

Command base near London, presumably for customs clearance. One man left the aircraft. Later that evening she telephoned several stations along the route the UC-64 would have taken but no-one had heard or seen the aircraft.(4)

Meanwhile, in Brussels Ferguson waited for news. 'At noon I called Twinwoods airfield and asked to speak to Baesell. The dispatcher said, "He just left with Major Miller a few moments ago."

I said "Where did they go, the Club?"

"No Sir, they took-off."

"Who was the pilot?"

"Flight Officer Morgan."

"Oh my God." It really grabbed me. This could not end up good.'

Ferguson was alarmed because he knew Morgan's limitations as a pilot having previously checked him out on the Proctor.(5) 'Morgan had trained with the RCAF. He ended up as a Flight Sergeant with the RAF and came in as a liaison pilot. He did not fly any of our fighters. He was a rather frail guy and I don't know whether he could reach the rudder pedals. He wore lifts on his heels and needed two cushions behind him. He was a quiet, dapper little guy, mild-mannered, 5 ft. 6 in tall and about 135 lb. He was a good VFR pilot but a lousy instrument pilot.' These were hardly the attributes needed for a flight across the Channel in the bad weather conditions on 15 December 1944.

'The balance of the day went by and nothing happened. The following day, at about 8.00, I got a call from 8th AF HQ.

"Where's Miller?"

"Major Glenn Miller?" "Yes, is he with you?" "No. "

"Then where in Hell is he?"

"I haven't the foggiest idea. As far as I understood he filed for Paris. "

I started getting calls about every hour. "Where do you think they might be?''

By the end of the second day Ferguson's feeling was that the Norseman undoubtedly went down in the Channel. He put together his thoughts on what might have happened. 'The UC-64 had no deicing equipment. Some models had a prop' deicer but no wing deicers. It had mid-frequency radios with little range and no IFF. Morgan was not a good instrument pilot. Neglected to watch his instruments. Forgotten to put on carburetor heat? Panic, engine back fires, lost power, lost altitude and struck the water. The UC-64 was a fabric aircraft and when it hit it probably broke up and went in 29 directions.'

A Norseman was undoubtedly lost on 15 December but is it the one listed on the MAR? Morgan's UC-64, as we have already learned, was not the only Norseman in the air that day and apparently not the only one at Twinwoods either. (On 14 December a 3rd SAD pilot from Watton had flown a Norseman to Twinwoods with instructions to leave it at the Bedfordshire airfield and return to Watton by road.)

No-one can be certain Miller even left the shores of England on 15 December. Don Haynes, Miller's Executive Officer, said that the first they realized that Miller was missing was on 18 December when the band landed in Paris. Dennis Cottam recalls, 'If a man goes missing, presumed dead the next of kin are informed and all the man's belongings are sent to them. In Miller's case there was an enormous delay.' Victor Stillwell adds, 'When it was presumed Miller was dead all his belongings were put in large 4 ft. x 2 ft. cabin trunks and sealed up by security people at Milton Ernest. They put a stamp on them and after three days they were removed.'

As has already been mentioned, OSS could have been involved in Miller's disappearance. If the MAR report is correct the addition of Baesell and Miller's names would seem to indicate that their part in the flight was unofficial. Although Miller boarded the Norseman, he may have had second thoughts before the aircraft departed the coast of England leaving Baesell and Morgan to go on alone. What if Miller changed aircraft, whether by intent or by force? Under orders from OSS it is quite conceivable that after take-off his aircraft could have alighted on the airstrip beside Milton Ernest Hall. Miller could have been spirited into the Hall, leaving Baesell and Morgan to continue their flight. Later, Miller might have been driven out in a car with blacked out windows to another airfield, possibly at night for take-off in a completely different aircraft to an entirely new destination.

Shortly before his death Charles Davies wrote, 'Personally, I think that Glenn left in a 'plane from Thurleigh airfield and not Twinwoods. These two airdromes were connected by an underground tunnel. They were virtually one [airfield] at that time and there were all kinds of ruses to keep the enemy from finding out where these 'planes were flying from.'

Some years ago local enthusiasts discovered a concealed tunnel entrance in a pill box in the center of Twinwoods airfield. Locals still talk of a tunnel entrance, now

sealed up, inside Milton Ernest Hall itself which might have been the entrance to an underground complex. In *Xavier* Richard Heslop describes a German Naval Headquarters at the Chateau de Pignerolles near Angers, France, which made a perfect target for the RAF but discovered it 'was just a blind and that the real HQ was hidden underground, three-quarters of a mile from the Chateau'.

Meanwhile, controversy still rages about Baesell, and even Lieutenant Colonel David Niven's possible involvement in Miller's disappearance. On 15 December the British film star was in Spa, Belgium visiting Army friends, having arrived in France from England one month before. Little has been written about David Niven's mysterious wartime career and details are notable by their absence in his autobiography, *The Moon's a Balloon*. In fact Niven, who could speak fluent German, served in F Squadron GHQ Reconnaissance Regiment (Phantom), a highly secret, fully mobile organization developed during the threat of German invasion of Britain. Phantom did excellent work behind the enemy lines with the SAS after the invasion of Normandy, severely hindering the German effort and pin pointing targets for RAF bombers. (6)

Dennis Cottam recalls, 'Several people contacted Niven about his association with Miller. He just wrote back to them and said "Sorry old boy, only met the man twice." Yet, of the hundreds of documents I received from Washington every order, every movement, is countersigned by David Niven. Also, Miller used to have regular meetings at SHAEF HQ and obviously met Niven time and time again.'

In 1954 a most astounding thing happened to Dennis Cottam during a visit to France. 'I had gone over to Paris with Tony Palmer-Moorwood, a racing driver friend, to pick up a car. Whilst there we received an invitation from Gerard Crombac, the French motor racing correspondent of the *L'Action d'Automobile*, to meet him at Fred Payne's, a well known British bar in the Pigalle district of Montmatre. Fred Payne was an enigmatic Englishman who spoke with an American accent and was always dashing off across Europe on his motorcycle. I believe he even went to Moscow on one occasion.

'The talk got around to Glenn Miller again and the barman, Fred Payne himself, said, 'Isn't it dash funny, you in England, and the Americans, claim he went missing on 15 December. He was in here drinking on the