

STICHTING LUCHTOORLOG ONDERZOEK DRENTHE

# THE SEARCHLIGHT



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Text and editing: Secr. Peter van der Weide

## UNKNOWN FIELDGRAVE

From a policefile:

G.H. Wegkamp, living at Nieuw Schoonebeekerveld, reported on the 5th of March 1946, the existence of two Allied graves. The aircraft from which the pilots came crashed near the 10th of March 1944 in the municipality of Emmen to the south of Klazienaveen.

It was probably a heavy bomber. About two weeks later, two pilots were found at a distance of  $\pm$  100 meters from the Dutch-German border in Germany at Rühlertwist more or less in line with the border between the municipalities of Emmen and Schoonebeek. These pilots were buried on the spot by German soldiers.

Who are these crewmembers? What plane did they come from? And what happened to the fieldgraves? We hope to find and get answers during our research.

Peter van der Weide, secretary SLO  
Drenthe

## GRATEFUL FOR THE FIRST DONATION

After the SLO-Drenthe became an official foundation, it received

its first gift from donors. We are extremely grateful for this because it strengthens us in our goal: 'Lest we forget'.

In the column 'Announcements' you can read how you could support us as well.



## COLD CASE WEITEVEEN CLOSED

During a chaotic dogfight on 10-02-1944, a German fighter crashed between Weiteveen and Nieuw Schoonebeek.

The fate and identity of the pilot was unknown. The aircraft was unidentified.

After 20 years of work, lead researcher Harrie Peters finally wrote down the name of the pilot and closed the file.

In our next edition there will be a great article about the surprising research.

## LUFTWAFFE FUNKMEßSTELLUNG MARDER

In this edition of our magazine, we tell, in two parts, the story about the radar system: the Luftwaffe Funkmeßstellung Marder in Ten Arlo near the municipality of Hoogeveen.

In part 1 the origin and

operation of the Funkmeßstellung Marder is told, until the year 1943. In part two the story is told from 1943 to 1945.

Rob Wethly, chairman SLO Drenthe

# LUFTWAFFE FUNKMEßSTELLUNG MARDER



Foundation placement Ten Arlo

Just outside the municipality of Hoogeveen, the NAD labor camp of the Dutch Labor Service was located in Ten Arlo until early 1942.

The Dutch Labor Service was a service set up by the German occupier who first organized the voluntary and later compulsory employment service (Arbeitseinsatz) for men and women in the Netherlands during the Second World War.

On March 8th 1942, after the labor camp was evacuated, this location got a different destination. The German Luftwaffe started in the vicinity of this location with the construction of Funkmeßstellung Marder (LwNR 23) as part of Nachtjagdraum 4.

Funkmeßstellung Marder was a "Funkmeßstellung 2. Ordnung" radar set equipped with a Freya AN mit Kennungssender (Kuh) FuMG 450 radar antenna with which aircraft with a distance of

120 to 150 kilometers could be observed, in addition the radar set was also equipped with two Wurzburg Riese FuSE 65 radar parabola, two Y-Bodenstelle FuSan 733 sound transmitters, a radio beacon, a light beacon and a Leichtes Funkfeuer radio transmitter.

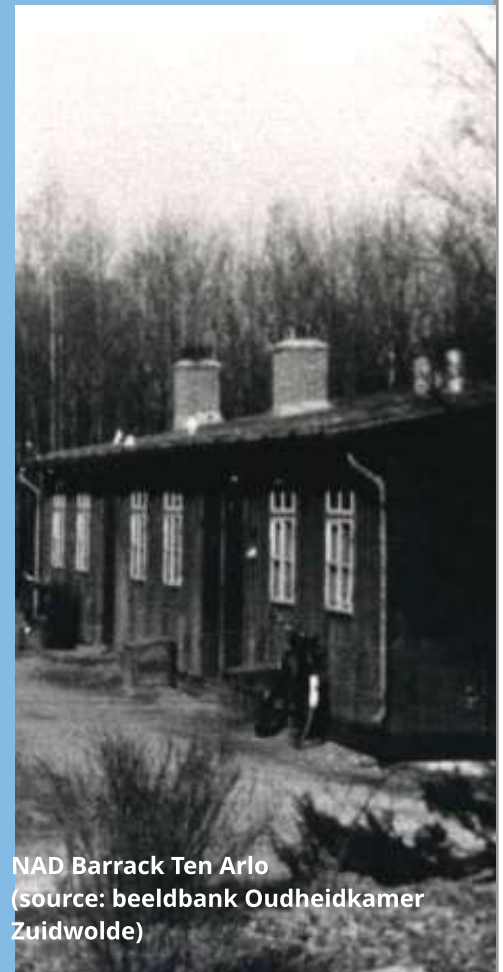
The Wurzburg Riese FuSE 65 radar systems had a range of about 70 kilos and were able to gauge the flight altitude. This was of great importance to lead the German night fighters to the Allied bombers, so that the German night fighters, after they had observed the Allied bomber, could further follow the Allied bomber by using their own radar equipment and attack without further support from the German radar stations.

The five large antennae were striking points in the heathy landscape at Ten Arlo amidst the 4 wooden barracks, shelters for the associated

electronic equipment, stone bunker with superstructure that was used for storage, telephone exchange for communication with the German air defense and the associated air defense systems for the security of the radar station against air attacks from nearby.

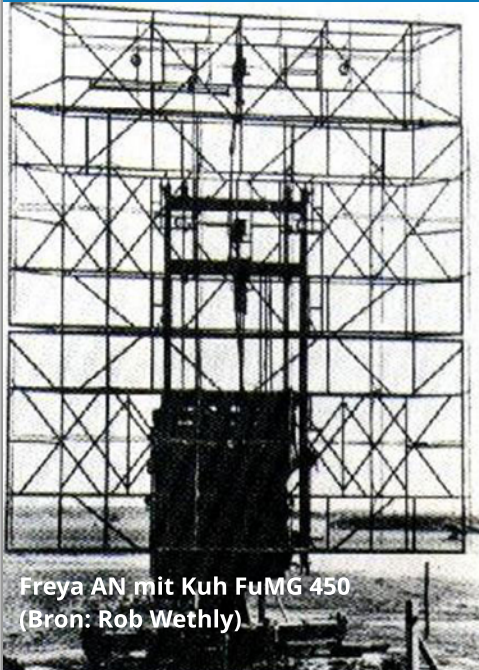
Funkmeßstellung Marder was used by the German troops on 24 April 1942 and on 22 May 1942 the anti-aircraft guns were tested and Funkmeßstellung Marder as a whole was operational.

*Read more on pag. 3*



NAD Barrack Ten Arlo  
(source: beeldbank Oudheidkamer Zuidwolde)

# LUFTWAFFE FUNKMEßSTELLUNG MARDER



Freya AN mit Kuh FuMG 450  
(Bron: Rob Wethly)

Funkmeßstellung Marder was completely sealed off from the outside world in order to protect the complex, secret and valuable equipment, Funkmeß-stellung Marder was part of the German air defense network called the "Kammhuber Linie".

Each Funkmeßstellung was able to follow one primary night-fighter and one allied aircraft within the range of the Wurzburg Riese FuSE 65 radar systems installed there; one stand-by night-fighter was kept on hold via radio contact.

When the aircraft came within the range of Wurzburg Riese FuSE 65 radar systems, the Wurzburg Riese radar system 1 was directed to an allied aircraft (shown as red on the Seeburg Tisch) and the Wurzburg Riese FuSE 65 radar

system 2 on the German night-fighter (as blue dot displayed on the Seeburg Tisch). From then on, both planes were closely monitored and the German night fighter was escorted to the Allied aircraft by the combat command by radio contact.

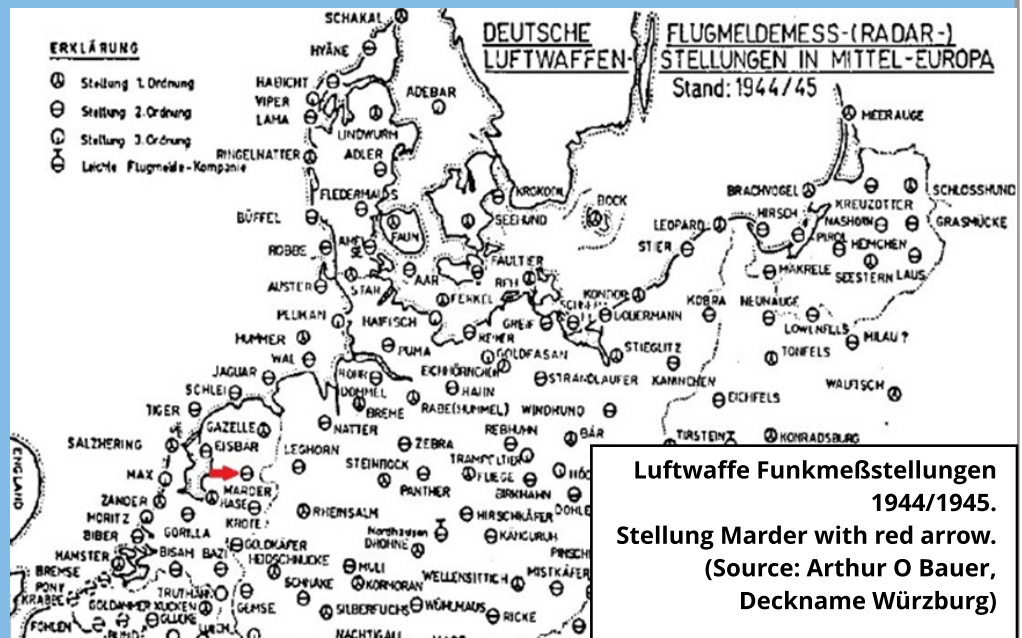
This procedure of air defense was known as Seeburg-Lichtenstein Verfahren 1942-1943 and was replaced at the end of 1943 by the procedure Himmelbett Verfahren 1943-1945.

Himmelbett Verfahren made it possible to add two Y-Boden-stelle FuSan 733 to the Funkmeßstellung and two additional card tables to the Seeburg Tisch, to follow two main night fighters and two allied planes within the range of Wurzburg Riese FuSE 65 radar systems installed there.

When the aircraft were within the range of Wurzburg Riese FuSE 65 radar systems, the Wurzburg Riese radar system 1 and 2 were both directed to two separate Allied aircraft (as two separate red dots shown on the Seeburg Tisch) and the two Y-Bodenstelle FuSan 733 both aimed at two separate German night fighters (represented as two separate blue points on the Seeburg Tisch).

From then on, all planes were closely monitored and the German night fighters were escorted to the Allied aircraft by the combat command by means of radio contact.

*read part 2 in our next edition*



# DIE NAGDJAGD 1939 - 1945

**The Nachtjagd used many tactics and techniques. Through the war years these were improved:**

1939 - 1941. In these years the number of missions of the RAF was so little that there was not yet a major threat to Nazi Germany. However, Germany did start with the development of the radar that could be used especially for locating aircraft. These included the: Freya. This radar could detect aircraft up to 100 km away, but could not give a height indication. And the Würzburg. This radar, with a saucer width of 3 m, could indicate the height of aircraft Freya radar. These 2 radars would be a formidable combination later in the war years.

1941-1942. In these years the RAF started with small-scale bombardment flights. Bomber Command was a big threat now and something had to be done against it. In mid-1941 the Würzburg radar Kammhuber line was developed.



**Freya radar at Terschelling.  
Right the Brandaris lighthouse**

This line consisted of a belt of searchlights that stretched from Denmark to central France. The belt consisted of overlapping zones of 45 km long and 22 km wide. One zone managed a main search light and secondary search lights. The main searchlight was initially controlled by the Freya and later by the Würzburg. The secondary searchlights were controlled by hand. Look at it like this: enemy planes are seen on the radar. If they are close enough to a zone, the Freya or Würzburg radar Kammhuber line picks up one device. The radar crew gives the main searchlight instructions where the plane is and if everything goes well it is then caught, the English called this 'coned'.

The plane is now clearly visible from the ground and the secondary searchlights also 'cone' the plane. At the time of the attack, German night fighter also took off. One of these sees the illuminated device and flies towards it and shoots it down. This the German called "Dunkele Nachtjagd" which means: Dark Nighthunt. The "Helle Nachtjagd" (Bright Nighthunt) was also developed around this time.

The "Helle Nachtjagd" was almost the same as the "Dunkele Nachtjagd", but now

the German aircraft was followed by a Würzburg, and the enemy aircraft by a Würzburg as well. A zone existed during the "Helle Nachtjagd" from 2 Würzburgs and 1 Freya. Another difference was that a Jägerleitoffizier was present at the "Helle Nachtjagd". This man received the positions of the German and the enemy aircraft and was in contact with the German pilot.

The JLO got the constantly changing positions and had to get the German pilot near the enemy aircraft, using the different positions. If that had happened, (mostly) 3 searchlights were turned on to light up the enemy aircraft so that the German pilot could see his prey well.

The downside of "Helle Nachtjagd" and "Dunkele Nachtjagd" was that there had to be a clear sky. If there were clouds, the searchlights could not light up the enemy aircraft and the German pilot could not see his prey.

Around this time the Lichtenstein board radar was also designed and the "Kombinierte Nachtjagd" was used.

This meant that no searchlights were used anymore.

The JLO led the German to his enemy and as the German pilot was close enough he could see

# DIE NAGDJAGD 1939-1945

him on his radar.

The disadvantage was that you needed good eyes because it was still dark up there.

1942. Around 1942 Bomber Command started attacking large German cities. To defend it, a second defense line was created called Himmelbett. This line stretched from Denmark via the east of the Netherlands to southern France. Himmelbett consisted of several "Raumen". A Raum had a size of 32 km in length at 20 km width. Each Raum was equipped with 3 radar setups, an air traffic control station for 2 night fighters and a large number of FLAK floodlights and FLAK guns.

In the Netherlands there were also these corresponding fliegerhorsten, here a few: Schiphol, Gilze-Rijen, Deelen,

Leeuwarden and Twente.

1943. In this year the Lichtenstein board radar was perfected. This board radar was now placed on all German night fighters. This changed the tactics of the German Nachtjagd. The German night fighter could now hunt himself. However, they had to be about 2 km from the enemy before they received a signal on their Lichtenstein board radar. In order to ensure that every night fighter came into the "bomber stream", the coordinates of the bombers were given to each other via the German radio so that everyone knew where the bombers flew.

1944. The Germans start to lose in the air. Various radarstations have been captured by the Allies, which

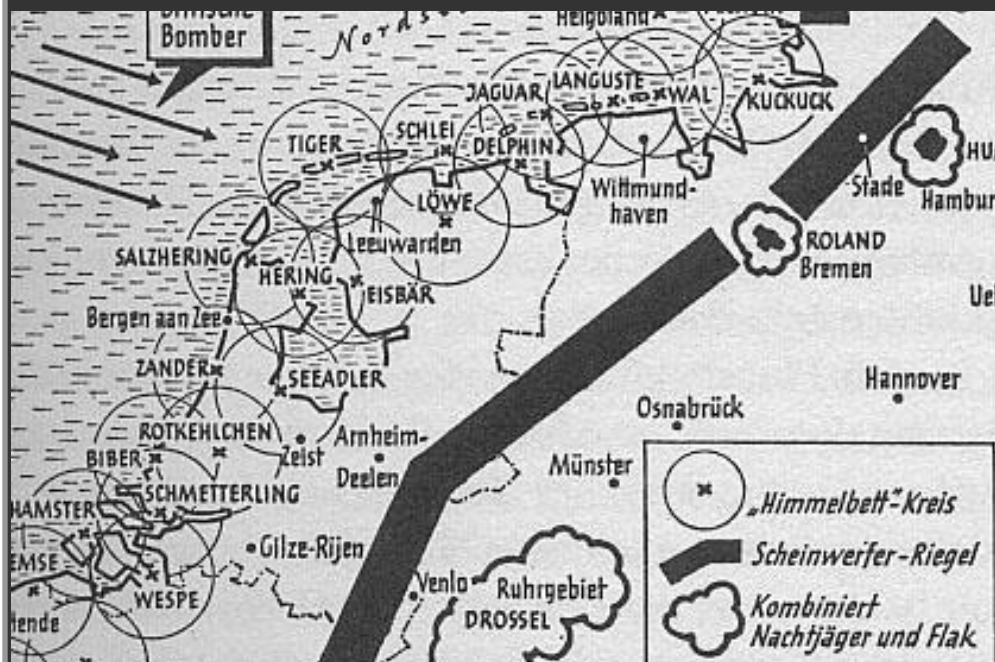
reduces efficiency.

The Nachtjagd also loses more and more valuable pilots, for which rookies come in place, they usually don't survive 10 missions.

The Nachtjagd is also used for day flights to stop the Allies, where many pilots do not return from because they had to fly so low and they are not used to do that. In this year the English DeHavilland Mosquito's are coming into action. The Mosquito is completely made of wood and is therefore much faster than the German aircraft. The English have also developed radars that signal the German radar. The Hunters become Hunted.

1945. Almost all radar posts have been conquered and the fuel for the aircraft is gone. Every night there is a bombing of Germany with ever increasing numbers. In this year it is usually as Bomber Command with 700 bombers attacks while in 1942 barely reached the 250.

There are also few fliegerhorsten available and the Staffels (German Squadron) have to move fliegerhorst every few weeks.



*Yannic Wethly, bijzonder begunstiger*

# OPENING INTERNATIONAL BOMBER COMMAND CENTRE



Last year I found out about the IBCC and as I have revered the bravery and exploits of our “Bomber Boys” ever since I was a young boy of about 9-years-old, I immediately became a Life Member to help the IBCC to finalise this wonderful memorial. When the opening day date was announced, I applied for and was granted a ticket. You can imagine just how I felt on being able witness the opening of such a great tribute to all those who served in Bomber Command.

The day, 12th April 2018, was a humbling experience to be in the presence of the heroic Bomber Command Veterans. It was very cold and the mist meant the flypast had to be abandoned. I am 76-years-old and the cold made my teeth chatter, yet I was so inspired by the way these elderly gentlemen put up with the conditions, much like their heroic service.

I was lucky enough to have been found a seat among the heroic veterans by a kindly wing commander who (luckily for me) took me under his wing, got me a coffee and an emergency blanket. All the service personnel on the day were brilliant, I can't thank them enough

The red Veterans Ribbon was given to me by a Bomber Command Veteran on the day of the International Bomber Command Centre Opening Ceremony.

Each veteran was given a commemorative pair of scissors to cut the ribbon which was many yards long.

This was done so it was they who opened the Centre rather than an official dignitary; nice touch and fitting for their heroism.

You may ask why I became so interested in the “Bomber Boys” and the answer is very simple.

One day I happened to find an old photograph album of my father's and was browsing through it when he came in. My father, Squadron Leader R. G. English DFC was a Coastal Command pilot throughout WWII.

The album contained a large number of photos of airman with whom my father had served, trained or just knew, many of them he indicated had been killed in action (KIA) a large number were from Bomber Command.

This made a huge impression on me even at age nine. I will never forget this momentous day made special by the presence of some 300 veterans from as far afield as Australia.

*Richard English, RAF*



## OPENING IBBC

In 2008 there was an appeal for the construction of the Bomber Command Memorial in Green Park, London. I was only too happy to oblige with a donation given that up to that time there was nothing to show for the bravery of the personnel of Bomber Command. I received a handwritten thank you note, a Bomber Command tie and free membership for life to the Bomber Command Museum at RAF Hendon, this has now become the Royal Air Force Museum London. Please see the thank you note below.

*Richard English RAF*



## LUCHTOORLOGDAG SCHOKLAND



The board and special benefactors of SLO Drenthe visited this year, for the first time, the Air War Day in Schokland. Museum Schokland and Stichting Ongeland organized an Air War Day on the 3rd June. Stichting Ongelands goal is to share information about the Second World War and to make the citizens of Flevoland aware of

what took place in the IJsselmeer region at that time. During the war thousands of Allied aircraft flew over the Netherlands to bomb German industrial cities.

The Zuiderzee area was on an important route to North and West Germany. Because of anti-aircraft guns and air battles, many Allied and German aircraft were unable to reach their home bases ever again. For example, many aircraft crashed in the Zuiderzee area and many crew members lost their lives.

Peter Kaathoven gave an interesting lecture about German aircraft recycleryards in the Netherlands. During WWII, the Germans cleared up many crashed Allied and German planes. The useful parts and remnants went to the Zerlegebetrieb in Utrecht (and later also to Camp Vught, Zerglebetrieb Herzogenbusch) where everything was examined and sorted.

In the afternoon there was a mock battle between reenactors of the Leichte FLAK Abteilung 667 and a mix of American and British soldiers. The encampment of the Leichte Flak Abteilung gave a nice picture of a small facet of the situation at the time.

Peter van der Weide, secretary SLO Drenthe

## ANNOUNCEMENTS

### Autumn 2018

SLO-Drenthe gives a lecture in the Veterans Society at Hardenberg.

### Donator SLO Drenthe

Through our website you can become a donator of our foundation. You can also contact us via email or our Facebook page.

### Articles and columns in The Searchlight.

If you know a nice topic for our magazine, or if you would like to write an article yourself, let us know!

Please contact us via our website or Facebook page.

# LT. WALTER ZIEGELE AND THE B-17 'EVERTON BABE'



Charles J. Mueller was the navigator on a crew in a B17 bomber on its way to England by way of Prestwick in January 1944 when the plane was forced by bad weather to divert. Initially directed to make for Stornoway on the Western Isles, it soon became clear the plane would have to land as soon as possible as it was running low on fuel.

The airfield was created to serve the needs of the Royal Navy which needed a shore base for aircraft of the Fleet Air Arm (FAA) when at Invergordon.

Recalled Mr Mueller, "Our engineer determined that we didn't have enough fuel and must land as soon as possible. The airfield at Evanton was the only one on the map that was available. When we came down out of the clouds the pilot was

concerned about the runway being so short for a plane the size of a B17.

"He made a miraculous landing, but due to the shortness of the runway our tyre blew out. We had to wait several days for new tyres to be delivered. During that time people from the nearby locations came to see the big war plane.

"We welcomed the youngsters to come on and through the plane. During our wait some of the residents and British airmen painted the picture of a beautiful girl on the nose of the plane and in big letters inscribed 'The Evanton Babe'." He added, "My memories of the people in Evanton are mostly of the children who with their parents or teachers came to see the plane.

"We took the children through the plane and gave each of them a candy bar as they exited through the front hatch. "I really do not know who painted the nose and marked it 'The Evanton Babe'. It was done overnight since we had to stay near the plane to be prepared for an immediate takeoff."

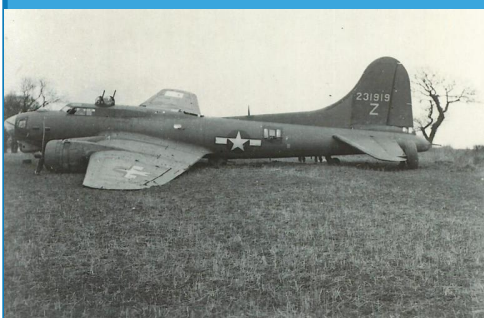
Oranienburg and Wittenberg. Here the Evanton Babe suffers several hits of the German Flak and tries to return home damaged. But near the Dutch-German border, The "Evanton Babe", a was attacked by German fighters near Emmen and the crew has to leave the aircraft with the parachute.

Co-pilot Tom Mahalovich, Navigator Henry Orberg, Radio Operator Gil Westervelt, brg-Bob Fioeld, Waist gunners Harry Burgess and Bill Schaffitzel, Tail gunner Pat King were taken Prisoner of War. Flight engineer/top turret gunner: Bill Elsberry managed to escape, but the parachute of Bombardier Walter Ziegele failed he saidly died when he came down in Zuidbarge, near Emmen.

The pilot, however, managed to get the plane back to England!

Walter Ziegele was buried in Nieuw Dordrecht and later reburied in Margraten. In 2017 a memorial stone was unveiled for him at his former resting place in Nieuw Dordrecht.

Peter van der Weide, secr. SLO Drenthe



Mission 250: 504 B-17s and 226 B-24s are dispatched to hit industrial areas in the suburbs of Berlin; 226 B-17s hit targets of opportunity at Templin, Verden, Kalkeberge, Potsdam,

