

>From: Tombrittan@aol.com  
>To: thomasensminger@hotmail.com  
>Subject: Re: Some wheat some chaff  
>Date: Tue, 18 Dec 2001 12:53:02 EST  
>  
>Tom,  
>  
>You have produced some more gems!  
>  
>The 10 B-24s ordered on TDY to EDATC at Metfield were:  
>  
>(1) B-24DSA 42-40362 F in 856th  
>(2) B-24DSA 42-40618 E in 856th "AIR TRAMP"  
>(3) B-24H (NITE) 42-52508 Q in 856th "LIBRA"  
>(4) B-24DSA 42-63786 G in 856th  
>(5) B-24DSA 42-40992 H in 856th "THE RED BALL EXPRESS"  
>(6) B-24H (NITE) 42-94825 S in 856th "MALFUNCTION JUNCTION"  
>(7) B-24HSH (NITE) 41-28770 G in 858th  
>(8) B-24H (NITE) 41-29607 C or P in 856th "BLUE GRASS GIRL II"  
>(9) B-24H (NITE) 42-94831 T in 856th "THE SACK"  
>(10) B-24HSH (NITE) 41-28789 K in 858th "BLONDE BOMBER"  
>  
>I already had (1) and (5) down as assigned to ATC on 7 Apr 45 and am  
>relieved  
>to see that this was merely temporary duty because they re-appear in 492nd  
>BG  
>later on and I was wondering whether the ATC assignment was erroneous. What  
>did "EDATC" stand for (perhaps "European Division Air Transport Command")  
>and  
>what operations, requiring a mixture of Carpetbagger and Night Bomber (some  
>with H2X radar), were conducted out of Metfield in Apr 45?  
>  
>(2), (3) and (4) had been declared excess to requirements and were the  
>subject of a request by J8AF to JEUS for disposition instructions earlier  
>in  
>Mar 45.  
>  
>Regarding 44-49297, it is recorded on the 492nd 6 Feb 45 inventory as being  
>at 2 SAD, Abbots Ripton (Alconbury) for modification. Putting two and two  
>together to make four, it looks as if the modification was the  
>installation  
>of AN/APS-13 tail warning equipment which, as regards the B-24, appears to  
>have been unsuccessful.  
>  
>Any additional information concerning the loss of 44-49500 on 21 Feb 45  
>would  
>be appreciated.  
>  
>Warm regards and all best wishes,  
>  
>Tom B.  
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