

THE SEARCHLIGHT



YEAR EDITION
2022

Content year edition 2022

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Germany

The Lost Wings Project crossed the border. The whole project contains 37 panels at the moment.



Luftwache

Luftwache Emlicheim



Lancaster LM370 SR-K2

Target: Berlin



Fokker DXXI Nr 229

In Hogeveen, a team built an accurate replica of the Fokker DXXI.



Help from Bönningheim

After Lost Wings crossed the border, more info comes from Germany.



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

BUY WAR BONDS

MAY 4TH AS BEFORE

For several years now, the workgroup of War Graves Schoonebeek (chairman Rob Wethly of the Air War Research Drenthe Foundation) and the 4 May Committee Schoonebeek have been responsible for the May 4th commemoration in Schoonebeek. Now, after the long 'Coronat time' back as usual.

The commemoration started at 6:45 pm in the Dorpskerk. After the service, the traditional wreath was laid at the resistance monument opposite the church.

At 7:30 p.m. a silent march to the cemetery, with musicians with veiled drums leading the way.

After the clock had struck, the "Last Post" was played by musicians from "De Bazuin" followed by 2 minutes of silence.

The Air Battle of Berlin.

The campaign was not limited to Berlin, but other German cities were also attacked. The campaign was launched by Arthur "Bomber" Harris, Air Officer Commanding RAF Bomber Command in November 1943. Harris believed that this offensive would make it possible to break the German resistance: "It will cost us between 400 and 500 aircraft. It will cost Germany the war."

But the shock to Germany was not as great as Harris predicted and the RAF lost 1,047 bombers and nearly 7,000 crew during the battle.



LM370 SR-K2

78 years ago on November 18, 1943, the 'Battle of Berlin' began.....

The RAF 101 squadron Lancaster LM370 SR-K2 took part as an ABC equipped Lancaster in the first massive raid of the "Battle of Berlin" on 18-19 November 1943. Berlin was the main target and was attacked by 440 Lancasters assisted by 4 Mosquitos. Few German fighters intercepted the bomber force, 9 Lancasters were lost.

Berlin was completely overcast that evening and both the marking and the bombing were carried out blindly. Bomber Command was unable to assess the results; many bombs fell outside the city and the local report lists some minor damage and the loss of some farms.

On the return flight from Berlin, the Irish pilot, Flying

Officer Charles Patrick McManus and his crew, flying the Lancaster LM370 SR-K2 were attacked and shot down near Schoonebeek by the German night fighter pilot Feldwebel Rudi Frank flying a JU at 23:12 hrs. 88 of 2./NJG 3.

Let us remember what Flying Officer Charles Patrick McManus, Sergeant Kenneth Jones, Flying Officer Guy Dermot Spyers, Warrant Officer 2nd Class George Philip Herman, Sergeant Anthony Ezra Rosen, Flying Officer Barry Kingsley Petyt, Sergeant Charles Harold Downs and Flight Sergeant George Herbert Gittins (DFM) for our freedom.

All crew members of Lancaster LM370 SR-K2 are buried in the Commonwealth War Graves on the Municipal Cemetery in Schoonebeek in the Netherlands.

"For they did give, so we

might live.

And hear their stories told. Remember now the nations' youth.

Who gave, and don't grow old."

Rest in peace.

Rob Wethly



Lost Wings panel of LM370 SR-K2

ACROSS THE BORDER



We did it! Project Lost Wings has crossed the Dutch/German border! "Erinnern um nicht zu vergessen", the German subtitle for our 13 Lost Wings information panels in Germany. Located in the border area near Schoonebeek, around Twist and Emlichheim.

Twelve Lost Wings information panels of the project "Erinnern, um nicht zu vergessen" were made possible with financial support from the Ems Dollard Region (EDR), Gemeinde Twist, Gemeinde Emlichheim, Province of Drenthe and Emsländische Landschaft e.V.

An exception is the Lost Wings information panel of the USAAF P-47D Thunderbolt 42-8636 'Luzon' of pilot Albert T. Niccolai, this Lost Wings information panel is fully funded by our airwar research foundation: Stichting Luchtoorlog Onderzoek Drenthe

For more detailed information on each individual crash, you can visit our webpage:

www.slodrenthe.nl/lost-wings-duitsland



HELP FROM BÖNNIGHEIM

Last summer, Stichting Luchtoorlog Onderzoek Drent expanded her Dutch project Lost Wings across the German border: project 'Erinnern, um nicht zu vergessen'.

Under this name, 13 panels were planted in Gemeinde Twist (Landkreis Emsland) and Samtgemeinde Emlichheim (Landkreis Grafschaft Bentheim). Apart from the name, identical to the well-known yellow appearance of the Dutch panels. Every panel also has its own page on our website www.slodrenthe.nl. On this page, more detailed information is available. Together with pictures, documents and a picture of the grave (if applicable).

One of these panels and the corresponding page concerns the crash of a German fighter on February 10th, 1944: Focke Wulf FW-190A-7 Wnr. 430690, flown by Unteroffizier Martin Wilhelm Weipprecht. Not much is known about Martin Weipprecht. What happened that day that led to the death of Martin is also shrouded in mystery. Family history, a picture or the place Martin Weipprecht was buried were all unknown. In short, not much to put on our website.





SARTORIUS

It is precisely then that the desire to find out more about Martin Weipprecht increases. Things like his death certificate from 1944 give small hints: He would have been buried in Bönningheim. The next step is to get in contact with someone out of the region of Bönningheim (without -n). The first contact became an official of the City of Bönningheim. She told that there once was a grave registered for Martin Weipprecht, but that it had already been cleared. She then referred us to the Historische Gesellschaft Bönningheim. After sending the same question again, contact was made with Kurt Sartorius, Chairman of the historical association. He acknowledged that Weipprecht was a well-known name in Bönningheim and he was going to do some digging.

The first pieces of information passed to us concerned some background info about Martin Weipprecht:

Martin Wilhelm Weipprecht: born November 2nd, 1920

Married on October 17th, 1943 with Annemarie Irene Jentsch in Leipzig

On January 19th, 1944, their daughter Karin was born. (Three weeks later, Martin Weipprecht would be killed in action near Heseperthwist!)

Also some information regarding the parents was found:

Father: Ernst Wilhelm Weipprecht. Profession: painter. Born October 1st, 1891, died January 29th, 1966

Mother: Luise Weipprecht, born Rückle. Born February 28th, 1885, died April 23rd, 1980

Kurt Sartorius also managed to trace some relatives, but sadly none of them held any information regarding Martin Weipprecht.

JETZ HABE ICH DOCH NOCH ETWAS GEFUNDEN

But then, in early December we receive an email from Kurt Sartorius which starts with "jetzt habe ich doch noch etwas gefunden". Attached is a picture of the gravestone of the grave of the parents of Martin Weipprecht. Apart from the parents, also Martin, and an until then unknown other son, is mentioned: Ernst 1919-1921, Martin 1920-1944. However, this grave has also been cleared. Nonetheless, this picture was immediately added to the page of Martin Weipprecht. It might not be his own grave, but it is certainly better than nothing at all.

We are of course incredibly happy with this early Christmas present but our hope of finding a picture of Martin Weipprecht is still there. Because with a picture, Martin Weipprecht and his story will truly come back to life.

Do you want to know more about Martin Weipprecht, please visit our website:
<http://www.slodrenthe.nl/focke-wulf-fw-190a-7-wnr-430690/>

Many thanks to Kurt Sartorius

Yannic Wethly



FOKKER DXXI



Just over eight years and thousands of working hours later, the Fokker D21 from the beginning of World War II, flown by Jac van Egmond Jr., took to the air for the first time on May 23, 2022.

On May 6, 2014, with the gluing of the first wooden wing parts, a start was made with the construction of a 'factory new' Fokker D21. Using original construction drawings and a large number of original components, the device gradually took shape.

The first round of the Hooegeveen airfield circuit crowned the life's work of Jack van Egmond Sr, his two sons Jac Jr. and Hans and the other members of the team with whom they built this special Dutch aircraft.



Rebuilding Fokker D21 at Hoogeveen

The Fokker D-21 fighter aircraft was recreated at the Hoogeveen airfield in a hangar belonging to the company ATN Aircraft Division. This is an airworthy, exact replica of one of the Netherlands' most famous aircraft, which fought against the aircraft of the German Luftwaffe in the May days of 1940.

Most of the construction drawings required for the construction of the D-21 originate from the personal archive of Jack van Egmond, founder of the ATN company. 'As a small boy I collected photos, data and parts of the Fokker D-21, an aircraft type that has always appealed to my imagination.' Of the 416 construction drawings ever made for the construction of this aircraft, Jack has managed to collect 397. As a result, he has a huge amount of data on this aircraft type.

First attempt failed

It is the second time that an attempt has been made in our country to build a flying replica of the legendary Fokker fighter, of which there is not one copy left in the world. The first attempt dates back to 1988 when the Royal Netherlands Air Force, on the occasion of its 75th anniversary, wanted to build an airworthy D-21 together with the Fokker aircraft factory based on Jack van Egmond's original construction drawings from the 1930s.

It was the intention that this D-21 would be flown during the air show of July 2, 1988, after which it would be given a place in the Military Aviation Museum at Soesterberg. The first, the pre-flight, never succeeded: the plane looked beautiful, but was not airworthy. The latter has happened: the replica is now in the Defense Museum in Soesterberg.

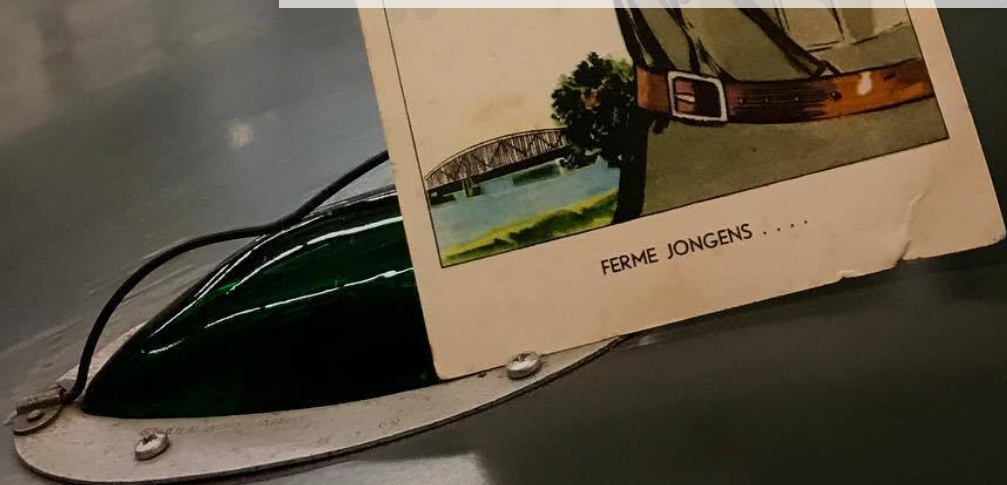
'DRAWING NOT QUITE RIGHT'



Authentic construction

Jack builds his D-21 completely in the same way as it used to be done by the Fokker factory in Amsterdam. Even the table on which the wing of the D-21 is built is of a Fokker design. Many parts for his D-21 Jack has obtained from far and wide. For example, the engine comes from the museum in Soesterberg, the landing legs from Denmark, the wheels from England and the braking system from the US.

The Fokker D.21 fighter aircraft is of course officially a replica, but it is equipped with various authentic parts, an imposing Wright engine, wheels on large wheel forks and a fully equipped cockpit. In contrast to the current construction of aircraft where everything has to be correct down to the millimetre, it was discovered during the construction of the Fokker that the drawings were not entirely correct. At such a moment, Jack's years of experience in the restoration and maintenance of historic aircraft prove to be very useful.



NR. 229?

Fokker D-21 223

Jack van Egmond's D-21 will carry the registration number '229' on the fuselage.

The 229, flown by Koos Roos, was attacked by three Me-110 fighters during the May Days. After his plane was hit several times, Koos prepared to bail out by loosening his seat belts and the cockpit canopy. Much to his surprise, the hood hit the engine of the pursuing Me-110, which immediately went down with a smoking engine! Koos found that he still had full control of his plane and escaped in a cloud. When he came out, he was directly on the tail of the second Me-110. He immediately opened fire and saw the rear gunner sink into his seat. This plane also crashed with a smoking engine.

Subsequently, the 229 was hit again and Koos lost consciousness. Luckily for him, he was thrown from his plane and came to when he "felt a lot of fresh air"!

He opened his parachute and landed near the spot where the 229 had crashed. He had a broken right arm, bullets in his leg and 20mm shrapnel in his head and left shoulder. With the 229 back in the air, Sgt. Roos will be remembered for his efforts during the German invasion.





FOKKER D-21

Designed for the KNIL

The D-21 was designed as an interceptor fighter for the ML-KNIL, which, however, decided not to purchase it. Subsequently, the D-21 was purchased in 1938 by the Aviation Department of the Dutch army. These were examples with a more powerful engine, which were developed according to Finnish specifications. The D-21 was delivered to Denmark with the original lighter engine and to Finland with the heavier engine.

The fuselage was constructed of metal tubing. The front part was covered with metal and the back part with linen. The wings were covered with plywood. The undercarriage was non-retractable and consisted of a pair of struts; the wheels were fitted with streamlined hoods.

At the LVA, patrols were often flown with three aircraft. Only the patrol leader had a radio on board and when he received orders from the ground he had to instruct his wingmen by hand signals.

Due to the low speed (due to, among other things, the fixed undercarriage and the low engine power), the D-21 was at a disadvantage compared to the Messerschmitt Bf 109. The aircraft did have greater maneuverability and a smaller turning circle.

With

FLUWA EMLICHHEIM

The Luftnachrichten Stellung Emlichheim was located south of Schoonebeek „auf dem Lamberg“ near Emlichheim.

In all probability, this position was already completed in 1939 and equipped as a “Flugwache”.

A Flugwache (Beobachtungsposten/Flugmelder der Luftwaffe), abbreviated FluWa, was an air patrol station to observe aircraft and to report the location.

'FLIEGER ALARM'

On August 25, 1939, the FluWa was manned by the "Luftnachrichten Truppe" in preparation for the closure of the entire German airspace on September 1, 1939. On September 1, 1939, Germany invaded Poland, after a border conflict that was feigned by the Germans themselves. The offensive was exceptionally fast and successful. The German air force and ground forces were superior to the Polish army in every way. Two days after the invasion, England and France declared war on Germany.

The "Fluwachen" system was systematically built up from 1933, and was operational from the first day of the war. The individual observations of the "Luftnachrichten Truppe" were passed on to the headquarters, the Flugwachkommandos

(FluKo). The entire unit belonged to the "Reichs Flugmeldedienst".

The task of the "Reichs Flugmeldedienst" was to detect the approach and flight direction of an enemy aircraft at an early stage.

The fastest possible observations deprives the enemy air force of the advantage of surprise and allows the German air defenses to launch a prepared defence. The observation also makes it possible to implement passive air defense measures in a timely manner and to warn the population. The system was as far as possible with a mutual distance between the posts of 50 to 70 kilometers, making it possible to monitor the entire "Reichsgebiet".

The observation was done with simple means such as binoculars without further

Stellung Emlichheim



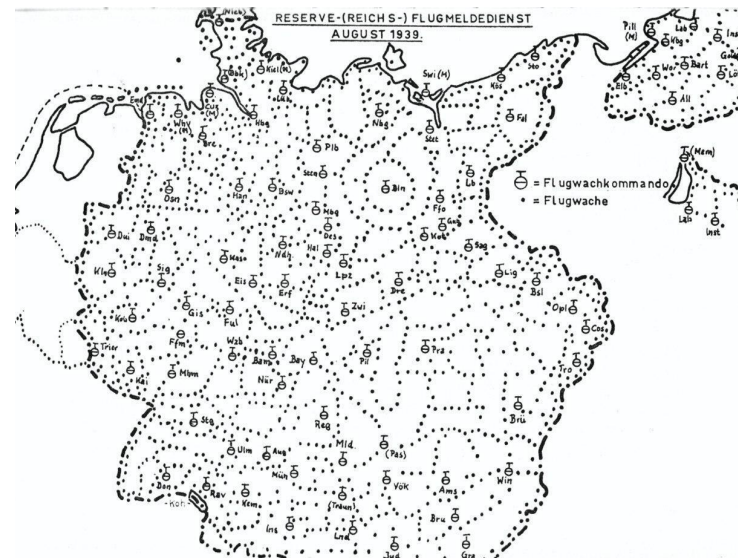
and poor accessibility. Despite the poor condition of the buildings, the structure in the layout of the post is still clearly recognizable.

Rob Wethly

Until 1943 the "Luftnachrichten Truppe" were very bureaucratic and every report was written down and reported. This not only required a lot of documents, but also meant time delays. This forced them to pass on the reports by telephone to the assigned Flugwachkommandos. In the interior, the "Flugwache" was usually a sober and simply furnished position, which was equipped with a few masonry shelters with a concrete roof for protection. The physical observatory was an opening or wooden tower to have a clear view. In some situations, the observatory was fitted with a glass cover, so that the observer on duty was still somewhat protected against the weather. The "Flugwache" Emlichheim, together with the

"Flugwache" posts in Uelsen, Wielen and Wilsum, was situated in the German area south of Schoonebeek. Possibly there was also a floodlight position near Halle (South of Uelsen). The "Flugwache" in Uelsen was also the "Befehlsstand" (command post) of the above posts. Many "Flugwache" posts have disappeared over time and few have been preserved as ruins or not. Luftnachrichten Stellung Emlichheim „auf dem Lamberg“ has been reasonably preserved due to its isolated and sheltered location

Archives of the Air War Research
Foundation Drenthe
Archive Rob Wethly
Heimatfreunde Emlichheim
Bundesarchiv
Internet: www.ww2.dk
Web: www.opencaching.de
Internet: www.lexikon-der-wehrmacht.de



CHRISTMAS EVE 2022

Candles on War Graves 2022

Our traditional Christmas Eve, together with our photographer Jacques Louwes, we placed a light at every war grave in Schoonebeek. Our way of remembering these men and remembering what they did for our freedom.

Would you like to see more pictures? Check out the website of our foundation Stichting Luchtoorlog Onderzoek Drenthe:

www.slodrenthe.nl/lichtjes-op-oorlogsgraven-december-2022

EST GRONINGEN.
VASH/ TEL. 6.

1702

25. III. 1944

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