you.



Parham Airfield Museum Special Open Day

On Sunday, 2nd July 2023, we held our annual special open day featuring vintage vehicles and motor cycles. We were blessed with fine weather. Well over a hundred vintage vehicles arrived on site including many military vehicles that came from all over East Anglia. Thanks to excellent publicity campaigns, approximately 1000 visitors turned up- a record attendance for our open day event.

In addition to exploring the museum, there was lots going on. In the morning, our visitors were entertained by the Martlesham Ukulele Group and in the afternoon by the Station 366 singers, led by Fiona Denny. Both groups played and sang many favourite songs from the wartime period which went down very well. Children (and some adults!) also enjoyed Punch and Judy Shows performed by our volunteer Pat Plant. We are extremely grateful to all of the entertainers who kindly perform at no cost to the museum.

We were fortunate to have a great turnout from our volunteers and due to their hard work and dedication the day was a great success.

The following photos give a snapshot of the day.





Photo Credit Mike Dooley



Rave Reviews

Best museum visit I can remember! The wet, blowy day became one to remember. A pleasant welcome by volunteers who exuded interest. It's a place willing to explain and inform. A place small in size but sizeable in interest and volunteer enthusiasm. I definitely recommend a visit. Such interesting items and stories which I think are an amazing collection in one location. So easy to access and time flies as you examine even just the surface stuff! Honestly I appreciate the volunteers for their pleasant interaction, humour and interest. I would return without a doubt. *****

The volunteers were very informative, friendly and enthusiastic with their information. They are doing a grand job keeping this topic alive for future generations. Well done all *****

Parham Airfield Museum is a must when you visit Suffolk. It is a fitting memorial to the service men and to the volunteers who enthusiastically continue to bring to life a period in our history. The museum is sensitive to the fact many of the items come from wreckage of crashes of planes that led to the loss of the young crews life. The Chapel of remembrance is very moving . The British Resistance Organisation Museum is extremely interesting and very much one of the "what ifs" of history. From the outside it looks small but it certainly is not. *****

Descendants Descend...

We've been awash with descendants this season and we have really enjoyed showing all of them around.

17th September saw a visit from Lee Feinerer, right, whose father Lee W Feinerer was a top turret gunner/engineer with the 571st Squadron. Lee and his partner Karyn really appreciated being shown around and the information our archivist Jennie could give him on his father.

Joel Klein visited us on 23rd September. Joel's father, S/Sgt. John P. Klein, was a member of the ground crew of 570th BS.



Beth Bellamy visited from Texas on 15th October. She is pictured below in front of a photo of her grandfather, Marion E Laird, 571st squadron, with the Ed Weldon crew.

She made an emotional visit to our Prisoner of War exhibition, almost exactly 80 years after her grandfather was captured on the fateful Merseburg mission of 10th Oct 1943.



Their crew had to return to base on take-off due to a leaking fuel cap. Then, during

the actual bomb run, their plane was badly shot up. The crew managed to bail out but were taken POW at Stalag Luft 3.

When the Russians got close the prisoners were forced on the infamous "Long March" with few clothes and little food. They travelled on a bitterly cold rail truck for 3 days and were then forced to march to Moosburg. Prisoners who were unable to walk were shot. The POWs were finally rescued by US troops on 2nd– 3rd May.

Right, Mark Smith-Gary, the son of Harold Gary and nephew of Captain Dana Gary, visited on 14th September. His Uncle Dana flew from Station 153 but was one of the young men who made the ultimate sacrifice. Harold visited his brother's grave in Belgium in 2022, see page 18.



Steve and Carrie Peacock

We had a totally unexpected visit from the son of James M Peacock and his wife. James was a Corporal with the 570th Squadron and told his son Steve that he worked on maintenance of machine guns and also with loading of the bombs. We managed to find him in the blue book, listed and in a group photo. One of James's closest friends was Joe Wagner from the East Coast, who also appears on the records.



Above right, Karen and Frank Drain visited us again in August, and Karen enjoyed sitting behind Glenda's wheel!

Above left, Fiona Walsh visited us over summer. Her father, Allan MacDonald, was an intelligence officer who was decorated for his efforts in helping rescue crew members from the McGregor pathfinder plane that crashed into the wall at Gt Glemham. The plane was coming in to land at Parham and was shot by a following German fighter when the runway lights were turned on. It is not known why he was in Gt Glemham at 11.30pm that night.

After her visit, Fiona commented that: *It feels strange knowing that there are physical records in the form of contemporary photos and artefacts from the plane: they are a shivers-down-the spine-moment linking me today to my dad all those years ago.*

I am very grateful to you and all the museum team for giving me such a very special day.



Eric & Matthew Metcalf visited on 22nd October, left.

Their Grandfather/Great Grandfather Ralph was a ball turret and waist gunner. He flew 14 missions from Station 153.

Below, Jackie Ferris visited us back in July. Her father, Dean Ferris was a bombardier with the 570th. She was interested to see the Norden Bomb sight building, now a residential house.



On 7th October Bryan Atkins visited with his family. Bryan made the imposing model of Lady Velma 337831 that can

be seen in the Control Tower.

Bryan started work on the model in 1994 and she was installed at Parham in 1997. When Bryan was a little boy his family knew one of the aircrew of Lady Velma, Francis Nix. When Lady Velma crashed Francis was the only survivor, hence the reason for naming the model after this plane.

NO LONGER MISSING – ERRATUM

In the Summer 2023 edition of the Museum's Newsletter we published the above article which included an annotated photograph purporting to contain an image of Carl Nesbitt attending the James Cagney naming ceremony. This picture was copied in good faith from a reputable website.

Subsequently the Museum received a complaint from the distinguished 390th Veteran Richard Bushong who informed us the above photograph is an image of himself and not Carl Nesbitt. The authors of the article "No Longer Missing" wish to apologise unreservedly to Mr Bushong for any upset the publication of this image may have caused and also to set the record straight.

To the right is an actual photo of Carl Nesbitt.



Mervyn Wilson and Mick Tipple

12th June
2023

Dear Mr Senior,

Thank you to everyone who showed us around the museum. I particularly enjoyed dressing up and going in the bunker it was an experience I will not forget, I learned a lot about the War and how people lived during WW2.

yours Sincerely, J [redacted]

The whole of Thomas Mills High School's Year 8 student group— all 180 of them— visited us in summer.

Every volunteer who helped during their visit received at least one personally named 'thank you' letter, which was very touching and most appreciated. To the left are two of these letters.

12th June 2023

Dear Mr Senior

Thank you for one of the most extraordinary help in aiding us in our learning about one of my personal favourite topics. This trip ~~was~~ was one our class in not going to forget. Your work in recreating the experience was top-notch as the Americans might say. I hope this museum keeps flourishing and more people can learn from this amazing museum.

Yours Sincerely

[redacted]



Recent Artefacts

To the right is an Imperial typewriter with long carriage, as authorised for wartime production. It works well! It will be displayed on our office desk display in the Kindred building.



Portable Frequency Meter BC221 Circa 1944

In the 1940's radios were not stable electronic devices and they required regular adjustment to ensure that they operated on the correct frequency.

This unit is a portable device for checking the transmission frequency of radio transmitters used by the US Army and Army Air force in WW2. The unit was originally battery powered making it portable for use in the field. These units would have been used to set up ground station transmitters at airfields like Parham.

The operator connects a set of headphones to the socket on the BC221 and the unit will be connected to the output of the transmitter. The unit can be set up to produce a reference signal of the desired frequency by adjusting the calibrated rotary control to a precise setting shown in the accompanying settings book, which is fixed inside the access panel. The BC221 mixes the transmitter and the reference signals. If they are not the same a tone will be heard in the earphones when the two signals are at exactly the same frequency, the signals cancel and there is no sound. This is called the zero beat point.



The operator adjusts the transmitter slightly above and below the zero beat point to hear the tone and then sets the transmitter's fine tuning adjustment at exactly the point where the sound ceases. The transmitter will then be operating on the correct frequency.



Phil Simmonds

To the right are the Pittam brothers donating a clinometer dated 1918 in a case issued in 1944 which has been in their family. It was for a Vickers .303 water cooled machine gun. The clinometer attached to the top of the weapon and had a spirit level and angle adjustment of up to 20 degrees. The clinometer was used to either level the gun or set it at the correct elevation for fire at a given range. The Vickers machine gun was issued to Home Guard and regular British and allied units during World War Two.



A cherished gift is re-gifted

88 year old Gloria Daines visited from Norfolk for our Open Day in July. She called our Chairman over and said she had something very special to show him. In her hands was a genuine candy box given to her by a US airman at a Christmas party over 50 years ago.



When Gloria was a little girl she enjoyed Christmas parties at a nearby USAAF airbase in Tibenham, Norfolk. Gloria remembers how lovely all the young airmen she met were and how they used to give the local children ice cream and candy. The local servicemen also laid on parties for local children in her village and showed some great children's film too. Gloria remembered Hollywood actor James Stewart being at the base and a Glen Miller concert.

One of the airmen gave her this box of candy as a personal present and she has kept it safely all these years. Upon opening the lid, the Chair commented that she had eaten all the candies!

Gloria gifted her treasured box to the museum on the proviso that we keep it safe— we assure you that we will Gloria.

Tibenham Airbase

In November 1943 the 445th BG arrived at Tibenham operating as part of the 2nd Air division United States 8th Airforce. Consisting of 4 squadrons 700 – 703, flying B24 Liberator bombers, the famous Hollywood actor Jimmy Stewart flew many combat missions as commander of the 703rd squadron.

AIRMAN OF THE MONTH

SEPTEMBER



JAMES ROSS DENNY

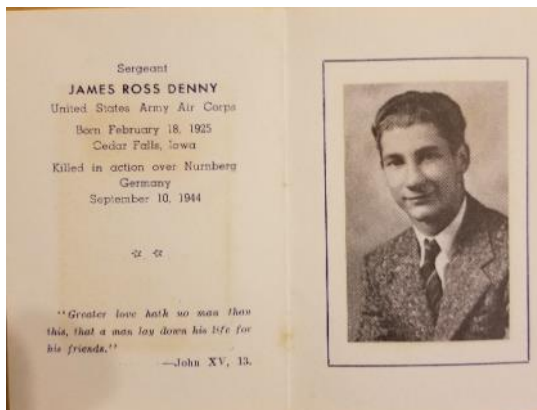
18 FEBRUARY 1925 – 10 SEPTEMBER 1944

James was born in Cedar Falls, Iowa. He enlisted into the USAAF on 16 August 1943 and was trained as a Tail Gunner. James flew only 4 combat missions from Station 153.

On 10th September James and his crew were on a mission to Nürnberg, Germany. They were using a plane from the 96th Bomb Group, 42-97577.

At the target at 1110hrs, A/C 577 received a direct hit in its right wing. The aircraft shot to the right, exploding almost immediately. No chutes were reported although two of the crew managed to bail out and became prisoners of war. Unfortunately, James was not so lucky.

James is buried in Fairview Cemetery, Black Hawk County, Iowa. He was 19.



James Denny far left, with family.

AIRMAN OF THE MONTH

OCTOBER



CHARLES DENNIS STAMIRIS

6 JANUARY 1913 – 10 OCTOBER 1943

Charles was born in Alexandria, Egypt. He enlisted into the USAAF on 20 August 1942 and was trained as a Waist Gunner. Charles was killed on only his 2nd combat mission from Station 153.

On 10th October Charles was aboard A/C 42-3415 'Miss Behavin' on a mission to Munster, Germany. At 1515hrs, fighters with rocket guns attacked the formation. Two B17's, Charles' ship and A/C 42-3328 collided in mid-air after one was hit by a rocket. The two planes were seen to explode.

Charles is buried in the Ardennes American Cemetery. He was 30.



SERIAL NUMBER 1811		1. NAME (Print) Charles Dennis Stamiris		ORDER NUMBER 2130
2. ADDRESS (Print) 1414 Main St East Rochester Monroe New York				
3. TELEPHONE Cuba	4. AGE IN YEARS 27	5. PLACE OF BIRTH Alexandria	6. COUNTRY OF CITIZENSHIP United States	
3858	DATE OF BIRTH Jan 6 1913	Egypt	Egypt	
7. NAME OF PERSON WHO WILL ALWAYS KNOW YOUR ADDRESS Mrs. Anastasia (mom) Stamiris			8. RELATIONSHIP OF THAT PERSON mother	
9. ADDRESS OF THAT PERSON 1414 E. Main St. Rochester Monroe N.Y.				
10. EMPLOYER'S NAME Self				
11. PLACE OF EMPLOYMENT OR BUSINESS 1339 E. Main St. Rochester Monroe N.Y.				
I AFFIRM THAT I HAVE VERIFIED ABOVE ANSWERS AND THAT THEY ARE TRUE.				
REGISTRATION CARD D. S. S. FORM 1		16-17135 Charles Dennis Stamiris		

AIRMAN OF THE MONTH

NOVEMBER



EDWIN HALE LEONARD

18 DECEMBER 1920 – 30 NOVEMBER 1943

Edwin was born in Columbus, Ohio. On enlisting into the USAAF he trained as a Waist Gunner. Edwin was killed on his sixth mission from Station 153.

Mission 34 was to Solingen, Germany. Edwin was aboard a/c 42-3557, 'Esquire'. Four minutes after leaving the IP, the a/c was observed with a feathered prop on No.2 engine. The aircraft continued to the target and released its bombs, but was then seen to lag behind. A/C 557 followed the main formation which was at 25,000ft. At 20,000ft two enemy aircraft were seen to attack. A/C 557 was last seen under control near Diest Schaffen, Holland. Two crew members were killed.

Edwin is buried in Galena Cemetery, Delaware County, Ohio. He was 22.

REGISTRATION CARD—(Men born on or after February 17, 1937 and on or before December 31, 1921)			
SERIAL NUMBER 733	1. NAME (Print) ERWIN HALE LEONARD		ORDER NUMBER 10927
2. PLACE OF RESIDENCE (Print) RTE # 1 DELAWARE DELAWARE O.			
3. MAILING ADDRESS Same			
4. TELEPHONE None	5. AGE IN YEARS 20 21	6. PLACE OF BIRTH COLUMBUS	
DATE OF BIRTH DEC 18 1920 O H I O			
7. NAME AND ADDRESS OF PERSON WHO WILL ALWAYS KNOW YOUR ADDRESS J. Victor Hale Father R1 Delaware O.			
8. EMPLOYER'S NAME AND ADDRESS Not emp School - OSU			
9. PLACE OF EMPLOYMENT OR BUSINESS			
I AFFIRM THAT I HAVE VERIFIED ABOVE ANSWERS AND THAT THEY ARE TRUE			
D. S. S. FORM 1 (Revised 1-1-42)			Edwin Hale Leonard (Registrar's signature)



Back Row L to R:
Donald G. Cassidy, Radio; Charles W.J. Witthuhn, Tail Gunner; Sylvan nmi Cohen, Waist; Edwin H. Leonard, Waist; James E. Dawes, Ball Turret
Front Row L to R:
Louis J. Staebell, Navigator; Arden J. Young, Co-Pilot; John "Jack" A Jr. Leo, Pilot

**Jennie Smith
Archivist**

U.S.A.A.F TROLLEY MISSIONS AND COOKS TOURS

The 8th Air Force flew its last mission on April 25th 1945. Within days, planners were working on a new operation for its men and planes called "Trolley". The purpose was "to provide all ground (Non rated" personnel) with an opportunity of seeing the results of their contribution in the strategic air war against Germany. Only by flying over areas that had been bombed by the 8th Air Force or attacked by Allied Land Forces could the ground crews really understand what their dedication and skills had achieved.

The Trolley flights were flown in early May 1945.

The rules were generally the same for each mission. Group Commanders were told to "Pay attention to the selection of the most experienced and responsible experienced pilots".

Planes would have a minimum crew of 5 (Pilot, Co Pilot, Navigator, Engineer and Radio Operator) with ten passengers per aircraft. Passengers would be issued with Parachutes and Mae Wests; the Pilot would brief them on bailout and ditching procedures and use of the interphone. Co Pilots would draw Candy and Group Messes tasked with supplying sandwiches for personnel, as the trips generally lasted between six and seven hours.

Aircraft would be dispatched in elements of 3, ten minutes was given as the interval between take off of the first and last aircraft. Once assembled the elements would depart in trail at one minute intervals.

Safety was of great concern and Pilots were instructed not to fly below 1,000 feet for the entire flight, with no buzzing on circling, despite these precautions accidents did occur.

On 7th May a 389th B.G B24 airplane crashed into the Engers Bridge over the Rhine near Cologne killing nineteen men.

On 10th May 1945 two B17 aircraft from the 379 BG Kimbolton, 44-8198 LF-H, 1st Lt Thomas G. Piers crew collided with 44-8813 LF-Q 2nd Lt Elliot W Porter. 44-8813 LF-Q survived the collision and returned to Kimbolton where the aircraft was scrapped. There were 5 crew and 11 passengers on board. Aircraft 44-8198 LF-H crashed at Bocking End near Braintree, Essex, where a memorial is now in place.

Five crew and six passengers were killed.



A group of GI's on a Cook's Tour.



Cologne Cathedral. Damage can be seen In the city.

The routes for these missions were usually Base to Southwold, then Ostend into Germany, then home via Ostend and Southwold. See Picture.

Altogether the 392nd BG from Wendling flew 182 sorties carrying 1743 men.

Cooks Tours – This was another version of the Trolley Missions.

This tour was for outstanding crew chiefs and other maintenance personnel who had received the Legion of Merit or Bronze Star to visit bombed areas of Germany.

The selection of Pilots and crew and the safety procedures were the same as for the Trolley Missions.

The ten passengers would include, one Engineering Officer (who was in charge of the enlisted men) and one Photographer. Each passenger would carry one steel helmet, one carbine or rifle per enlisted man. A .45 calibre pistol per Officer and K rations for one day.

The aircraft would fly from the base to Southwold, then Ostend, Brussels, Liege, Duren Cologne and Frankfurt (via the Rhine River) and then land at Station Y-55. This base was at Venlo which straddled the border between Southeast Holland and Germany. From Venlo the men would be motored to Duisburg where they could walk around at their leisure and have lunch. On return to Y-55 they would fly back to their base via Brussels, Ostend and Southwold.

Credit 392nd BG Veterans Association

Pictures USAF / 392nd BG Veterans Association

Mick Tipple

Refurbishment of Flying Control Display

We are thrilled to have received a charitable donation from the Chris and Patti Jo Caterson Charitable Fund. This kind gift has been facilitated by the Community Foundation of the Endless Mountains.

Chris and Patti -Jo visited us in 2022 to accompany Harold Gary, who flew over aged 101 to see the base from where his kid brother Dana Gary made his last flight. Capt. Gary was leading the formation of B17s over Merseburg on 30th November 1944 when his plane was hit by flak.

The Trustees have decided to put this money toward our refurbishment of the Flying Control display in the Tower's Watch Office. This is a key part of an iconic structure and was put together, we believe, in the 1980s by some of the original volunteers. Original equipment of the period is used to represent that used by the airmen between 1943 and 1945. It is of great interest to visitors but is now looking a bit tired. Of course, this does not stop our Chairman from listening in to the radio when he is on duty up there, *right*, just in case a B17 should request a landing!

To date we have remanufactured the coloured plan of the airfield, labelled to show visitors where things were when it was operating. We have also fabricated a new bench for the instruments and an aluminium (aluminum?) mounting plate for them. The next stage is to complete the refurbishment of the instruments, add a second original radio, and mount them in the aluminium. We hope to get the anemometer working again too.



Left, Ph 844 or 845 Daniel Steinmeier, Tower Operator in the Watch Office

Below left, the existing Flying Control display

Below, Harold Gary at the grave of his brother Dana, Belgium 2022



Oral History

On the 4th of July, an elderly gentleman visited the museum and chatted with me about his memories of the war. He was not keen on having his name published but this is what he told me.

He has lived in the area all his life has strong memories of the Americans arriving and the impact that they had in the area.



The V1 "Doodlebug" rockets began to fly over when he was nine years old. One came down in the grounds of Little Glemham Hall, about 3/4 of a mile away from where they lived on the main road, near The Lion pub. The explosion cracked the window near where he was sitting at home and the blast shook all the plants off his mother's window ledge.

The local lads used to come up to the base and play around the communal site. They scrounged cigarettes and sweets off the airmen, who they found to be very friendly.

Local people regularly heard and saw the planes taking off from the base. They would watch them form up in perfect formation overhead. The bombers used to come back from the missions with just one or two others or on their own. You could see from the ground the damage that the B 17s suffered. Often red flares were being fired.

He also remembers when a P51 Mustang crashed nearby. He went with his friends to have a look at it but the American Military Policeman on guard wouldn't let them near.

During the War, his father worked a mile from the airbase, at Little Glemham Hall. One day he came across a young US airman in flying gear, wandering about in the woods. His father took him home with him. The man had just bailed out of a B17 that was heard to crash nearby. The family gave the shocked flyer a cup of tea and sent a message to the base so that someone could come and pick him up. This took a while because hardly anyone in the village had a telephone.



Peter Senior

The British Resistance

Organisation Museum

FROM AUXILIARY UNITS TO THE SPECIAL AIR SERVICE

Private Leonard Frederick 'Jack' BLANDFORD
7th Battalion Wiltshire Regiment and SAS
Born 26th April 1920 - Died 2003



On 26th April 1940, Jack Blandford was called up and joined the Wiltshire Regiment at Devizes. After 6 months training he was posted to the 7th Battalion stationed near his home at Barton-on-Sea. Being closer to home it was also easier to visit his family and brothers.

His athletic abilities meant he was excused guard duty but he and a comrade would patrol the clifftops and the coastline working in pairs.

Jack's soldiering skill having been recognised, he was assigned to the Battle School to help train new recruits. In training the recruits in how to keep as low as possible when crawling, blank rounds were fired over their heads. Not always proving successful Jack reverted to his childhood and used a spud-gun which caused a 'ping' on the recruits' helmets when hit. He was later reprimanded, as everyone thought he was using live rounds!

In the summer of 1942, having turned down promotion to Corporal, Jack answered the call for volunteers for the Auxiliary Units. He was sent to Dorchester where he joined his comrades in the West Dorset Scout Section. CART's British Resistance Archive shows that there may have been up to fifteen other members of the Section when Jack joined, commanded by Lt Cyril Geoffrey Brain. In July 1943 Lt Brain would join 'B' Squadron GHQ Liaison Regiment (Phantom) serving in North West Europe alongside the Polish Division.

The Section was sent to Coleshill for specialised training that included explosives, Close Quarter Combat and sabotage. Weapons included a .38 Smith & Wesson pistol, Fairburn-Sykes fighting knife and Thompson sub machine guns.

Returning to their area of operations they were taught to build their own Operational Base which was accessed through a hollowed out tree stump.

As the threat of invasion passed, the Auxiliary Units were disbanded and Jack was returned to the 4th Battalion Wiltshire Regiment, Rye Harbour, Sussex. When the call went out for former auxiliaries to join the Special Air Service Jack volunteered along with six of his fellow Wiltshire Regiment Scout Section comrades.

Jack, with 'B' Squadron 1st SAS would take part in Operation Haggard. This operation, as with so many of the SAS operations at the time was aimed at reporting on enemy troops movements and attacking railway lines and infrastructure all to slow down reinforcement of the Normandy Beachhead defenders.

On the night of 9th/10th August 1944 an advance party consisting of Lt Peter Neilson, four SAS troopers, Tom Kent, Eddie Norris, Mark Angel and Jack plus two Belgian signallers, Ramon and Jean dropped into the Giens region of north central France. On 15th August the main body of men was dropped and camp was set up in the Forest of Ivoy, north of Bourges. The group now consisted of about fifty men.

A week later, on 21st August the SAS had their first success when they ambushed a convoy of lorries and staff cars killing 25 Germans and wounding several others including the Commandant of the Bourges Airfield. The following day and on a number of occasions subsequently a number of attacks were made on German transport, railway lines and canal bridges.

Numbers vary but over a thirty day period some 120 to 220 German troops were killed and twenty five vehicles destroyed at a cost of one SAS trooper killed and four wounded.

On 23rd September the operation was closed down and 'B' Squadron headed north linking up with the troops of Operation Kipling.

Extracts from and further reading:-

Paper - Auxiliary Units and the Special Air Service (Part 3)
The Dorset and Wiltshire Scout Section. Author and date unknown - held in BROM
Paper by Jack Blandford December 2001 - held in BROM
www.staybehinds.com
www.tracesofwar.com/operations/4942/Operation-Haggard
www.codenames.info/operation/Haggard

Did you have a relative in the British Resistance Organisation?

If so we would love to feature them and hear the story of how you found out about their secret wartime work.

Contributions to the newsletter from readers interested in the BRO are most welcome.

Parham Airfield Museum
Parham Airfield
IP13 9NF

Our What3Words address
is: [project.confetti.shelving](https://www.what3words.com/project.confetti.shelving)

parhamairfield@yahoo.co.uk

www.parhamairfieldmuseum.co.uk

Follow us on Facebook for regular updates



“We are proud of our Museum and are very grateful to all those who help it not only survive, but thrive.” Peter Kindred



CONTRIBUTIONS TO THE NEWSLETTER

We welcome contributions to our newsletter.

Please email your questions for us or other readers, articles, letters or photos for inclusion in the next edition by 28th December.

We would love to hear from you.



Association of Independent Museums

Helping Heritage Organisations Prosper



Photo Credit: Mark Parcell

Registered Charity Number 1201587