

# PARHAM *Summer 2023*

## Airfield Museum

### JULY 1943 – JULY 2023

COMMEMORATING 80 YEARS SINCE THE 390TH  
AMERICANS ARRIVED AT STATION 153, PARHAM

On 20<sup>th</sup> April 1943, the first B17 landed at Parham, even though construction of all of the runway had not been wholly completed! The ground crews and trucks of the 95th Bomb Group arrived on the 14<sup>th</sup> May to be followed shortly afterwards by about 30 Flying Fortresses that peeled off one after another from the circling formation to make perfect landings. Following practice flights, the operational missions began in early June. However, losses were high and shortly after a disastrous mission to Kiel, the 95th were transferred to the airbase at Horham.

Now some 80 years later, we commemorate the 390<sup>th</sup> Bombardment Group's arrival here during July 1943. Much had changed in the rural village of Parham to accommodate those 3,000 airmen and 75 Flying Fortresses. There were Jeeps and airmen on bicycles everywhere, and the ceaseless

noise all night long prior to a mission grew to a crescendo during the early morning take-

offs as B17s each left at 30 second intervals with a full load of bombs and fuel. Daytime around the base was very quiet on mission days until the first sight of the returning bombers on the horizon. Empty hard standings at nightfall were particularly poignant, with the hope that missing crew members had managed to survive.

We honour and remember the bravery and sacrifices of those Airmen who took part in 301 combat missions over Germany and the occupied countries. Successful bombing raids and citations with credits for the destruction of 377 enemy aircraft are marred by the terrible loss of 743 airmen's lives. The Parham 390<sup>th</sup> Memorial Museum is a permanent memorial to those who did not return home to the USA.

80 years after the arrival of those first airmen, we are today very fortunate to have a great team of volunteers, under the leadership of Chair, Peter Senior. The team continues to grow our museum and tell the story of the 390<sup>th</sup>.

**Lydia Kirk**

**You are invited to .....**



**PARHAM  
Airfield Museum  
Free Open Day**

**Sunday 2nd July 11am– 5pm**

**Historic Military Vehicles,  
Classic Cars and Motorcycles**

**Free Admission & Parking**

**Burger & ice-cream vans, plus gift shop and tea room**

**Large military and naval book sale**

**Punch & Judy, Station 366 Wartime Singers &  
Martlesham Ukulele Group**



***SORRY NO SELLERS ALLOWED***

**Parham Airfield, Parham, IP13 9AF**

## Memorial Day 2023

Martin Scripps and Peter and Kath Kindred represented the Museum at the Cambridge American Cemetery at Madingley on Monday 29th May. Martin laid a Square J floral tribute at the Wall of the Missing to mark Memorial Day and they also had a moment of reflection at the graves of 390th Airmen who are buried here.



The Cambridge American Cemetery and Memorial site contains the remains of 3,811 war dead and 5,127 names are recorded on the Walls of the Missing. Rosettes mark the names of those since recovered and identified. Most died in the Battle of the Atlantic or in the strategic air bombardment of northwest Europe.

Madingley is open to the public daily from 9am– 5pm. The large visitor centre incorporates personal stories, photographs, films, and interactive displays to help visitors gain a better understanding of this critical campaign that contributed to the Allied Victory in Europe during World War II.

[www.abmc.gov/Cambridge](http://www.abmc.gov/Cambridge)

Close associate of the Museum, Frank Leek, also remembered those who died in the crash at Hoorn. He visited the American Cemetery at Margraten in Holland for Memorial Day and placed flowers on the graves of the 390th airmen buried there.

*Thank you for all you do to honour and remember 'our boys' Frank.*



# Recent Visitors



Top, Ashdown Forest Morris Men visit us on their tour of Suffolk.

Above left, we also had visits from a historic moped group and, right, the Woodbridge branch of the University of the 3rd Age .



British WW2 vehicles visited us from Norfolk in May.

We also had a visit from Ivan Frost and his family in June. Ivan went to school in Parham during WWII and retold amusing stories of his memories of him 'acquiring' a new tool box full of live ammunition during one of his explorations of the base as a youngster and having the Military Police come and retrieve it from him!

Ivan also kindly donated an original Story of the 390th Bombardment Group 'Blue Book' to the Museum which he had purchased from America many years ago.



We had the family of Herndon David visit us in June, left. Herndon was a 390th pilot in the 569th Squadron. He flew 37 missions, including 4 chowhound missions. Herndon's plane was shot down on his first mission but he managed to land in friendly territory thankfully.

*Herndon is on the left of the front row in this crew photograph.*



Standing L to R:  
 Jimmie P. Tuttle, Engineer/ Top Turret; Theodore A. Randolph, Tail Gunner;  
 Milton R. Des Forges, Waist; Raymond H. Robbian, Radio; P. Baldi, Waist; Joseph E. Dieker, Ball Turret  
 Front Row L to R:  
 Hernden E. David, Pilot; Paul R. Harrison, Co-Pilot; Alvin H. Newman, Navigator; Edwin E. Hapanowicz, Bombardier

Thank you to self-appointed 'land girl' Gerry Senior for looking after the flower beds. We love the nod to the the US and UK flags and our logo with the red, white and blue theme





Thanks to Mick Tipple for lending us the original of this feature from the East Anglian Daily Times from 2nd December 1980.

We will be publishing the content of this fascinating article in future editions of this newsletter.

## From Our Facebook Page...

Kath Kindred shared this photo of her uncle from 1945. Here is Wilf Shirley with "an American friend". Note the old churn, delivering milk.

Knowing many of the young boys came from farming backgrounds in U.S.A, I guess they liked to visit local farms.

This photo was taken near Saxmundham so the American may have come from Parham or Leiston.



**Adam Drain** shared a link to a fascinating interview with 390th Veteran Charles Sapper. It's well worth a listen.

"Thought this was quite interesting. I had not seen this before. Much of the beginning is about returning to Parham in the 80's and then about his time there during the war.

Col. Charles K. Sapper <https://www.loc.gov/item/afc2001001.49045/>



### Roscoe Anne

Kirsty Michael posted about our bear on the base:

"Not sure I have seen this photo of Roscoe Anne before. You may remember I wrote an article about her for Teddy Bear Times, a world wide published magazine, as part of the 8th in the East project. She looks quite young here."

## The Further Adventures of Harold Gary

You may remember in a previous newsletter, we told you about our VIP visit from Harold, Patti-Jo and Chris. Harold was visiting the museum to see where his brother Dan had been based and from where he flew his last mission on 30 November 1944. Harold then visited his brother's grave in Belgium.

Harold wrote about his visit for the Susquehanna County History Journal and I hope he doesn't mind if I quote a few poignant pieces here ...

*'Peter took us in his car to the location of Dan's Quonset hut Officers' quarters and went partially airborne over some rough terrain. That area is now overgrown. One would never know any construction was ever there. (It hasn't got any smoother Harold!)*

*'The whole staff took us by way of outside stairs to the sun-warmed control tower where we could visualize 36 Flying Fortresses taxiing out one by one. Every 30 seconds a bomber followed Dan and crew into group formation and headed for a target in Europe. My imagination ran wild; my legs trembled; my heart pounded and water blurred my sight, and a kind hand from an almost perfect stranger patted my back.'*

*'On the comic side, I sat in the American driver's seat, with no steering wheel.... the museum staff were lined up waving like second graders to their favorite teacher.'*

Harold; you have left a lasting impression on those of us who met you.

Harold continues to speak to veterans, encouraging them to tell their stories and pass on their memories and experiences to the younger generations. Just before his 102<sup>nd</sup> birthday he was awarded an honorary degree by Drew University where he had attended just for a year prior to being called up in 1942.



**Jennie Smith**

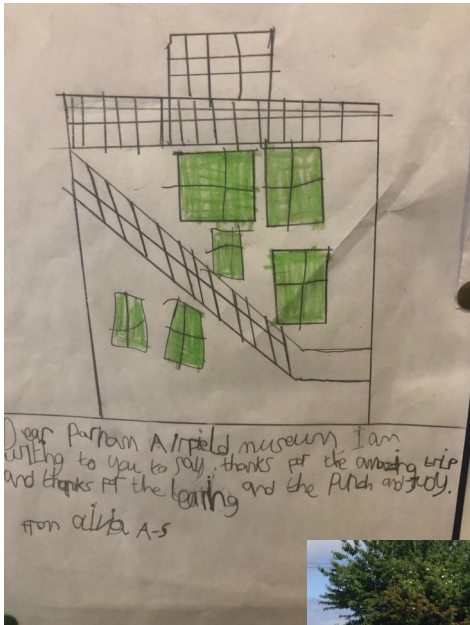
*Photographs courtesy of Patti Jo Caterson*

# Educating the Next Generation

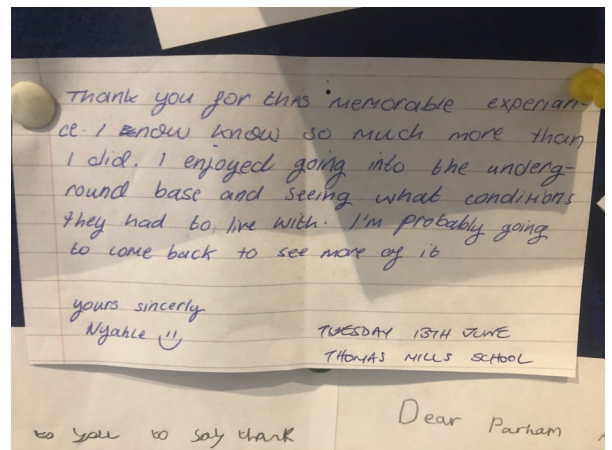


One of our aims is to create opportunities for children to learn about the sacrifices that were made during the Second World War, in the defence of freedom.

We have been pleased to welcome over 200 pupils from local schools in June, as well as children from the local Cub Scouts group.



Right, Headteacher of Thomas Mills High School Framlingham, Mr Hurst 'driving' his crew of history teachers during their recent visit to the museum.





# AIRMAN OF THE MONTH

## JUNE



### PAUL STEPHEN CERMAK

#### 22 MAY 1917 – 11 JUNE 1944

Paul was born in Milwaukee, Wisconsin. He enlisted into the USAAF on 1<sup>st</sup> June 1942 and was trained as a Bombardier. Paul flew seven combat missions from Station 153.

On 11 June 1944 Paul was aboard A/C 42-107199, 'Powerful Katrinka' on a mission to Dinard/Pleurduit in France. At about 0815 hrs at 21,000 feet, A/C 199 flying No.5 position in the lead squadron was observed to fall out of formation with one engine smoking. The aircraft then completed several steep dives and climbs and was last observed in a dive as it entered undercast. Various reports of chutes seen, one report mentioning one airman falling out of his chute after it opened. The only body ever recovered was that of the right waist gunner.

Paul is remembered on the Tablets of the Missing at the Brittany American Cemetery. He was 27.



7. SERIAL NUMBER	1. NAME (Print)		ORDER NUMBER
1364	PAUL	STEPHEN CERMAK	491
2. ADDRESS (Print)			
1631-W Meinecke ave Milwaukee Milwaukee Wisconsin			
3. TELEPHONE			
None			
4. AGE IN YEARS		5. PLACE OF BIRTH	
23		Milwaukee	
DATE OF BIRTH		6. COUNTRY OF CITIZENSHIP	
May 22 1917 Wisconsin		U.S.A.	
7. NAME OF PERSON WHO WILL ALWAYS KNOW YOUR ADDRESS			
Mr Joseph (none) Cermak			
8. RELATIONSHIP OF THAT PERSON			
Father			
9. ADDRESS OF THAT PERSON			
1631-W Meinecke ave Milwaukee Milwaukee Wisconsin			
10. EMPLOYER'S NAME			
Allis Chalmers Mfg Co			
11. PLACE OF EMPLOYMENT OR BUSINESS			
1126-50 70th West Allis Milwaukee Wisconsin			
I AFFIRM THAT I HAVE VERIFIED ABOVE ANSWERS AND THAT THEY ARE TRUE.			
REGISTRATION CARD		(Signature)	
D. S. S. FORM 1		16-17185	

# AIRMAN OF THE MONTH

## JULY



## JUDSON RIPPEY GIDDINGS

### 24 JULY 1919 – 9 JULY 1944

Judson was born in Colorado Springs, Colorado. He enlisted into the USAAF on 31<sup>st</sup> May 1942 and was trained as a Bombardier. Judson flew ten combat missions from Station 153.

Aircraft 42-30266, 'Wild Children' crashed at 1500, about 3 miles west of Framlingham at Grove Farm, killing all the crew. The plane had been one of a group on a practice mission, and had come in for a landing. Two control officers in the Tower reported a normal approach into the field but the pilot levelled off too high and dropped in from about 25 feet and bounced back into the air. The plane evidently had a broken right landing gear which made it dip to the right when it hit the second time and the #4 prop dug into the runway. The pilot decided to try and take off again and as he went over the end of the runway, the controller observed damage to #4 engine. He did not gain much altitude and might have had damage to #3 engine also, for he crashed in a dive to the left, not being able to stay in the air.

Judson is buried at the Memorial Park Cemetery, Dalhart, Texas. He was 24.



CHECK TYPE REQUIRED		APPLICATION FOR HEADSTONE OR MARKER		ORIGINAL
<input type="checkbox"/> PRESENT SERVICE CONTRACT	NEW ID	DATE OF BIRTH	1802269	FLAT GRANITE
<input type="checkbox"/> PRESENT SERVICE CONTRACT	Oct. 1942	DATE OF DEATH	July 9, 1944	Gravestone (Check one)
<input type="checkbox"/> PRESENT SERVICE CONTRACT	Oct. 1942	DATE OF DEATH	July 9, 1944	<input type="checkbox"/> Marker
<input type="checkbox"/> PRESENT SERVICE CONTRACT	Oct. 1942	DATE OF DEATH	July 9, 1944	<input type="checkbox"/> Grave
NAME (LAST, FIRST, MIDDLE INITIAL)		NAME		NAME (Last, First, Middle Initial)
GIDDINGS, JUDSON R.		GIDDINGS, JUDSON R.		GIDDINGS, JUDSON R.
DATE OF BIRTH (Month, Day, Year)		DATE OF BIRTH (Month, Day, Year)		DATE OF BIRTH (Month, Day, Year)
July 24, 1919		July 9, 1944		July 21, 1945
PLACE OF BIRTH (City and State)		PLACE OF BIRTH (City and State)		PLACE OF BIRTH (City and State)
Colorado Springs, Colorado		Dalhart, Texas		Dalhart, Texas
NAME OF NEXT OF KIN (Full Name)		NAME OF NEXT OF KIN (Full Name)		NAME OF NEXT OF KIN (Full Name)
Charles H. Giddings		Charles H. Giddings		Charles H. Giddings
ADDRESS (Street, City, State)		ADDRESS (Street, City, State)		ADDRESS (Street, City, State)
Box 735, Dalhart, Texas		Box 735, Dalhart, Texas		Box 735, Dalhart, Texas
CITY AND STATE		CITY AND STATE		CITY AND STATE
Dalhart, Texas		Dalhart, Texas		Dalhart, Texas
POST OFFICE ADDRESS (City and State)		POST OFFICE ADDRESS (City and State)		POST OFFICE ADDRESS (City and State)
Dalhart, Texas		Dalhart, Texas		Dalhart, Texas
DO NOT WRITE HERE		I certify that application is submitted for a stone for the unmarked grave of a veteran.		I certify that application is submitted for a stone for the unmarked grave of a veteran.
DATE OF APPLICATION		DATE OF APPLICATION		DATE OF APPLICATION
July 19 1945		July 19 1945		July 21, 1945
NAME OF OFFICER		NAME OF OFFICER		NAME OF OFFICER
Charles H. Giddings		Charles H. Giddings		Charles H. Giddings
ADDRESS (Street, City, State)		ADDRESS (Street, City, State)		ADDRESS (Street, City, State)
Box 735, Dalhart, Texas		Box 735, Dalhart, Texas		Box 735, Dalhart, Texas
CITY AND STATE		CITY AND STATE		CITY AND STATE
Dalhart, Texas		Dalhart, Texas		Dalhart, Texas
POST OFFICE ADDRESS (City and State)		POST OFFICE ADDRESS (City and State)		POST OFFICE ADDRESS (City and State)
Dalhart, Texas		Dalhart, Texas		Dalhart, Texas

# AIRMAN OF THE MONTH

## AUGUST



**FRANK DELL'ARMI**

**21 JULY 1921 – 24 AUGUST 1943**

Frank was born in Camden, New Jersey. He enlisted into the USAAF on 28<sup>th</sup> February 1942 and was trained as a Navigator. Frank flew just two combat missions from Station 153.

Frank was on his way back from a mission to Evreux, France in A/C 42-30308, 'Hot Rocks'. The plane was hit by flak in #1 engine and had been attacked by 3 fighters. The aircraft ditched near Selsey Bill at 2015 hours. The crew were rescued and taken to Newhaven all except Frank who had been killed by flak and went down with the plane.

Frank is remembered on the Tablets of the Missing at the Cambridge American Cemetery. He was 22.

**REGISTRATION CARD—(Men born on or after February 17, 1897 and on or before December 31, 1921)**

SERIAL NUMBER **000939** 1. NAME (Print) **Franks Dell'Armi** ORDER NUMBER **T-10123**

2. PLACE OF RESIDENCE (Print) **1335 S. Austin Blvd., Cicero, Illinois**  
(Number and street) (Town, township, village, or city) (County) (State)

3. MAILING ADDRESS

4. TELEPHONE **CI-2039** 5. AGE IN YEARS **20** 6. PLACE OF BIRTH **Camden, New Jersey**  
(Exchange) (Number) (Date) (Mo.) (Day) (Yr.) (Town or county) (State or country)

7. NAME AND ADDRESS OF PERSON WHO WILL ALWAYS KNOW YOUR ADDRESS  
**Mr. Alfred Dell'Armi, 1335 S. Austin Blvd, Cicero, Ill**

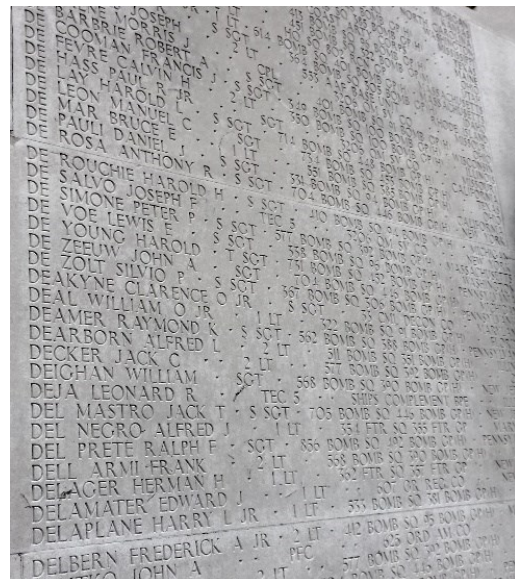
8. EMPLOYER'S NAME AND ADDRESS  
**Dell'Armi and Sons**

9. PLACE OF EMPLOYMENT OR BUSINESS  
**6032 W. Roosevelt Road, Oak Park, Illinois**  
(Number and street or R. F. D. number) (Town) (County) (State)

I AFFIRM THAT I HAVE VERIFIED ABOVE ANSWERS AND THAT THEY ARE TRUE.

**Frank Dell'Armi**  
(Registrant's signature)

D. S. S. Form 1 (Revised 1-1-42) (over) ☆ GPO 16-21630-2



## Extract from Station History August 1943

### BOMBING

Two charts tell the condensed story of bombing results of the group's first eight combat operations, flown in August 1943. One is kept in the operations office and the other in the navigator-bombardier's office.

Mission Number	Date	Operations Chart	Navigator-Bombardier's chart
	1	12-08-43	Partially successful
2	15-08-43	Successful	On center of target
3	17-08-43	Successful	On center of target
4	19-08-43	Unsuccessful	No bombs dropped
5	24-08-43	Partially successful	Bombs on edge of target
6	24-08-43	Successful	Hit Evreux; no bombs on Conches
7	27-08-43	Successful	Hit target
8	31-08-43	Unsuccessful	No bombs dropped

It should be noted that on two missions, No. 4 and 8 no bombs were dropped; this was due to weather obscuring the targets and the continent. When clouds cover Europe, the Eighth AAF does not drop its bombs in occupied territory as it does not want to chance hitting the civilians or damaging other than military objectives. While missions No. 4 and 8 were unsuccessful in that no bombs were dropped, the group flew the routes as ordered and brought back or jettisoned their bombs as ordered.

August's bombing includes the attack on the Messerschmitt factories at Regensburg, Germany, on the 17<sup>th</sup> of the month. Here the bombing was exceptionally accurate, despite vicious attacks from the Luftwaffe which started when the group crossed the French coast and continued to the rally point. 58% of the group's bombs hit within 1000 feet of the MPI and 94% within 2000 feet.

The group's bombing record for August covering its first eight missions, would be a highly commendable one for a veteran group. In view of the fact that these are the first eight combat operations the group participated in; the record is all the more remarkable. It is proof of the excellent training and development of esprit d'corps under the leadership of the commanding officer of the group and his associates.

## STATISTICAL SUMMARY OF MISSIONS

390<sup>TH</sup> BOMB GROUP (H)

AUGUST 1943

Mis- sion No.	Date	Target	A/C	A/C Over	Bombs Dropped	A/C	Enemy A/C		
			Disp	Target		Miss- ing	Dest	Prob	Dmgd
1	12	Bonn	20	19	186 x 500# GP	0	0	0	0
2	15	Vitry-en-Artois	21	21	480 x 100# IB	1	1	0	0
3	17	Regensburg	20	20	200 x 500# GP	4	12	3	9
4	19	Woensdrecht	7	7	0	0	1	0	2
5	24	Bordeaux	9	9	90 x 500# GP	0	1	0	2
6	24	Evreux-Conches	7	7	168 x 100# IB	0	2	0	0
7	27	Watten	8	7	13 x 2,000# GP	0	0	0	0
8	31	Meulan-Les Mureaux	21	20	0	0	0	0	0

**26 June 1944**

### Station Bulletin

*Too many panes of glass and fences in the Communal Site have been broken. Personnel are reminded that neither materials nor labor can be spared for unnecessary replacement of such items. Unless this situation is corrected disciplinary action will be taken.*

**Jennie Smith  
Archivist**

### Julie Brett

We regret to record the passing of Julie Brett, who with her husband Tim, worked hard for the museum over many years until they retired in 2020.

Julie will be remembered for her indefatigable good humour and as a strong leader in our café and shop.

We extend our condolences to her family and friends.

## No Longer Missing

In early September 2022, the US Defense POW/MIA Accounting Agency (DPAA), responsible for tracing all Missing In Action (MIA) personnel, announced it had recovered and identified the remains of three Officers from the 569<sup>th</sup> Bomb Squadron, 390<sup>th</sup> Bomb Group who were lost on 29<sup>th</sup> May 1944 over Eastern Germany. The names of the three people are:

1 <sup>st</sup> Lt.	Carl D. Nesbitt	Pilot	(21 missions)
1 <sup>st</sup> Lt.	Melvin B. Meyer	Bombardier	(20 missions)
2 <sup>nd</sup> Lt.	Wayne L. Dyer	Navigator	(9 missions)

These crewmen were flying B-17G “Yankee Doodle Dandy” (42-39953, CC-D) on a mission to bomb aircraft plants manufacturing Me109 in Leipzig when they were downed by enemy fighters. Six of the crew successfully parachuted from the aircraft to become guests of the Reich ultimately returning home after VE Day. The Top Turret Gunner/Engineer had been wounded and sadly bailed out too low for his parachute to open. By this time AC #953 was upside down with the above three Officers still on board when it crashed into a swamp near the village of Horst, about 30 miles north east of Leipzig, in the state of Brandenburg. The Germans were unable to recover their bodies.

After the war US investigators from Graves Registration made two searches for these crewmen based on information seen in captured German documents (KU reports) and the last of these occurred on 8th February 1949. Unfortunately diplomatic relations with the Russians, who occupied this part of Germany, were becoming strained and further searches were abandoned. In April 1953 a US Commission ruled that the bodies of the above men (and other MIAs in Soviet territories) were not recoverable due to the state of affairs existing between the East and West and their loss was commemorated on the Tablets of the Missing at the Henri-Chapelle American Military Cemetery at Aube in Belgium.

Fast forward to July 2012 when a JPAC team (forerunner organisation of the present day DPAA) found the crash site. Permission to excavate the site was obtained in 2015 but it was not until a private firm, contracted by the DPAA, carried out a dig in July/August 2019 that human remains were found. So after a lengthy and painstaking identification process at Offutt Air Force Base, Nebraska, the last MIA crewmen from “Yankee Doodle Dandy” have been found 78 years after their loss.

A rosette will be placed by their names on the Tablets of the Missing in Belgium to indicate their recovery. Funerals will be held for Carl Nesbitt at Annville, Pennsylvania, Wayne Dyer at Killeen, Texas and Melvin Meyer at St. Louis, Missouri.

Carl Nesbitt and his crew arrived at Framlingham airfield (Stn153) on 17<sup>th</sup> March 1944 to be assigned as Crew 30 in the 569BS. They flew their first mission on 28<sup>th</sup> March 1944 in B-17G "Sittin' Pretty". Crew 30's Navigator, 2Lt Donald H. Dalrymple, had already flown a mission the day before when he filled in with another crew. In the next month he was chosen to fly with other crews on a further four occasions when Crew 30 was not participating in the day's mission. In early May 1944 after his 12<sup>th</sup> mission with Crew 30 Lt. Dalrymple was selected for Lead crew (Pathfinder) training and was duly sent on Detached Service to the 96<sup>th</sup> Bomb Group at Snetterton Heath (Stn138). This Group provided Pathfinder (PFF) aircraft and crews to Groups leading the Third Bombardment Division's strike formations. Part way through his training at Stn138 there was a PFF policy change whereby Combat Wings would now provide Lead aircraft to their constituent Groups. So in mid-June 1944 Lt Dalrymple found himself being transferred to Horham (home of 95BG) and the 335 Bomb Squadron, which became the PFF provider for the 13<sup>th</sup> Combat Bombardment Wing. It is thought he eventually flew four Lead missions with 390BG formations in 95BG PFF aircraft.

Carl Nesbitt's crew did not receive a permanent replacement Navigator after Lt. Dalrymple's transfer and instead had a series of different people guiding them for their last seven missions. Unfortunately 2Lt Wayne L. Dyer drew the short straw for the last sortie of 29<sup>th</sup> May. He had been the regular Navigator for Crew 24 (2Lt. Austin M. Allman, 569BS) and had flown 8 missions in rapid succession since his operational debut on 11<sup>th</sup> May. Lt. Allman's crew finished their tour on 15<sup>th</sup> August 1944.

The writers wish to thank Lili Pasteur and Ivo de Jong of Studiegroep Luchtoorlog 1939-1945 in the Netherlands for sending them the DPAA notification on Lt. Dyer .



Back Row L to R:  
Lyle L. Larson, Engineer/ Top Turret; William J. Striffler, Waist; Weldon A. Pillow, Radio; George W. Hauskins, Ball Turret; Joseph C. Finch, Tail Gunner; Lester A. Miller, Waist  
Front Row L to R:  
Carl D. Nesbitt, Pilot; Robert Edgar Patterson, Co-Pilot; Donald H. Dalrymple, Navigator; Melvin B. Meyer, Bombardier/ Toggler



Left, Lt. Carl D. Nesbitt and his crew, probably taken during training in the US  
Photo credit 390<sup>th</sup> Memorial Museum Foundation

Right, Lt Wayne Dyer (N) Credit DPAA.



Yankee Doodle Dandy was 'christened' by James Cagney on 15/3/44 at Station 153 Framlingham  
Credit USAF.

**KILLED—EUROPEAN**  
**Pfc. Jerold Graves**, son of J. M. Graves, Lone Wolf, was killed May 20 in Europe. He was reported to have stepped on a German anti-personnel mine. Besides his father, he is survived by two brothers and three sisters, and his wife and three children who live in California.  
**Second Lieut. Wayne L. Dyer**, son of Mr. and Mrs. L. Dyer, Hobart, is officially presumed dead after being missing in action a year, his parents have been notified. He is one of four of his Flying Fortress crew unaccounted for after the plane went down May 29, 1944, near Leipzig, Germany.

THE HOBART (OKLAHOMA) DEMOCRAT-CHIEF

## Dyer Wins Air Medal

### Missing In Raid Since May 29

From an Eighth AAF bomber station somewhere in England comes word that Lt. Wayne L. Dyer, son of Mr. and Mrs. Lucius Dyer of Hobart, has been awarded the air medal. The twenty-two year old Hobart youth was awarded the decoration for "meritorious achievement while participating in heavy bombardment missions over enemy occupied continental Europe."

Li. Dyer has been reported missing in action over Germany since May 29. A navigator on a B-17, Dyer is a graduate of Hobart highschool and attended Southwestern Oklahoma Institute of Technology at Weatherford. He was later employed as electrician in the war work industry at Duncan Field, San Antonio, Tex. He enlisted in the army air corps September 1, 1942, and was trained as an aircraft electrician, received his wings as an aerial gunner, and subsequently was selected for training as a navigator. Lt. Dyer has been on active combat duty, stationed at a base somewhere in England, for two months. Before going into active service, he participated in a course designed to bridge the gap between training in the States and soldiering in an active theater of war.

**Persistence Does It**  
 Ten-year-old Martin Meghan, student at the McDaniel School, Philadelphia, Pa., has finally achieved his year-and-a-half old ambition to own a War Bond. At the beginning of the First War Loan Drive, Martin began shining shoes each day after school and on Saturdays.

The first, second, and third war Loan Drive came and went and Martin worked on. At last, at the close of the 4th War Loan Drive, he proudly counted out \$1875 in nickles and dimes and wrote his name in gold letters on the "McDaniel Bomber," model of the plane his school hoped to "buy"

—BUY WAR BONDS—

Below, circled, pilot Carl D Nesbitt, with James Cagney to the rear

Photo credit: USAF via FindAGrave.com



**Mervyn Wilson & Mick Tipple**



# The British Resistance

## Organisation Museum

**FROM AUXILIARY UNITS TO THE SPECIAL AIR SERVICE**

**L/Cpl George Sydney Herbert BIFFIN**

5th Battalion Dorsetshire Regiment and SAS

*Born 29th Dec 1918 - Died 8th October 2008*



George Biffin joined 5th Battalion Dorsetshire Regiment at the outbreak of war aged 21. The regiment was part of 43rd Wessex Division engaged in coastal defences. In 1940 he answered the call for volunteers to join GHQ Auxiliary Units and joined the Dorset Scout Section. With the SAS recruiting from the Auxiliary Units he was one of the 50% of the Dorset Scout Section to volunteer and in early 1944 he joined 'A' Troop 'B' Squadron 1st SAS. His Scout Section comrades were Lt Peter Weaver, Cpl Jim Ridout, L/Cpl Alan Ashley, Pte George Cogger, Pte Henry Pascoe and Pte Sidney Ryland.

On the night of 10th/11th June 1944 he parachuted into France as part of Operation Bulbasket. He jumped with Cpl John Kinnivane and Troopers Joseph Ogg and 'Sam' Pascoe.

Having been blown off course due to his aircraft swerving to avoid enemy ack-ack fire he landed in a garden in the town of Airvault. Whilst trying to evade the Germans, he was captured and taken for questioning during which he was choked and passed out a number of times. Eventually an officer entered the room and, having opened a window, suggested to Biffin *"If you want to get away now is your chance"*. Moving to the window Biffin saw an armed sentry disappear behind a bush. Fearing a trap he did not make any attempt to escape. Following this he spent several days under interrogation by civilians. He was then taken by sidecar to a larger prison manned by the Luftwaffe. A Luftwaffe officer cut off his SAS wings and shoulder titles saying *"You will stand a better chance without these"* and suggesting that he should say he was captured in Normandy. Clearly the officer was thinking of Hitler's Commando Order of October 1942.

A week later he and a group of American fliers and a Canadian air gunner were loaded into a truck. They came under rocket and machine gun fire from an Allied aircraft and he was wounded in the left shoulder and leg. The Canadian and two Germans survived but the American airmen were all killed. He was removed to a hospital in Paris and then, after a few days, taken by railway to a Luftwaffe POW camp. Having given his name and Dorsetshire Regiment number and stated that he had been captured in Normandy he was sent to the camp hospital. A week later he was moved to Stalag 9c and put to work in a salt mine. With the Allies advancing, the prisoners were moved by road marching for five weeks towards the Harz mountains. Having reached the Bavarian Alps their captors disappeared and they were liberated by the advancing US 42nd Infantry (Rainbow) Division.

George Biffin never reached the Bulbasket camp. Of his original Scout Section comrades only Lt Weaver and Cpl Ridout survived the 7th July St Sauvant massacre. Of the three men he jumped with, Cpl Kinnivane was also shot at St Sauvant and Troopers Ogg and Pascoe were murdered by lethal injection having been wounded in the 3rd July attack on the Bubasket camp.

Not knowing of his fate the authorities telegraphed his parents that he had been 'Killed In Action' then that he was 'Missing - believed Killed In Action'. Finally, having been flown back to England, he was able to telegraph his parent to say he was coming home.

*My thanks to: -*

*John Warwicker's 'Britain in Mortal Danger'*

*Coleshill Auxiliary Research Team - staybehinds.com*

*Extracts from a paper headed "Auxiliary Units and the Special Air Service" - not dated and author unknown*

**Chris Pratt**

## 3rd JULY 1944 – 3rd JULY 2023 OPERATION BULBASKET

On the 79th Anniversary of the attack on the Operation Bulbasket camp in the Forest of Verrieres we remember the seven members of the Maquis and Lt TWM Stephens executed following the attack.



*Monument to the Maquis and Lt Stephens*



*Family tomb in Verrieres in which Lt Stephens was laid to rest.*

WE WILL REMEMBER THEM

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**7th JULY 1944 – 7th JULY 2023 – OPERATION BULBASKET**

On the 79<sup>th</sup> Anniversary we remember Troopers Sidney Ryland, Alan Ashley, George Cooper, Les Long, Victor White, Gordon Budden, Donald Livingstone and William Richardson, former auxiliers, their comrades of 'B' Squadron 1<sup>st</sup> SAS and 2nd Lt Lincoln Bundy, USAAF Mustang pilot murdered by the German Army in the forest of St Sauvant.



*Rom Communal Cemetery*

WE WILL REMEMBER THEM

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**13th JULY 1944 - 13th JULY 2023 - OPERATION BULBASKET**

On the 79<sup>th</sup> Anniversary we remember former auxiliers Troopers Henry Pascoe and Joe Ogg and their SAS comrade who were murdered by lethal injection, having been wounded in the 3rd July attack on the Bulbasket camp. Their bodies have never been found.



"Their bodies grace the soil of France in graves unknown"  
*Memorial plaque in Rom Communal Cemetery*

WE WILL REMEMBER THEM

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**Chris Pratt**

## 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 reader's interested in the BRO are most welcome.



## What's New

*Check out our Ebay page for new items including pin badges and rare baseball caps from other USAAF Bomb Groups, as well as these hand-signed prints of A Good Night's Work*

## EASYFUNDRAISING– ONLINE DONATIONS

The Amazon Smile charity programme has now closed but we have just registered with easyfundraising, which is another way that you can help us for FREE.

Over 7,000 brands will donate to us when you use our easyfundraising link when you shop with them – at no extra cost to yourself! Brands including John Lewis & Partners, Argos, Uswitch, eBay and M&S are ready to give us a free donation every time you shop online.

Plus, once you've signed up and raised £5 in donations, easyfundraising will give us an extra £5 bonus donation.

All you need to do is sign up and remember to use easyfundraising whenever you shop online– there is a web extension which pops-up to help remind you.

These donations really mount up, so please sign up to support us at:

<https://www.easyfundraising.org.uk/causes/parham-airfield-museum/>

Parham Airfield Museum

Parham, Woodbridge

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PARHAM Airfield Museum



## Fields of Gold...

11-year-old volunteer Florence Moore took this beautiful photo of the sun setting behind the Museum on the summer solstice, 21st June.

*What a great photo– thanks Florence!*

## 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 September.

We would love to hear from you.

*Editor: Lydia Kirk*

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Follow us on Facebook for regular updates



***Our crew of volunteers were still smiling at the end of another school trip!***

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

**Peter Kindred**



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