

Russell Strong

From: "Alan Goodwin" <nala3@mac.com>
To: <russell.a.strong306@worldnet.att.net>
Sent: Friday, October 17, 2003 11:44 AM
Subject: Re: Letter

On Friday, October 17, 2003, at 08:37 AM, Alan Goodwin wrote:

> Hi Russell,
>
> Just following up on the letter I sent you some time ago re:
> 2nd Lt James M. Stewart., it would be nice to know your
> comments on the letter contents, and if you are able to suggest
> other people / organizations I could contact re the background
> of this Officer. As sent to you we have all the details re the
> Spitfire pilot - Fl.Lt A. Andrews.
> It would help to complete the display on this
> incident at RAF Manston Museum in England.
>
> Your help would be most appreciated,
>
> Sincere regards
> Alan Goodwin
> West Vancouver
> Canada

>
>
>

> On Wednesday, August 27, 2003, at 10:34 AM, Alan Goodwin wrote:

>
>>
>>

>> Begin forwarded message:

>>

>>> From: Russell Strong <russell.a.strong306@worldnet.att.net>

>>> Date: Sat Aug 23, 2003 5:24:14 PM Canada/Pacific

>>> To: Alan Goodwin <nala3@mac.com>

>>> Subject: Re: Letter

>>>

>>> This was NOT James Stewart, the movie actor.

>>> There were at least five 8AF flying officers named

>>> James Stewart. I know little about this man. He was KIA 2 Feb 43 on a

>>> mission to St. Nazaire. In

>>> my records I have no home town listed for him.

>>> ----- Original Message -----

>>> From: "Alan Goodwin" <nala3@mac.com>

>>> To: "Russell Strong" <russell.a.strong306@worldnet.att.net>

>>> Sent: Saturday, August 23, 2003 3:02 PM

>>> Subject: Letter

>>>

HEADQUARTERS
EIGHTH AIR FORCE
ETOUSA

OFFICE OF THE COMMANDING GENERAL

(G-50)

A.P.O. 633

Air Chief Marshal Sir Charles Portal,
G.C.B., D.S.O., M.C.,
Chief of Air Staff.

4 November 1942.


Dear Sir Chief Marshal Portal,

As an instance of the fine spirit of co-operation existing between the Royal Air Force and my Command, I wish to bring to your attention a report forwarded to me from Colonel Overacker, Air Corps, the Commanding Officer of the 306th Bombardment Group (H), which highly commends Flight Lieutenant A.J. Andrews, R.A.F., Hawkinge, for a notable display of skill and presence of mind which resulted in the certain saving of a disabled Fortress aircraft and quite possibly that of the lives of its crew.

On 9 October 1942, at approximately 1020 hours, a B-17F airplane No. 41-24486, piloted by 2nd Lieut. James M. Stewart, 367th Bombardment Squadron (H), was returning from an operational mission with three engines inoperative. In mid-channel, between Gravelines and Ramsgate, the aircraft had descended to 1500 feet altitude, and Lieut. Stewart had decided to force land in the Channel rather than risk attempting to locate an airdrome in England. At this time, a Spitfire, piloted by Flight Lieut. Andrews, pulled up in front of the Fortress, rocked his wings as a signal to follow him, and led the Fortress directly into the airdrome at Manston. Just prior to reaching the airdrome at Manston, which was not visible to Lieut. Stewart because of rising ground, the Spitfire lowered his landing gear. Lieut. Stewart did likewise and followed the Spitfire directly on to the runway. The cool thinking and resourcefulness which Flight Lieutenant Andrews displayed, reflected the highest credit upon this young officer and comes well within the high traditions of our allied flying commands.

It is my great pleasure, personally, to add my congratulations and appreciation not only of a gallant gesture, but for the material assistance Flight Lieutenant Andrews rendered an officer of my Command.

Sincerely,


CARL SPAATZ
Major General, U.S.A.,
Commanding.

[\[Close This Window \]](#)

Date: Thu, 10 Oct 2002 21:13:12 +0100

From: Kent Battle of Britain Museum <KentBattleofBritainMuseum@btinternet.com>
[[Add to Address Book](#) | [Block Address](#) | [Report as Spam](#)]

To: <gordben@excite.com>

Subject: Re: Pilot

Dear Alan,

The Officer you are enquiring about is Flight Lieutenant Alan Jeffery Andrews DFC and Bar, who flew with No. 91 Squadron, based at Hawkinge. Service No. 60748 and was a Royal Air Force Volunteer Reserve Officer.

He was posted missing in action whilst flying from RAF Hawkinge on Monday 2nd November 1942, at the age of 22 and is commemorated on Panel 65 of the Runnymede Memorial, Surrey, Great Britain. He was on a shipping recce /ASR search from Boulogne to Dieppe in Spitfire VB AB378, coded DL-T, when he went missing. Alan was the son of Ernest Gilbert Andrews and Jean Elsie Andrews, of Newport, Monmouthshire; and husband of Jean Elizabeth Andrews of Usk, Monmouthshire.

He was with No. 91 Squadron at Hawkinge in 1941 and is recorded as returning to the Squadron on the 25th August 1942. Andrews shortly afterwards took over 'B' Flight and on the 30th September 1942 claimed the destruction of a Junkers Ju 88, which crashed on a beach near Cap Gris Nez and burnt out. He claimed the joint destruction (with Sgt. D. H. Davy) of another Junkers Ju 88 on the 18th October, whilst on a recce to Ostend. Andrews damaged a Focke-Wulf FW 190 on the 26th October, but sustained cannon shell damage to his own aircraft in this combat.

Andrews recieved the personal congratulations from the AOC No. 11 Group following operations on the 31st October 1942, when the squadron intercepted a returning raid of FW 190's that had attacked Canterbury. The squadron claimed five FW 190's destroyed and several others were claimed as damaged during this combat.

By November 1942 Flt/Lt. Alan Andrews had become one of the most successful pilots with No. 91 Squadron. He had claimed several enemy aircraft and been successful on anti-shipping and ground attack missions. He was a popular flight commander and got on just as well with his groundcrew, as he did with fellow pilots. (Sadly one of his ground crew, George Stubbs, recently died. He would have been able to furnish you with a lot more background information than I can.)

At the time of his death his wife was expecting a bady,and the prospective parents had agreed on Carol as a girl's name, but could not think of a name of a boy. LAC George Stubbs, who maintained his aircraft (R7292 Newbury i), reflecting this dilemma and painted 'CAROL OR -' just forward of the cockpit.

On the 2nd November Andrews and Jean Maridor set out on a shipping recce and

ASR search to cover the French coast from Boulogne and Dieppe. They took off from Hawkinge at 1640 hours and headed across the channel. Just off Le Touquet they spotted five FW 190's and attacked. Maridor claimed one destroyed. F/O Maridor tried to find Flt/Lt. Andrews for ten minutes, but saw no sign of him or anymore enemy aircraft. On returning to base F/O Jean Maridor's worst fears were confirmed, as Flt/Lt. Alan Andrews had not returned from the sortie. Five Spitfire's from 'B' Flight took off immediately in very bad weather to search for him, but were recalled due to worsening conditions back at Hawkinge. No trace was ever found of him and it was later confirmed that he had been shot down by Feldwebel Adolf 'Adolf' Glunz of 4/Jagdesgeswader 26, his 23rd victim.

Sadly the letter you refer to was written to days after his death.

I would be very interested in seeing your research and having a copy of this letter, if at all possible?