

THE SEARCHLIGHT

YEAR EDITION
2019

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Finaleditor: Peter van der Weide, secretary SLO Drenthe



**B17
Flakstop**

Relatives and family visit the monument



Relatives 4 Mei



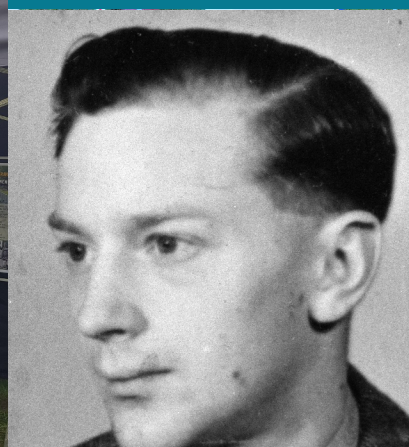
Welcome Gift



Candles on Graves



Freedom Square



E.D. Cake



Appriciateren



4th May

Remember and honour



Lessons

To understand the 4th and 5th of May, members of SLO-Drenthe give special lessons about the Airwar

WAARDEREN



Proud to share this fantastic news with you: In September we were pleasantly surprised with the receipt of a special recognition.

Air War Research Foundation Drenthe now is an official part of the Aviation Heritage Lincolnshire in the United Kingdom. Air War Research Drenthe Foundation, received this special recognition for all important work we, as a foundation, have done in recent years for the RAF, RCAF and RAAF Bomber Command crew members in relation to the WW2 and in particular for our activities focused on the Bomber Command crew members who fell for our freedom today. We as Air Force Research Drenthe Foundation are very impressed by this

Air War Research Foundation Drenthe, has received this special recognition for all the important work we have done as a foundation in recent years

great and very special recognition and experience this as a big compliment and a great incentive to continue our valuable work and to keep the memory of all these brave crew members alive. We thank David Harrigan and the Lincolnshire Aviation Heritage Center team for this special recognition and we look forward to many years of close cooperation!

Aviation Heritage

Lincolnshire is a unique partnership of regional government, defense, commercial and voluntary heritage centers and museums in the county of Lincolnshire, to promote the important military aviation heritage that Lincolnshire has to offer.

Rob Wethly, Chairman SLO-Drenthe

B-17 FLAKSTOP



Susan Willis visited with her son and her daughter the monument that was placed in Staphorst last year to mark the crash of the American bomber "Flakstop" (March 6, 1944). Her father Alan Willis (survivor) was co-pilot of the B17. Susan, from South Carolina, came in contact with Henk Smit from Staphorst (initiator and sponsor of the monument) via Harrie Peters and Peter van der Weide from SLO-Drenthe. They were therefore present at this special moment.

In March the SLO Drenthe was present at the unveiling of a monument for the B-17 Flakstop accident near Staphorst, after mediation between relatives from America and the initiator of the monument Mr. Henk Smit from Staphorst. Beginning 1944, the American 8th Air Force was still expanding its bomber fleet at English airports. As part of this, about 60 B-17G flying fortresses landed on 3-1-44 at Deopham Green airport in England after a flight from America. One of these aircraft was the B-17G serial number 42-31373, it was flown by the commander 2nd Lt Charles F Wagner.

From the first moment in action, the aircraft usually flew in a low position at the back of the bomber formation, so closest to the ground and anti-aircraft guns, also known as Flak in

German.

The plane was called Flakstop as a kind of buffer against the Flak.

The entire crew consisted of:

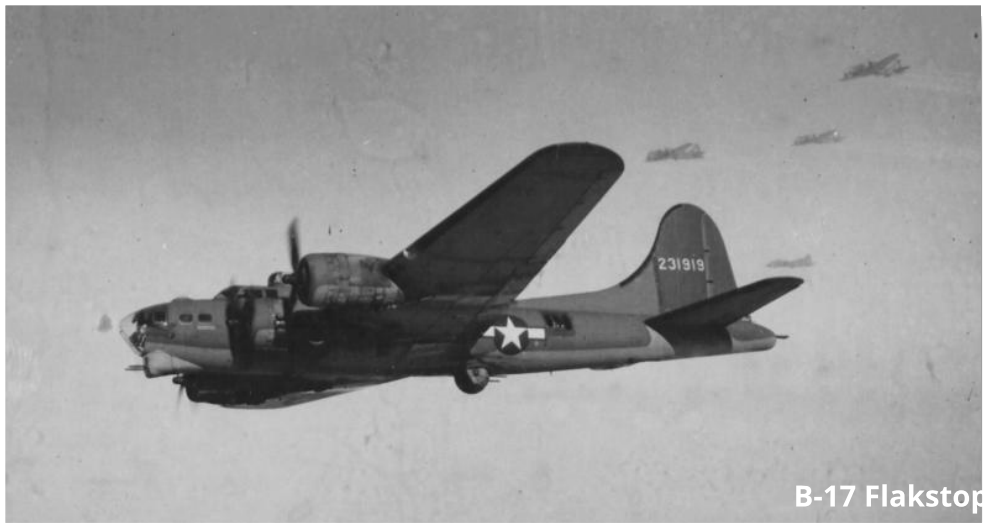
- 2nd Lt. Charles F Wagner pilot,
- 2nd Lt Allan H Willis 2nd pilot,
- 2nd Lt. Henry H Gladys bomber,
- 2nd Lt Clyde J Martin navigator,
- S / Sgt Lloyd J Freeman turretgunner,
- T / Sgt Francis Shaffer radio operator,

- S / Sgt Fred V Richmond rightside gunner,
- T / Sgt George I James tail gunner,
- Sgt Paul A Caffee left side gunner,
- T / Sgt Donald A Porter flight engineer and gunner,

On 6-3-44, Sgt Paul A caffee was replaced by Sgt Josef Tracy due to illness.

On 6-3-44 the Flak Stop was involved in the first major successful day assault on Berlin, conducted by more than 700 bombers with escort.





The aircraft was already slightly damaged by Flak above Berlin but was able to maintain its position in the formation. The route back to England ran globally between Meppen and Lingen via Southeast Drenthe to the west. The formations were somewhat scattered at that time and dozens of German hunters tried to get a bomber out of it.

The 388BG and 452BG (including the Flakstop) were attacked by four German Focke Wulf 190s in the area globally between Meppen and Hoogeveen. These four Focke Wulfs were flown by Hptm Anton Hackl with wingman Karl Friedrich Lange and Oblt Hugo Frey with wingman Karl Gluttig. Every time Hackl supports

a b17 formation supported by Lange, they are hampered by P-47 Thunderbolts and have to stop the attack to defend themselves. However, Oblt Hugo Frey can carry out 3 successful frontal attacks with the support of Gluttig and a victim falls with each attack.

It were these 3 casualties in order of crashes:
 B-17G 42-31194 Dukes of Dixy from Lt Gridley down between Schoningsdorf and Twist.
 B-17G 42-31135 Suzy Sag Titz from Lt Givens between Weiteveen and Erica.
 B-17G 42-37886 Blitzing Betsy from Lt Watts down in Zwartemeer.
 These 3 aircraft are claimed and come from Oblt Hugo Frey. For a long

time it was assumed that the 4th device claimed by Frey (and also assigned) was the Flakstop. But recently family documents have surfaced and made public in which it is stated how K. F. Lange shoots this device and also claims it. He was therefore responsible for shooting this aircraft.

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Susan Willis and her children
(Doughter and grandchildren of
Alan Willis)

That Hugo Frey is responsible for destroying a fourth plane is correct, however, but then as "by-catch".

The Blitzing Betsy of Lt Watts slammed against the bottom of the B-17G 42-40054 "Jinny" controlled by Captain Job after the attack by Hugo Frey, causing this aircraft to crash in Schoonebeek. So it was Frey's fourth victim, without firing a grenade at it.

The Flakstop flew further in the direction of Zuidwolde. In that neighborhood the aircraft was attacked from the rear by a Focke wulf from JG 11, flown by Karl Friedrich Lange. Shot by the tail gunner, he made a second attack from the front right near the village De Wijk. The troubles on board the aircraft became so big that the first crewmembers started to jump between Ijhorst and Staphorst.

NUMÉRO 6671

Nom Rasquin

Prénoms Charles Paul

Etat-civil célibataire

Nationalité Belge

né à Herenthals

le 10 juin 1918

Profession menuisier

Résidence précédente Leuven

Seconde résidence -

Inscrit Vol. 75 Fol. 4

Rue d'Orleans n° 59

le 14 mai 1939

Observation. - Oniconverge félicite la présente carte pour sa forme, son contenu, son aspect et ses photos correctives.

Sabot de l'Etat. Lettre du 26-12-24 - 1° de l'Etat

Signature du porteur Ch. P. Rasquin



Taille : UN mètre cent.

Waremmes le 14-5-1939

L'Officier de l'Etat civil (ou son délégué) : J. Guidet

Demeures successives à

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RUE

(Voir suite au verso.)

Vals Belgisch persoonsbewijs van Willis, van het Belgische Verzet.

It were Richmond, Tracy and Freeman who left the plane and were immediately shot at by a German fighter, killing Richmond and Tracy. They landed lifeless with a ruptured parachute.

Freeman survived, albeit badly wounded. Porter and Martin landed safely just like Gladys and Willis. The dead were buried on Friday, March 10 at the Staphorst General Cemetery. Thanks to the initiators, there is

now a monument on the edge of the crash site. So that they are not forgotten.

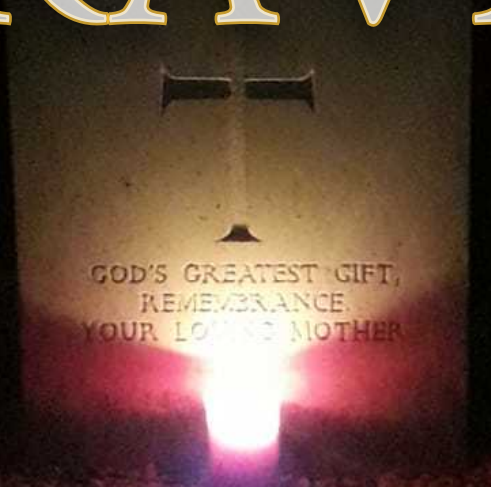
Not all went well with the four German aircraft eighter. Hpt Hackl landed safely on Oldenburg. K F Lange

made an emergency landing at Rheda, Hugo Frei was shot down by gunners from the 452BG and crashed with death as a result at Erm and Uffz Gluttig was also shot during these attacks and was also killed.



Willis, back with his familie,.

CANDLES ON GRAVES



Christmas Eve 2019. SLO Drenthe and volunteers visited the cemeteries of Schoonebeek, Lutten, Ruinerwold, Hardenberg and Gramsbergen. We were able to visit these graves this year because more and more people are taking over the 'candle from us'. We are happy to visit other places that would otherwise not get a candle.

Wilt u ons ondersteunen? Financieel of met arbeid? Dat kant!

Stichting Luchtoorlog onderzoek Drenthe

IBAN: NL45 RBRB 0706 5726 37

Specifying: Lights 2019

Register as a volunteer or for questions, please send an email to:
info@slo-drenthe.nl

MAY 4TH

SLO Drenthe is always present at the 4 May Memorial in Schoonebeek. For the preparations and guidance of relatives, our thanks go to SLO-Drenthe chairman Rob Wethly.



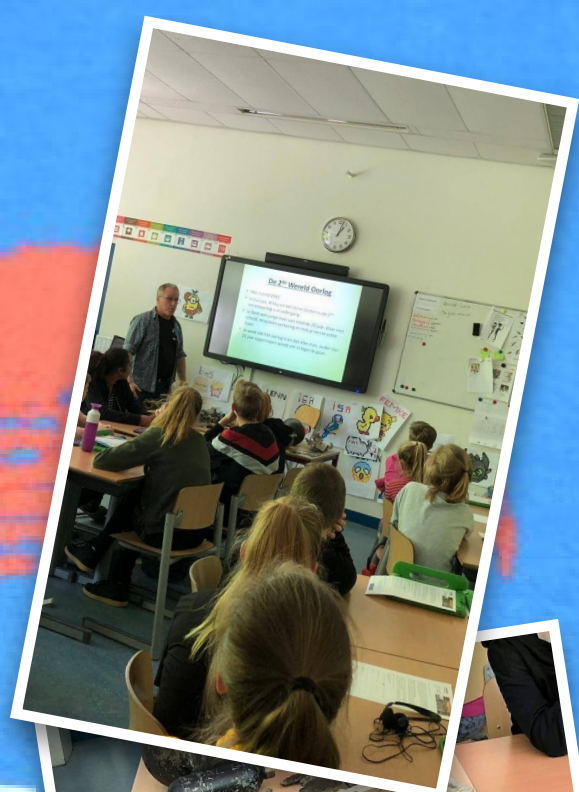
MAY 5TH

To ensure that children know what we are commemorating and celebrating on 4 & 5 May, members of Stichting Luchtoorlog Onderzoek Drenthe have been giving guest lessons at schools for several years. Rob Wethly and Harrie Peters have succeeded in giving the students insights into the events in their environment during the war.

Pupils from primary and secondary schools are increasingly aware of what May 4th stands for and what the idea of May 5th is.

For the 2nd time this year, the Stichting Luchtoorlog Onderzoek Drenthe was invited to come to the liberation festival in Assen.

With 'renewed' exhibition material, our group soon had an extensive exhibition that attracted many interested people. Next year we will be in Schoonebeek, together with Schoonebeek In Actie.



D.E. CAKE

ON DECEMBER 10, 1943 MOSQUITO HX966 CRASHED ON A PARCEL OF FARMLAND ACROSS THE NORIT FACTORY IN KLAZIENAVEEN.

THREE PEOPLE DIED. BOTH CREW MEMBERS, FRANKSON AND CAKE AND MR. KWINT.

MR. KWINT WAS HIT BY AN UN-EXPLODED BOMB.

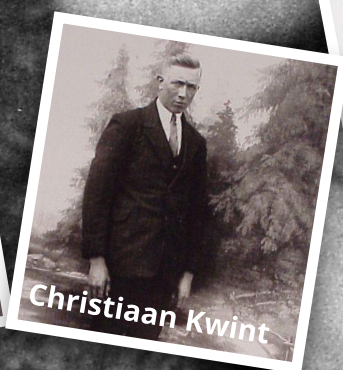
ONLY A PHOTO OF MICHAEL FRANKSON WAS KNOWN AND EVEN A FOTO WAS KNOWN OF MR. KWINT.

UNTIL SLO-DRENTHE ACCIDENTALLY ENCOUNTERED A SPECIAL COLLECTION OF WORK ABOUT THE 487TH SQDN.

AFTER YEARS OF SEARCHING, SLO-DRENTHE HAS FOUND A PHOTO OF DAVID EDWARD CAKE; PILOT OFFICER, 487TH (R.N.Z.A.F.) SQDN, ROYAL AIR FORCE VOLUNTEER RESERVE!



Michael Frankson



Christiaan Kwint



Crewmembers of 487th Sqdn (incl Frankson and Cake)

END OF THE YEAR

It has gradually become a tradition. The last days of the year we go to the crash location of the Lancaster LL684 JI-B2, of 514 squadron RAF.

A short walk of a few kilometers. Appreciating the environment. A moment of inner reflection.

SLO employees Harrie Peters, Jorine de Vries and Peter van der Weide were on site in 2015 with a few relatives. Two members walked along for the first time this year.

On the spot, all people unconsciously shared a moment of silence. Each with their thoughts. And because of the roar of the carbide barrels in the distance, from Klazienaveen, Zwartemeer and Weiteveen, the imagination started to wander of.

A valuable tradition to end the year together and realize how valuable our work is.



WELCOME DONATION



Royal Canadian Legion

John W. Foote (C)

R.R. #5, 10240 C

Cobourg, C

K9A 4J8

Treasurer H. Peters with the cheque



A true gift on Christmas Eve!

The Royal Canadian Legion donated \$ 500 Cdn to support us in our work in the north of the Netherlands and Northwest Germany.

The Lt.Col. John W. Foote Branch held a bingo and sented us the check for our Christmas Eve activities; Place candles on the graves of fallen soldiers.

Lieutenant Colonel John Weir Foote was chaplain during the war and earned the Victoria Cross in Dieppe. Very appropriate that the department, named after the chaplain, supports us and that we were allowed to receive their generous gift shortly before Christmas Eve.

On behalf of the entire board, all volunteers, stakeholders and relatives, we thank The Royal Canadian Legion.

ROYAL CANADIAN LEGION BR. 580 BINGO
R.R. #5
COBOURG, ONTARIO K9A 4J8
Tel: (905) 349-2148

002736

DATE 2019-12-05
Y Y Y Y M M D D

PAY to the order of Candles - Stichting Licht voor de Ouderzaken \$ 500.00
Five hundred 00 DOLLARS

BMO Bank of Montreal
62 KING ST. W. TEL: (905) 372-6833
COBOURG, ONT. K9A 2L9

ROYAL CANADIAN LEGION BR. 580 BINGO

PER [Signature]

PER [Signature]

RE Candles Donation Lights 2019

ST GRONINGEN.
TEL. 6.

25. III. 1944

E R B A A L
van een Engelsch-
er) in den avond van
temeer, gemeente Emmen,

Naar aanleiding van het op Woensdag 22 Maart 1944, te on-
gevoer 21,30 uur, neerstorten van een brandend Engelsch Vlieg-
tuig (bomwerper) aan de Westzijde van de Kamerlingwijk on-
der Zwartemeer, gemeente Emmen, heb ik -
Sietze van der Hoek, Hoofdwachtmeester, behoorende tot opgemeld
Groep, na bekomen opdracht van mijn Groepscommandant een onder-
zoek ingesteld.

Bij aankomst bleek mij, dat het omlaag gestorte Engelsch
Vliegtuig was een vier motorige bomwerper, waarvan de wrak-
stukken over eenige honderden meters verspreid lagen.

In verschillende deelen daarvan woedde een hevige
Bij het vliegtuig werden geen brisant- of brandbom-
gevonden.

De motoren en de overgrootste deel van de wrakstukke
onder het vliegtuig en over het veld lagen ver-