

THE SEARCHLIGHT

MARCH
2022



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Final editor: Peter van der Weide, secretary SLO Drenthe



Wellington Z1143 BU-G

80 years ago, the Wellington crashed near Vriezenveen.

Stichting Luchtoorlog Onderzoek Drenthe

Stichting Luchtoorlog Onderzoek Drenthe

Luchtoorlog ten tijde van de Tweede Wereldoorlog

Volg ons!



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New website

The new website is in the air!



Borger-Odoorn

Our first 4 Lost Wings signs in the municipality of Borger-Odoorn are a fact!



Lecture Operation Outward

Rob Wethly gave a lecture at Hardenberg about Outward.



4 crashes in Borger-Odoorn

Articles about the Thirty Day Furlough, Full House, the Super Wolf and the DT 630 VR-T



TILL WE MEET AGAIN

Would you like to help?

We are already happy and grateful with the smallest donation to support our work!

Do you have objects, photos or other materials from the war? We are highly recommended!

In addition, we are looking for volunteers who want to place a candle at Commonwealth war graves in their immediate living environment on Christmas Eve.

Air War Research Foundation Drenthe

IBAN: NL69 RABO 0359 4545 26

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

BUY WAR BONDS

NEW WEBSITE

The time has finally come: the Air War Research Foundation Drenthe has a solid website. The old website, literally 'old', may be familiar to you. While it certainly met the requirements, it was time for an improved - and easier to keep track - version.



The new website is basically the same as the old website. This includes a short story about the foundation, what our goal is and what we do.

In addition, there is a whole new version of the 'Lost Wings' page! The main page contains the story about the origin and beginning of project Lost Wings. As sub-pages you can choose from four different ones. Each page is specifically about one municipality, with the fourth page 'Other'.

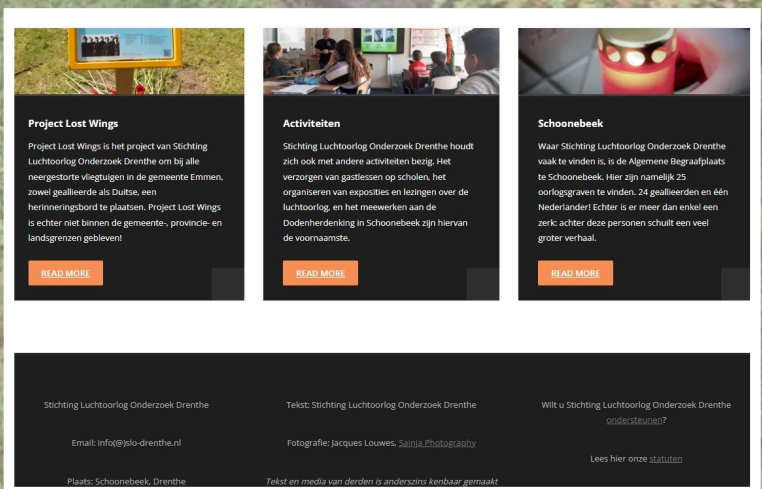
All Lost Wings signs in the relevant municipalities can be found on these sub-pages. You can also observe here on the basis of an interactive map how far our Lost Wings project is spreading. On these sub-pages you can find the page of each Lost Wings board where you will see more information about these boards and accessory crashes. The QR codes present on the Lost Wings signs will direct you to these new pages.

There are also two new pages, for both the wargraves in Schoonebeek and the wargraves in Nieuw-Dordrecht. Over time, this will be expanded with other cemeteries in the Province of Drenthe and beyond!

There is also a new 'News' page. This is where we, as a foundation, post our updates (read: short messages with news). You can register here by means of an e-mail address so that you will be notified when a new message is posted. You can also find all newsletters, better known as The Searchlight, other interesting articles and a calendar with activities and dates on the various sub-pages.

There is also a gallery on the new website. Here are a selection of photos of a number of interesting activities (like Remembrance Day, Liberation Festival in Assen and Candlel Lghts on Wargraves). Photos of new activities will also be posted here.

Finally, there are also new and clarified ways to get in touch with us. Both via the traditional e-mail and a contactform that you can easily fill in on the website. Everything to make us more accessible to you as a foundation!



LECTURE: OPERATION OUTWARD



Chairman Rob Wethly gave a lecture in Hardenberg on the 17th of March about Operation Outward.

It was a balloon war between the British and the Germans during World War II. Nearly a 100,000 British balloons have been sent from England to Germany at a high altitude to cause fires over there.

According to Rob Wethly, the effect was probably not very large, "but it did keep a large group of Germans busy, so that they could not be deployed for other things".



LOST WINGS BORGER-ODOORN



Our first four Lost Wings signs are placed in the municipality of Borger-Odoorn! Of course we are busy placing Lost Wings signs at all the other crash locations in the Municipality, so these four signs are just the beginning!

The first four signs are at the crash sites of the Thirty Day Furlough, the Super Wolf, the Halifax MK I DT630 VR-T and the Full House.

The following pages and articles are therefore devoted to these aircraft and their crews.

Thirty Day Furlough



On January 11, 1944, a bomber formation of 372 B-17 Flying Fortresses and B-24 Liberators took off for an raid on the German aircraft factories in Braunschweig.

Soon after take-off, the weather conditions deteriorated over the English airfields of the 2nd Bomb Division. As a result, the entire 2nd Bomb Division and much of the 3rd Bomb Division were withdrawn from the mission. The remaining aircraft often bomb 'targets of opportunity'.

Due to the weather only a fraction of the planned escorts were sent. It is unknown how much. B-24H 42-52123 'Thirty Day Furlough' was one of the few aircraft that could continue with the mission. The aircraft, together with 24 other aircraft of 448th Bomb Group, 713th Bomb Squadron, had taken off from RAF Seething Air Base. This group bombed Meppen and Zundberg at 12:02 PM

as 'targets of opportunity'.

On the way there, B-24H 42-52123 'Thirty Day Furlough' is attacked by several Messerschmitt Bf109 fighters of the 2./JG 27. As a result of the attack by these German fighter aircraft, the aircraft most likely caught fire. The fire spread to the fuel tanks and/or the 12x500lb bomb load, on which B-24H 42-52123 'Thirty Day Furlough' explodes in mid-air.

The remains fall into the woods near Exloo where the wreckage parts still burn violently.

All crew members were killed in the explosion and subsequent crash.

Let's keep the memory alive of what Second Lieutenant James E. Urban, Second Lieutenant Alden Phillip Joseph Anthony, Second

Lieutenant Fred Brenner, Second Lieutenant Stanley Friedman, Staff Sergeant Wendell Robert McClellan, Staff Sergeant Howard M. Smith, Staff Sergeant Joseph Bernard Deffner, Technical Sergeant Roy D. Barber, Staff Sergeant George Petula and Staff Sergeant John J. Kelly did for our freedom. After the war, George Petula was repatriated to Margraten Military War Cemetery in Limburg, and Roy D. Barber was repatriated to Oak Grove Cemetery, Ratliff, Itawamba County, Mississippi, USA. The remaining eight crew members were all repatriated to Zachary Taylor National Cemetery, Louisville, Jefferson County, Kentucky, USA



The crew of the Thirty Day Furlough

On Friday, February 16, 1945, 1042 bombers with an escort of 197 fighters were sent to Germany.

Their aim was to attack benzol factories, oil refineries and shunting yards. The weather was disappointing, but it was decided that the mission could still be flown. Along the way the formation experienced FLAK which, not in quantity, but in accuracy was very heavy. On the other hand, no enemy aircraft were sighted. The formation released the bomb load at an altitude of 23,500 feet, a good 7,000 meters. One of these bombers, B-24H 42-95080 'Super Wolf', of the 467th Bomb Group, 790th Bomb Squadron, unloaded its bomb load over the Osnabrück shunting yard. When the aircraft turned back to go home, the crew reported very accurate FLAK.

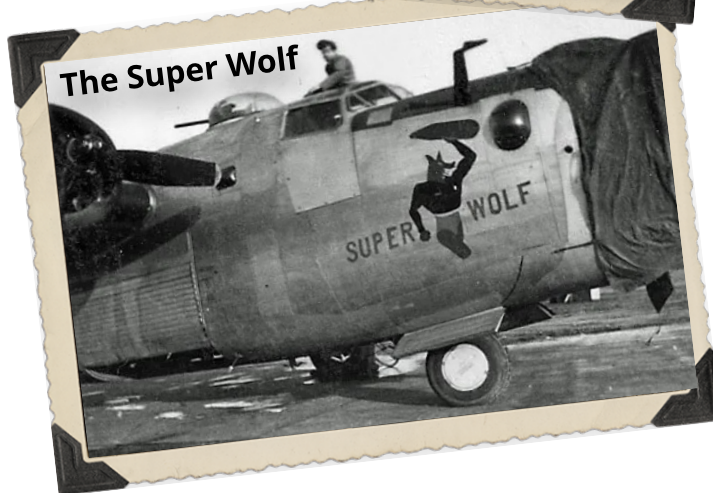
At 2:54 PM, the crew of B-24H 42-95080 'Super Wolf' is startled after a loud bang. The aircraft was hit by FLAK which damages the fuselage: there are three large holes in the fuselage. The explosion was so heavy that the wires of the drift meter were cut

A fire broke out and one of the crew members, flight engineer Walter M. Sies, suffered head injuries. Pilot John D. Mullican soon gave the order to abandon the plane. Walter M. Sies' parachute did not open. It came down near Roswinkelerstraat on a plot of land belonging to the Smit family, which was then used by the Heinen family. Walter M. Sies was killed instantly. The body of Walter M. Sies was brought by Mr Pagters with a cart to the cemetery in Roswinkel, where he stayed overnight in the morgue. The next day he was taken to Nieuw-Dordrecht where he was buried.

The rest of the crew landed near Roswinkel. B-24H 42-95080 'Super Wolf' flew on for a while and eventually crashed between Valthe and



The crew of the Super Wolf



Nieuw-Weeringe. In Roswinkel many saw the crew come down. All other crew members were captured and taken prisoner of war. Co-pilot Jay S. Young, who was injured and unconscious, was taken to the hospital in Emmen where he remained until the liberation of Emmen on April 11, 1945.

One of the other crew members, Radar Operator Francis W. Connor Jr. later stated:

"Sergeant Walter M. Sies was wounded in the head by FLAK. He asked me to jump with him. As he exited the plane, I saw his

parachute come out of the package, but I didn't see it open.

I lost track of him as he disappeared through a layer of clouds.

The German soldiers who captured us said they found the body of a crew member."



The Super Wolf during the bombing raid.

Halifax Mk II

DT630 VR-T



Youth near the wreckage

On February 3, 1943, Halifax Mk II DT630 VR-T of 419 RCAF Squadron took off from Middleton St. George Air Base at 6:34 PM as part of an attack wave of 263 aircraft. The target of this raid was Hamburg. Bad weather hindered the bombers on the way there, so many had to break off the attack prematurely.

The crew of Halifax DT630 VR-T was five minutes late crossing the Channel on the night of this bombing of Hamburg. Because of this delay, pilot Jack D. MacKenzie pushed the nose down slightly to increase speed. The fact that the Halifax DT630 VR-T was late and therefore behind the formation was not the pilot's only problem: contact with the rear gunner, Alexander H. Milton, had been lost. The whole intercom system had stopped working. Jack D. MacKenzie had to choose whether to return or to continue and hope the intercom would work again soon.

About 25 minutes from target, Halifax DT630 VR-T was attacked from behind and below by a Messerschmitt Bf110G-4 night fighter of the 10./NJG 1,

with pilot Oberfeldwebel Karl-Heinz Scherfling on board.

He attacked Halifax DT630 VR-T above Schoonoord at an altitude of 5300 meters. Alexander H. Milton later stated that an evasive maneuver called a "corkscrew" had been performed. The evasive maneuver did not help: the entire fuselage of the aircraft was pierced by the cannon fire from the FW-190. Jack D. MacKenzie and probably Lennox A. Gonnett, the dorsal turret gunner, were killed. The cannon fire also set fire to the incendiary bombs on board, burning out essential cables and pipes leading to the engines and controls.

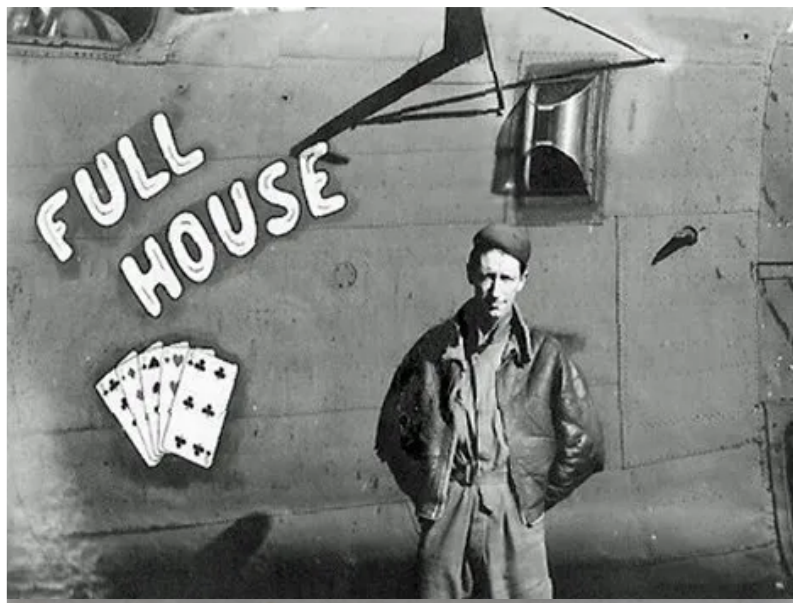
The flight engineer, William P. Duthie, attempted to put out the fire but was unable to do so due to the flammable and difficult to extinguish nature of the incendiary bombs. The Navigator, W.N. Garnett later reported that he gave the order to exit the aircraft according to a previously agreed sequence of flashes of light. This implies that the intercom system was still unusable. Eric R. Marquand, the

bomb aimer, was the first of the crew to leave the aircraft. He was followed by W.N. Garnett, who was still checking on the rest of the crew. He saw that the radio operator Raymond H. Hill was still in his position, as was William P. Duthie. However, both prepared themselves to leave the uncontrollable aircraft. At this point the German fighter turned back and attacked the falling Halifax again. Eric R. Marquand was hit in the area of his ear as he prepared to leave the aircraft. Alexander H. Milton continued to fire at the German fighter to chase it away so that the other crew members could leave the aircraft. He continued firing until he fell from his dome into the dark night. It is unknown what happened to the radio operator and flight engineer and why they did not leave the aircraft. The second attack by the German fighter may have prevented them from leaving the aircraft.

At 8.55 pm Halifax DT630 VR-T crashed here in Odoornerveen. Only Eric R. Marquand, W.N. Garnett and Alexander H. Milton managed to exit the aircraft. All three were soon taken prisoner of war and interned in Stalag Luft VIIIB. The four other crew members were killed in the crash.

Oberfeldwebel Karl-Heinz Scherfling





On July 7, 1944, 1129 bombers left for various targets in the vicinity of Leipzig. This included 373 B-24 Liberators that attacked Aschersleben, Bernburg and Halle, among others. The formation that flew towards Bernburg had the aim of bombing the German aircraft factories of Junkers-Zweigwerke. No German fighters were sighted on the way there. Also, the FLAK was light but accurate. It was only just above the target that many single and twin-engine fighters were sighted. B-24J 42-99966 'Full House' of 44th Bomb Group, 68th Bomb Squadron, which had taken off at 04:10 from RAF Shipdham Air Base, also took part in this attack on Bernburg. This was the 23rd mission for the crew of B-24J 42-99966 'Full House'. The crew of B-24J 42-99966 'Full House' flew its 23rd mission. Just before the bombs were dropped, about a dozen Messerschmitt Bf110 twin-engine fighters dived upon them in the formation's high squadron. Only one attack was made but B-24J 42-99966 'Full House' was hit in the dorsal turret, cockpit, wings and engines. A grenade exploded in the instrument panel, filling the entire cockpit with smoke. This prevented

the pilots from seeing their attacker. One engine could be feathered, with two other engines this did not work, so they only caught wind. The navigator and left side gunner were also injured. B-24J 42-99966 'Full House' quickly lost altitude and the aircraft was soon attacked for a second time. This time by several Messerschmitt Bf109s. However, the gunners fought these fighters away. Close by, another B-24, which was also badly damaged, flew in at B-24J 42-99966 'Full House'. This concerned B-24J 42-100170 'Patsy Ann II', which also failed to reach England. Zij werden vergezeld door een escorte van twee P-38 Lightnings. Na een paar minuten kon B-24J 42-99966 'Full House' dit andere toestel niet bijhouden omdat B-24J 42-99966 'Full House' niet meer het nodige vermogen had. Niet veel later vatte de twee niet meer werkende, niet in vaanstand zijnde motoren vlam. Hierop besloot de bemanning het toestel rond 11:00 uur te verlaten. Het neerschieten van B-24J 42-99966 'Full House' wordt toegeschreven aan Leutnant Oskar "Ossi" Romm. Hij werd op 7 juli 1944 bevordert tot Staffelfkapitän van 15./JG 3. Dezelfde dag schoot hij B-24J 42-99966 'Full House' neer, wat zijn eerste viermotorige bommenwerper

claim was. Hiervoor had Leutnant Oskar "Ossi" Romm al 76 Russische toestellen aan het Oostfront toegeschreven gekregen.

De linker zijschutter, Stanley G. Nalipa was door zijn verwondingen niet in staat zelf het toestel te verlaten, hij moest daarom geholpen worden. Hij werd geholpen maar onfortuinlijk genoeg opende zijn parachute niet waardoor Stanley G. Nalipa naar zijn dood viel. De overige acht bemanningsleden wisten ook het toestel met hun parachute te verlaten. Copiloot Walter B.

Shambarger landde 33 mijl ten zuidoosten van Groningen, vlak bij de Duitse grens. Toen de lokale bevolking richting Walter B. Shambarger kwam om hem te helpen dacht hij dat een persoon zijn hand uitstak om hem de hand te schudden, dit bleek echter niet zo te zijn: de 22-jarige Nederlandse Landwachter trok een mes en stak Walter B. Shambarger neer. Hij overleefde dit niet. Vlak na 11.00 uur stortte B-24J 42-99966 'Full House' als gevolg van de schade in Valthe neer.

Zes bemanningsleden werden krijgsgevangen gemaakt en één wist te ontsnappen. Twee bemanningsleden kwamen om het leven. Walter B. Shambarger wordt begraven te Lingen, waarna hij net zoals Stanley G. Nalipa herbegraven wordt op de Amerikaanse begraafplaats in Neuville-en-Condroz, België.



WELLINGTON Z1143 BU-G



80 years ago, on the night of March 25-26, 1942, the air battle continued uninterrupted and Bomber Command conducted the campaign of strategic bombing raids on German cities. The Vickers Wellington Z1143 BU-G of the 214th RAF Squadron took off from Stradishall airfield for their fatal mission. After an 11-day hiatus in major operations, Bomber Command dispatched 126 aircraft for the second major attack on Essen. The force consisted of: 254 aircraft from Wellington, Stirling, Hampden and Manchester, 7 aircraft did not return and were lost, 2.7% of the force. Hits on the "Krupps works" and fires at Essen were claimed, but the attack was in fact another failure on this difficult target and the effective German decoy fires at Rheinberg drew many bombers away from their actual target. The Wellington was on its way home from their target Essen with Australian Pilot Officer Eric William Cuthbert Creed and his crew when they were attacked near the

Dutch/German border by German night fighter pilot Oberleutnant Herbert Lütje flying a Bf 110 or Do 215 B-5 of the III/NJG 1 from Luftwaffe airbase Twente. Oberleutnant Herbert Lütje was guided from the Luftwaffe radar Himmelbett sector 4A to the Wellington Z1143 BU-G. The Wellington crashed at 11:50 p.m. near Vriezenveen after the attack of the German night fighter. None of the six crew members were able to jump out of the boat in time and unfortunately none survived the crash.

Let's keep alive the memory of what RAAF Pilot Eric William Cuthbert Creed, RAAF 2nd Pilot William Wynes Robey Norton, RAAF Navigator Walter Irvine Christsen, RAF 1st Radio Operator Albert Frederick Mons Emms, RAF 2nd Radio Operator John Routledge Payne and RAF Air Gunner Alfred Peter Mair did for our freedom. The entire crew is buried in the Commonwealth War Graves Department at the cemetery in Vriezenveen.

EST GRONINGEN.
VASH/ TEL. 6.

1702

25. III. 1944

V E R B A A L
van een Engelsch-
er) in den avond van
rtmeer, 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-