

100th - B. G.
350th - B. S.

EDWARDS

204 PLUM - MT. PLEASANT, IOWA 52641

LEROY EDWARDS

PHONE
(319) 385-8797

May 15, 1990

Dear Russ;

I was inquiring into a crash of a B-17 near Rochester & Chatham in Kent Co England on Feb, 6, 1945. Enclosed is the answer I received.

I would like to contact the pilot & crew of the plane that crashed on Jan 8, 1945 at the same airport. Can you tell me who I can contact to find out what I would want to know. I wrote a story on it as that was our longest mission. We were absent from our base 3 nights & 4 days.

Can you help me or point me in the right direction.

If I can get it all together I would like to see complete stories in both our group new letters.

Please help complete this job.

Yours Truly
Leroy Edwards

P.S. Copy this if you want but send it back. Please.

19 May 1990

Dear Leroy:

In answer to your inquiry of 15 May, I am enclosing copies of all the material I have on the crash of Capt. Law's plane at Manston 8 Jan 45.

None of these crew members appear on the current mailing list of the Association, and I have no information either as to their demise.

Sorry I can't be of help in locating any of them.

Sincerely yours,

Russell A. Strong

30TH APRIL 1990.

MR. G. H. AVEIL.
37, DOWNSVIEW,
CHATHAM.
KENT.
MES OAP. U.K.

Dear Leroy,

Re' your request for info' of your B.17.G. which force landed near to "Shorts" airfield, I can remember the incident very well as I was an apprentice at "Short Bros" on development work on the "Sturgeon" (fleet air arm twin). On that day, 6-FEB-1945, I had just left work for home and as I went past the security check post one of the guards told me that a 'plane had come down a little way from the airfield so I went for a look-see and there to my surprise was this B.17.G. on its belly, I walked around the 'plane and called out but no answers so guessed everyone was out and had been taken away but was

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surprised that there was no guard on it. I did not venture inside it as I did not know if there was any danger of explosion. I made a note of serial number and group markings and as I was and still am very interested in the activities of the Eighth Air Force I found that its base was THORPE ABBOTS in Suffolk (100TH B.G.)

As regards photos of the plane I cannot help you there, in fact I advertised in local paper (with no success many years ago for photos of an and of another B.17.G. which I saw crash on the 8TH JANUARY 1945 after overshooting out airfield with both outer engines dead which resulted in one crewman being killed, this B.17. was based at THURKELIGH BEDFORDSHIRE (306TH B.G.)
I^{was} most surprised to note

that the serial number was one digit after your B.17. Is it possible that they were true sister ships built on the same production line stateside only to come to rest a few hundred yards apart?

I have enclosed copies of my sketches which I hope are of interest to you.

After the war was over, I and other apprentices who had been deferred from active service were called up for National Service and joined the R.A.F. and my "squat bashing" was done at RATTLESDEN in Suffolk which had been the home of the 447 B.G.

I think the "pub" you mention was the "HOOK AND HATCHET" now renamed the "POACHERS POCKET"

I hope this letter has

been of some ^{or} interest to you.

There were 2 other incidents at our airfield involving the '8TH' they were a P.47. THUNDERBOLT which landed after ops but suffered brake failure and finished up in the side of our canteen (no injuries) about 1943 and ~~in~~ on the 1ST APRIL 1944 a B.24. from the 93 B.G. HARDWICK in NORFOLK landed after battle damage but because the airfield was too short for a take-off they removed engines etc, and reduced the airfield to scrap.

Well 'Sir' I will close for now, if you wish to reply please do so.

I remain

Yours faithfully.

George. H. Aveil.