



# 95TH BOMB GROUP HERITAGE ASSOCIATION

HORHAM • ENGLAND

Charity Registration 1119769

## Newsletter Winter 2012-2013



**VINTAGE SOFTBALL GAME :** In the war years the ground crews called it “sweating out a mission”, waiting for that moment when the little specks came into view, turning into their own bombers returning from a mission from somewhere over Europe.

The crews and the planes that they so cared for, started to return as the ground crew waited anxiously. During the time the planes took off until their return, the ground crew, would catch up on much needed rest after working through the night to ensure everything possible was done for their charges to return safely back home. They would go to the dining halls, catch up on letters home, take part in some sport, and very prominent was softball and baseball.

At Horham we have tried to re-create a ground crew team, playing softball in their HBT's waiting for a mission to return. They are the 95th's own Wallopers, an original name that was found in the archives of a 95th base newsletter.

*Continued over*



### 95th BC Softball League

#### WALLOPERS VS. SNOWDROPS

**Rules**

The bats of 10 must have a batting order, this must be changed during play.

A batting team ends its innings when three players are out.

**Three Strikes and you're out!** A strike is if a Batter misses a good pitch from the pitcher, or fails to attempt to hit a good pitch. We shall not use the strike rule for foul balls.

A Batter can only run if the ball is hit into the infield (inside of the Diamond). This is the only time a Batter can run. They cannot run on a "wild ball". When the Batter hits a ball inside the diamond, which then goes into the foul area, this is still a good ball and the player must run.

To make the game more interesting for the spectators, the batter MUST BURN on any good ball hit.

A base runner can only move to another base when the ball is hit in slow pitch softball! (On a good ball). If you move before, you will be called out.

A Batter must not stand in the home plate.

If the ball is caught when the Batter hits the ball they are out whether the ball is good or bad.

You can be forced out by your own player running to the same base that you are on.

A Batter can get a runner out by throwing the ball with the ball in his hand (No leading a runner as they are running to another base (This is to simplify the rules)).

This can run around the first base with out touching the plate, 2nd, 3rd and the Home Plate must be touched by the runner.

Four "No balls" from the Pitcher means the Batter gets a walk to first base.

If a Pitcher hits the Batter, then the Batter gets a walk to First base.

A "Home Run" is when the ball is hit into the Batter's DIRT, or if all bases have been passed by a base runner and the Home plate is reached.

No hitting of the ball.

Pitcher to pitch underarm (No wind milling).

The Pitch must be between the Batter's knee and back shoulder as the Batter stands at the batter plate in a normal batting stance, and not be pitched outside of the Home plate.

**The Umpires decision is final!**



### We wish all our members a Merry Christmas and a Happy New Year

**President:**  
Ian L. Hawkins

**Chairman:**  
James Mutton  
01728 860930

**Secretary:**  
Helen Krawczynsyn  
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**US Liaison Officer:**  
Grace Hammesfahr

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The opposition, the Snowdrops, or the 1285th Military Police, also had their own team during the war, playing in Diss and local airfields on many an occasion.

Our game took place on a wonderful September day, and started with the Snowdrops marching to the field in military fashion, yelling out a cadence call that they penned themselves, dressed in splendid uniforms, which were hand made by Carmel Hannant.

The 1st Innings was umpired by Mike Kendal, a late replacement as our normal umpire was unable to attend. The 2nd Innings was umpired by Justin Shaffer from the 100th Air Refuelling Wing USAF Mildenhall and the whole game was wonderfully commentated by Drew Wilder, also a serving member of the United States Air Force at Mildenhall.

A great game was played by both teams, with each team's own cheerleaders supporting them all the way. Unfortunately there has to be a winner and a losing team, and this year the trophy was lifted for the second year in a row by the 95th's Wallopers. But both teams were the winners by taking part.

After the presentation of the Shield, James Mutton presented Drew Wilder one of the 95th's own challenge coins. It was Drew who inspired the making of these coins, by presenting Bob Fay (95th veteran ball turret gunner) a couple of his own challenge coins back in May at the Red

**THIRD VISIT FOR MARY:** Mary Berg from Minnesota joined us for the end of season open day in October. Mary from Lindstrom, Minnesota, was visiting the Red Feather club for the third time. She had previously visited with veteran Earl Joswick who has now sadly passed away. Mary stayed with her previous home-stay host and friend Carol Sach from Horham. Mary had a week in the UK visiting other bases and museums in the area. ■

**UK PREMIERE FOR 95TH FILM:** On Wednesday March 20th 2013 *On the Wings of a Mighty Fortress*, a documentary telling the story of 95th Bomb Group crew of "Easy Going", will get its UK premiere at the Red Feather Club. Three years in the making, the film by Mark Werkema and Jim Koehn, features many interviews with crew members. The documentary is due to be screened on US TV next year, so come along for the UK premiere! Members £3, non members £4, starting at 7.30 pm, licensed bar, museum open! Mark and Jim the film makers are hoping to be present to introduce this entirely new film to us at Horham ■



**the retro-styled programme and all-important rules produced by Matt Miles. This page: team photos.**

Feather Club reunion. Ben Roujansky also received these coins at a later date as he was unable to accept them at the time of presentation.

If anybody would like a limited edition 95th challenge coin, they are on sale in the PX. They are all individually numbered and when they are gone they are gone. ■



**WE WILL DO OUR BEST:** we will do our best was certainly the motto for the Red Feather Club on a cold and wet Saturday in October when we entertained 44 Cub Scouts along with leaders, parents and guardians from the Waveney Valley Scout District. The Cubs came from various groups from the Waveney area, which included 1st Bungay, 2nd Beccles, 1st Earsham, 1st Southwold and 1st Halesworth.

The event was treated as a learning experience for the Cubs, just like a school visit. James Mutton introduced the Cubs to the Red Feather Club and team member Andy Garner, also the 1st Bungay Cub Pack Scout leader and a district Cub leader, organised the day.

The Cubs flew missions on our own B-17 model with James taking the aircraft's officers' briefing and Andy the enlisted flight crews', with Glenn, Mike and Steve assisting on all aspects of the mission, from ground crew to briefings. Reg



Cub Scouts at the Red Feather Club and the aviation badge.

Bradley and Toby Garner took other groups to visit the MP hut and museum, while a third went out with Stuart, Wayne, Jim, Rob, and Mike Walker (1st Bungay Assistant Cub Scout Leader) in military vehicles for an airfield tour.

Lunch time saw the Cubs munching into some wonderful home-made cakes that Sophie Green prepared especially for the visit.

The day finished with the Cubs completing the Red Feather Club quiz, so they could gain their aviation badges. Before the Cubs left, they shouted a traditional Scout thank you to all those who helped. B.R.A.V.O.

Additional thank yous to all who helped on the day – Dave Hatch, Sharron, Luke, Connor, Leslie, Angie, Roy, Rosie, Alan, Robert, Sophie and especially Eric Elmer, who made a video of the day, which will be used to promote the Red Feather Club for other Scout groups to visit. ■



**REMEMBERED WITH HONOUR:** On Remembrance Sunday, Glenn Miller with Christine and James Mutton laid a poppy wreath at the memorial in the grounds of the Red Feather Club at 11am. At the same time Mike Ager laid a Poppy Wreath on the Redlingfield Memorial. On November 19th, the anniversary of the Redlingfield crash a further wreath was laid (see picture) to commemorate the ten young men who died there. ■

**ANNUAL GENERAL MEETING:** James Mutton chairman of the 95th Bomb Group Heritage Association told the agm in October that the Red Feather Club had another successful year with membership and visitor numbers again increasing.

Events have been held nearly every month with open days, film shows, quizzes, dances and guided tours. Children from Wilby and Yoxford primary schools visited to learn about the 95th and to fly a mission in our B-17 constructed for young people to experience the crew positions. Two other young people were helped by our team to produce school projects as part of the National Curriculum.

The PX has expanded and attended many other local bomb group open days and other events to publicise the 95th.

A new website is currently being produced by Matt Miles and Mike Ager.

The association unveiled another memorial, which honours the fallen brothers of the 95th, listing those killed in action, killed in service and missing in action. This was a team effort on both sides of the Atlantic with Rod Hupp and Ray Howlett ensuring all information was correct. The memorial construction, the graphics and engraving was solely undertaken by our team of Scott Bradley and Matt Miles. The dedication coincided with the reunion in May when 35 visitors attended from the US with veterans Ben Roujansky and Bob Fay unveiling the memorial. The association raised money to help with the cost for veterans, spouses and widows visiting Horham.

Our Grand Open Day had to be cancelled due to the wet British summer but this turned out to

be a better day for all those concerned. Our new reunion team of Beverley Abbott and Linda Woodward have plans already in progress for a reunion in late June 2013 to coincide with school holidays in the US.

The Red Feather Club has hosted many visits from other groups, all of whom said that we are one of the best museums they have visited. Both our councils have again worked closely with us and have given outstanding support and recognition for our efforts.

James also thanked our visitors and members for all their generous donations and support. The association has two extra committee members, in the US. Grace Hammesfahr is our Liaison Officer who collects membership dues and donations and sends out our newsletters in the States. In September a Memorandum of Understanding was agreed and signed by James and Tom Dozens, president of the 95th Bomb Group Memorials Foundation. This will secure an even stronger future with our two organisations. Brad Petrella has been nominated as the foundation's representative on our board and James as our association's representative on the US group's board.

The association has recruited some younger members to join the committee. The Red Feather Club now has its own band, Skyliner, all dressed in uniform, complete with 95th band stands and the 95th Wallopers softball team who play matches against the resident 1285th Military Police Snowdrops.

A true social aspect has evolved at the Red Feather Club, which has helped recruit not only volunteers but has also ensured a positive future. The Red Feather Club is not all about hard work, it figures in many diaries as a place to meet



**Hoxne youngster Harry Easey interviewed Alan Johnson and visited the Red Feather Club for a school project on the 95th.**

***“The association’s objectives will be to continue to promote the 95th Bomb Group and to maintain a living memorial to honour the brave men of the 95th,”***

**James Mutton speaking at the AGM.**

friends and experience a unique atmosphere. The team is convinced this will play an important part in preserving the legacy of the 95th.

The association's objectives will be to continue to promote the 95th Bomb Group stationed at Horham airfield, to preserve the history for all visitors and interested parties to experience, and to maintain a living memorial to honour the brave men of the 95th.

Treasurer, John Kirkum, reported that the association's finances were healthy and that as usual the accounts had been audited and passed by the Charities Commission (the accounts and other information can be found on the Charities Commission website at [www.charitycommission.gov.uk](http://www.charitycommission.gov.uk)).

Vice chairman, Scott Bradley, reported on the efforts made to maintain and improve the Red Feather Club over the year.

Entertainments Officer, Andy Garner, thanked the wonderful team, not only the committee members, but also other unsung heroes who are there after events, and without asking, help tidy up. Andy is now the Personal Licence Holder and Premises Supervisor for the Red Feather Club. The entire bar staff have been re-trained and are up to speed with current licensing laws.



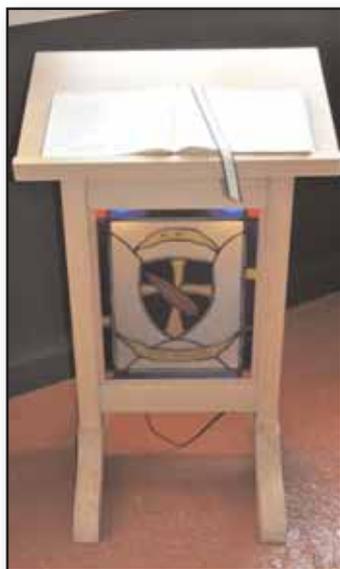
**The Red Feather Club Museum and the new memorial to the men of the 95th either KIA, KIS or MIA and new custom-made guest book and lectern (photos courtesy Richard E Flagg).**

He also thanked Christine Mutton who works so hard to manage the bar and all those who helped her throughout the year.

Press Officer, Mike Ager, hoped that members were enjoying the new look newsletter and said that the association's public profile was growing online and with reports in local magazines and newspapers.

The committee of James Mutton (chairman), Scott Bradley (vice chairman), John Kirkum (treasurer), Helen Krawczynszyn (secretary), Andy Garner (entertainments officer), Mike Ager

(press officer), Elizabeth Gibson-Harries (council liaison), Grace Hammersfahr (US liaison), Quentin Brundle, Norman Weltwell, Alan Johnson and George Cooper were all re-elected. Our very own Glenn Miller, who runs the PX, has now also been appointed as caretaker. ■



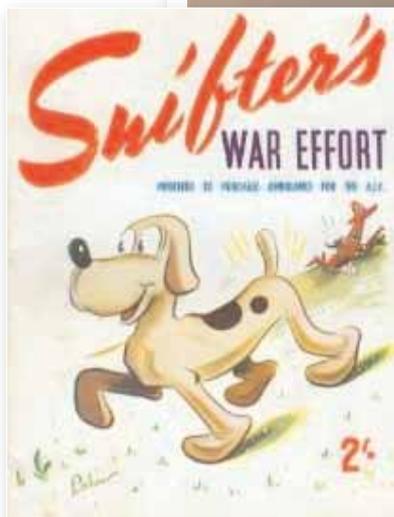
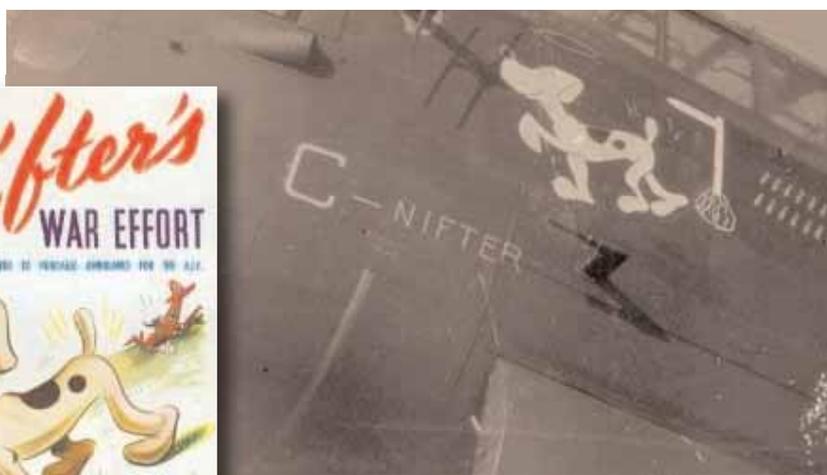
**THE RAF DROP IN ON STATION 119:** It was by chance that I got talking to Alan Garrod while getting his autograph at a RAFA day held at the Norfolk & Suffolk aviation museum at Flixton.

It was humbling that Alan gave me the chance to speak to him, and as his story of a WW2 RAF flight engineer began to unravel, I knew I had to meet him again.

Lucky for me Alan left his address in my autograph book giving me the chance to meet him again. After making contact and a few telephone calls, a meeting was arranged at his home address. I was accompanied by Toby Garner and Sophie Green. After introductions and meeting Alan's wife Wendy, the conversation began with Alan telling us more of his memories.

What struck me when I first met Alan was that after completing 30 operations with the 467 Squadron, he then started his second tour completing 13 operations with the famous 617 Squadron, The Dam busters. As we chatted I told Alan of the 95th Bomb Group at Horham, without a blink of an eye Alan told me he landed there in his Lancaster C for Charlie! These are Alan's memories of landing at Horham...

*"On November 6th we went to bomb the Ems Weser Canal and found ten tenths cloud so we brought our full load of bombs back. As we flew night raids and our base was fog bound we were diverted to Horham. This was occupied by the Americans and we were told to land on runway 135, we were the first to land. We touched down and immediately swung off the runway as there was a very strong cross wind. The control tower thought that as it was the longest runway it would be the best one to use, they immediately*



**From top: Alan Garrod with his crew (Alan is third from the right); the Lancaster that landed at Horham, C for Charlie (The NIFTER is taken from a WW2 cartoon Snifter and C-nifter sounded like Snifter); the nose art of Snifter shows him leaving a parcel on a sign to Berlin. Inset: the original Snifter poster.**

transferred the rest to the other runway.

"The ground at Horham was very heavy clay and waterlogged, so when 25 tons of Lanc settled down she was about two feet down in the mud. We were transported to the de-briefing where we were given a generous tot of Scotch. Four of the lads didn't drink, so we shared theirs... Home was never like this.

"In the morning we returned to Charlie who stood marooned in a sea of mud with her bomb doors open. One GI looked up at the fourteen 1,000 pounds bombs, his mouth fell open half a foot wide and he gasped 'Gee Feller, how many did you take with you if you brought this many back!' He then looked at our four Browning machine guns in the rear turret, saying 'What have you got them pea shooters for?' The next Engineering officer came along 'We'll soon have you out of this' he said.

"I was in charge of any work to be done away from the base so drawing myself up to my full five foot nine inches, I said: 'Not until those bombs have been unloaded!'

"Harry backed me up and eventually they drew up some trolleys and dropped them off. Along came two six-wheel-drive white recovery vehicles complete with winches, which the officer wanted to hook on the front and pull us out. 'If you start your engines and give them full power while we



**Alan Garrod reminiscing with Andy Garner.**

pull, she'll lift herself out.'

"I said 'NO FEAR' as I was sure it would not work, besides probably chopping someone's head off. So I suggested putting some steel mats under the rear of the three wheels and with the whites on the rear of the main wheels and a caterpillar on the tail wheel, gradually she eased out and back onto the runway with no damage. I'm sure, if the Lanc was pulled out the other way, Charlie would have been pulled in half."

Alan Garrod continued flying to the end of the war and ended his service as a flight lieutenant, meeting and marrying his wife Wendy after the war. Together they fostered and adopted many children. Alan even became a Cub Scout Akela.

They now live near the Norfolk coast although Alan and his wife were both born near Lowestoft in Suffolk.

I would like to thank Alan and Wendy personally for giving up their time to spend with us and Wendy's lovely tea, sausage rolls and cake, Alan for all the other memories that he shared with us, that will always be treasured.

Alan's own words: "I am not a hero, we were young, it was an adventure, if we didn't come back we didn't."

**Written by Andy Garner, 95th BGHA Entertainments Officer. ■**



**LAKENHEATH LINKS:** The 95th Bomb Group Heritage Association continues to strengthen its links with current day USAF personnel stationed in the UK. JSAF 48th Fighter Wing, Wing Chaplain, Ch, Lt Col Gary Snyder (third right), from RAF Lakenheath who addressed the service of thanksgiving held at St Mary's Horham during the 2012 reunion and is now an association member brought his staff to the Red Weather Club in November for an away-day. They will be back in December with their families for a Christmas party. Glenn Miller and Mike Ager were on hand to help them. ■

**OUR TRIP TO HORHAM - TOM & PEGGY COZENS:** My dad was a B-17 pilot who was part of the first crews of the 95th Bomb Group. The 95th's base of operation was the tiny farming village of Horham in England. When the Yanks moved in to the reconditioned RAF air base in 1943, they took the population of Horham from 160 to almost 3,160.

Like so many of the "Greatest Generation", dad did not talk much about the war until he was a great grandfather.

A little over a decade ago, Peggy and I started joining mom and dad at his 95th Bomb Group reunions. I was a reluctant participant first. However, after a couple of reunions I was hooked. And then the fireside chats started up. For years at those gatherings, I listened to the vets and their families rave about Horham. They spoke of the humble hospitality of their British hosts. Of the unbelievable resurrection of the Red Feather Club, of the museum which faithfully displays 95th memorabilia, and of the rich history of St Mary's Church with her restored eight bells.

For me, Horham took on a mythical yet vague quality. It was a puzzle of pieces that included Redlingfield, hard stands, Glenn Miller, barracks, bombs, runways, black outs, and a village of people who feel an undying debt of gratitude for the sacrifice of the nearly 600 Yanks who never came home. I dreamed of going there with my father at my side to help me put the pieces into place. Of returning with him to what is best described as the Mecca of the 95th.

As my father's health started to decline last September, I knew that dream would not come true. However, dad encouraged Peggy and me to take a trip to Horham after the Cleveland reunion at the end of August. James Mutton, chairman of the 95th Bomb Group Heritage Association, told us that a visit after Cleveland would coincide with the reenactment of the 200th mission dance. Plans were made with the thought that I could share my experience with dad on our return. I knew my trip would trigger a cascade of questions about his service and about Horham.

Questions that could only come from walking in his footsteps. His passing on April 2 took away the possibility of peppering him with questions upon my return. It also added extra significance to our trip which would now include the dedication of a granite bench in dad's honor.

Fortunately Rob Morris' unit history of the 95th, *The Wild Blue Yonder and Beyond, the History of the 95th in War and Peace*, which is so rich with the stories of our vets, was released at Cleveland. It became my treasured companion and resource as we journeyed to Horham.

only a few chapters, I realised that dad's stories and those I heard from other vets at the fireside chats, were just the tip of the iceberg. As I read the details of the devastating explosion of the bombs in a B-17 on the hard stand at Alconbury and of the disastrous Kiel mission faithfully carried out by men who knew the reformation was ill conceived, I



**Tom and Peggy Cozens unveil the bench commemorating the role of Bob Cozens.**

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began to feel in my body the harsh realities that faced the flight crews of the 95th and that caused the ground crews to be wary of getting to know the fly boys who had the odds heavily stacked against them.

As I walked through the only remaining officers' barracks in the middle of a field which was once the home of the 335th squadron, I was sure my father had walked here about 70 years before me.

I also knew that many who slept here never experienced the joy of walking once again into the front door of their parent's home.

James and Christine Mutton and Alan Johnson gave Peggy and me the royal tour of the old air base and the surrounding countryside. They even arranged for us to see Horham from the air. Their guided tours coupled with what I was learning from Rob Morris's masterfully-written account of the 95th led to the pieces of the Horham puzzle falling into place.

Like so many of his generation, my dad never

bragged about his accomplishments. He always considered himself part of a team and that providence as much, if not more than skill, was the reason he came home while so many did not. I knew that during our stay in Horham, a bench would be dedicated as a permanent memorial to my father. However, its place of prominence and majestic beauty and dignity brought me to tears. The tears were a mix of the pain of my loss, of the gratitude for the honour bestowed upon my father, but also for a measure of humility and perhaps a little embarrassment that I know came from my father. He would be the first to say that he was simply doing his duty and that the honour should go to his crew, his squadron, and particularly the ground crew.

Although my father's name is on the bench, I will always see it as a tribute to the spirit of team work and commitment to duty and honor that embodied the men of 95th.

**Written by Tom Cozens, president of the 95th Bomb Group Memorials Foundation ■**

**VETERANS ON THE RADIO:** Veterans visiting the Red Feather Club usually get the red carpet treatment but 2012 reunion visitors Robert 'Bob' Fay and Ben 'Rojo' Roujansky also got on the BBC. During the reunion they were interviewed by Lesley Dolphin for a BBC Radio Suffolk special called *The Friendly Invasion*. This November the programme, about "when the US came to Suffolk 70 years ago", was broadcast. S/Sgt Roujansky, a radio operator on Milo Trbovich's 336th Squadron crew and S/Sgt Fay, a ball turret gunner on Hiram Griffin's 336th Squadron crew, featured heavily. ■

**SATURDAY HELP:** Red Feather Club caretaker Glenn Miller is appealing for more members to join him and the handful of other regulars who on Saturdays maintain the Red Feather Club. Volunteers usually work from 10am to 4pm so just go along or contact James Mutton on 01728 860930 if you can help out. ■

**PIANO TUNER:** The Red Feather Club is looking for a piano tuner to volunteer to tune the piano that is in the Mural Room so that it can be used for sing-a-longs. ■

### **RED FEATHER CLUB EVENTS 2013**

**Sunday February 17th:** Dance workshop – learn the Foxtrot with Sasza Zargowski who is back by popular demand. A social afternoon to welcome you back to the Red Feather Club in 2013.

**Wednesday March 20th:** UK premiere of *On the Wings of a Mighty Fortress*, a documentary about 95th Bomb Group crew "Easy Going". See page 2 for details.

**Saturday March 23rd:** Swing dance – a selection of different DJs to suit all tastes.

**Saturday May 18th & Sunday May 19th:** 1940s Weekend – Strictly 40s dance on the Saturday evening and 1940s re-enactments on Sunday.

**Thursday June 20th to Wednesday June 26th:** 95th reunion visit to Horham including a dance with big band on Saturday June 22nd and members-only open day on Sunday June 23rd.

**Saturday September 28th:** 200th Mission dance with the 95th's own band Skyliner.

**Sunday September 29th:** Open day and softball game – Wallopers vs Snowdrops.

***Opens days are the last Sunday of every month from April to October.***

More details will follow about each event. The dance workshop and dances are ticket-only events.

**95TH SWISS MISS:** Daniel Keller is helping fly the flag for the 95th in Switzerland. When his friend asked him to restore his Jeep, Daniel steered him towards the 95th. At first the jeep was going to use 100th Bomb Group and then 94th BG markings but Daniel suggested it should have the markings from a plane which crashed near his friend's home during WW2. So they decided to use markings from B-17G 42-31329 which crash-landed at Diepoldsau, Switzerland, on a mission to Augsburg on March 16th 1944. Five of 1st Lt James W. Reed's crew were interned and five became PoWs.

Those interned in Switzerland with 1st Lt Reed were copilot Major Noel R. Strader, navigator M. Ball, bombardier W. V. Gadek and tail gunner D. A. Harte Jr. Daniel, who lives in Aadorf, spent 555 hours over two-and-a-half years on the Jeep after work and at weekends, juggling job, family and friends. His favourite part is the pin-up on the back of the Jeep. He spent 35 hours alone on the "Follow Me" girl paint job. His newest project is a Dodge WC 52 which he plans to restore with the markings from the maintenance crews in Horham. When finished he plans a family trip to Normandy. ■



**Pictured: the Reed crew on their crashed B-17 surrounded by locals; the restored Jeep with 95th BG markings; and Daniel Keller working on the paint job. Many thanks to Daniel Keller and to Werner Schmitter, Rolf Zaugg and Daniel Egger at [www.warbird.ch](http://www.warbird.ch) who sent us 20 pictures of B-17G 42-31329 after the crash-landing in Switzerland.**



## IN LOVING MEMORY AND IN HONOR OF

The Association has received donations "In Honour Of" members and "In Loving Memory Of" veterans and others who have left the formation



### IN LOVING MEMORY OF

**Eldon Broman                      Carl Voss**  
**Lou Westerburg                Mary Belle Blagg**  
**Robert C. Cozens              Ernest Faircloth**  
**Sidney Goldstein Gracen**  
**Grace & Dave McKnight**  
**J. D. Waddell Jr**  
**George Brumbaugh**  
**Guillermo "Bill" A. Vasquez**



### IN HONOUR OF

**Lou Westerburg's 412th crew:**  
**Jack Bertram & Harry Hull**  
**Patrick & Beverley Abbott**  
**Vi & Gordon Allum**  
**Brian & Jenny Chapman**  
**Michael & Jill Critien**  
**Frank Sherman**