

got on with what they had to do they calmed down. Now Miller was the opposite. He arrived and was rather amazed and upset to find the Doodlebugs and things and he got more and more nervous, more and more depressed.

'When they started working together, Geraldo found Miller a very warm-hearted and a most charming man. Towards the end he found him very difficult, jumpy and very nervous. Miller started missing appointments, something he never normally did. Miller was a stickler for being in the right place at the right time.

'Geraldo said that whenever one was talking to Miller about anything other than music he kept saying that he was absolutely convinced in his own mind that he would never see the States again. He gave the signs of a man cracking up. He ate less and less and became more and more irritable and more difficult to deal with. He said he had no doubts the band would go back but he would never see America again. He told Geraldo this many times.

'Geraldo believed that the whole thing went very much deeper. A lot of friends in the music business felt that when it was said that he had died in this aircraft, they didn't quite believe it.'

James E. Norwood, a retired Air Force Colonel, does not believe it either. He claims to have been 'purged by the intelligence services of the United States'. 'Officially, I disappeared from the radar screen. I underwent a forced change of identity. My wife, Mary Catherine, got the same treatment from the CIA. I mean that everything was blotted out about both of us, as though we had never existed at all.'

Norwood subscribes to the view that Miller was under pressure from personnel at Milton Ernest, but for a different reason. He states, 'I know something about the "crash" that Glenn was alleged to have died in. There was no crash. The entire incident was staged by the intelligence services to cover something up. The Miller disappearance is related to something much larger.

'He and I were on the same side with a number of others in a bit of a squabble with some of the brass or at least with a group of people with certain common points of identity and common purposes who had infiltrated the officer corps of the US military. It seems that they, meaning the members of the group, were predisposed to homosexuality and were attempting to impose their values on others, officers and enlisted men alike, through harassment, intimidation,

and the like.

'It is sufficient to say that Miller perceived, for good reason, that it was in his self interest to flee. He was not a deserter, for he was avoiding patently illegal operations and had no other alternative. The whole thing was, and still is, a very sad page in American history. The corruption went right to the top. It still does, as the massive cover-up continues to this day.'

In recent years several theories attributing to the loss of Miller's aircraft have appeared in print. In 1988 Roy Nesbit (1)-introduced the theory that the Norseman containing Miller dived into the sea after being hit by bombs jettisoned over the Channel by RAF Lancasters returning from the continent. By allowing for the vagaries of GMT and local take-off times Nesbit opines that the UC-64 and Lancasters could have crossed at the same time the bombs were released. However, Nesbit uses 13.55 (as shown on the MAR) as the Norseman's take-off time from Twinwoods. As we will soon see, this may not have been the take-off time at all. All of this is of academic interest if 'the' Norseman was another UC-64 on the same flight path. (One is known to have been lost flying from Grove, Berkshire on 15 December) .

While authors have pronounced the 'patient' dead, none have diagnosed the cause of the disease. Whatever the reason, black marketeering, involvement in psychological warfare or blackmail, life may have become too hot for the famous bandleader, now close to complete mental and physical exhaustion with the strain of it all. Matters would have come to a head if Miller, always the perfectionist, had discovered that his music was being used for brain-washing techniques.

In seeking confirmation or demanding an end to it, he would have been told bluntly, 'You will play it this way Major Miller, or not at all ! ' In retaliation, the bandleader may have threatened to 'spill the beans' and 'break the network wide open'.

At this point the American high command would have had to retire Miller from the scene and eliminate a potential breach of security without drawing attention to any covert operations still in force. All that was needed was a few days for an agency to come up with the means, and a plausible reason, for his disappearance, be it temporary or otherwise. This would be a fairly simple task but surely, even in wartime, a personality like Glenn Miller would soon be missed, both by his band and the listening public.

While in England, his band knew he was prone to disappearing on one of his 'little escapades' for perhaps five or six days at a time and only a few people would know where he was (2). Miller and the band had already recorded a wealth of material so that after 12 December 1944 [incidentally the date of his last 'live' broadcasting appearance all the broadcasts put out over the air were pre-recorded. This means that Miller need not have shown his face publicly for at least three days after this date.

The ideal choice for spiriting the Major away would have to be OSS. They were past masters at their craft and as we have seen there is evidence that they were involved, or were linked, to operations at Milton Ernest. It was known in advance that Miller would have to fly to Paris for his forthcoming engagements. OSS would have had some time to put together a plan which would convince everyone that the Major had 'disappeared' *en route*, when in fact he could have been flown secretly to the USA aboard a long-range aircraft such as the C-47, which was often used on OSS operations.

However, the best laid plans . . . Someone may have taken it upon themselves to eliminate the Major permanently, over the Channel, or better still, near the Azores, in the deepest part of the Atlantic where the aircraft could never be recovered. A simple shot through the head or through the heart and the assassin could bale out, leaving the twinengined aircraft to nose dive into the deep Atlantic. OSS could call upon many men trained in the art of assassination without trace. As a former OSS officer had once said about a doubtful operative, 'If you have any doubts, shoot him over the sea and throw him out. No-one will ever be the wiser.'

Certainly, some of the documentary material in the US National Archives is contradictory and at worst deliberately misleading. Miller's medical record has never been released and the Norseman piloted by one 'Nipper' Morgan which is supposed to have gone down in the Channel with Miller on board has never officially had its engine number released. Also, Eisenhower issued an order on 12 December, instructing 'Major Glenn Miller' to . . . 'Proceed by military aircraft (ATC) on or about 16 December 1944 . . . to . . . the Continent ...'. Curiously, Miller's serial number differs from the one correctly stated on the subsequent MAR (Missing Aircrew Report). It will also be