

THE SEARCHLIGHT



YEAR-EDITION
2020

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Final editor: Peter van der Weide, secretary SLO Drenthe



May 4th 2020

Different, but no less.



Marechaussee van Dijk

Extraordinary find



Remembrance Day 2020

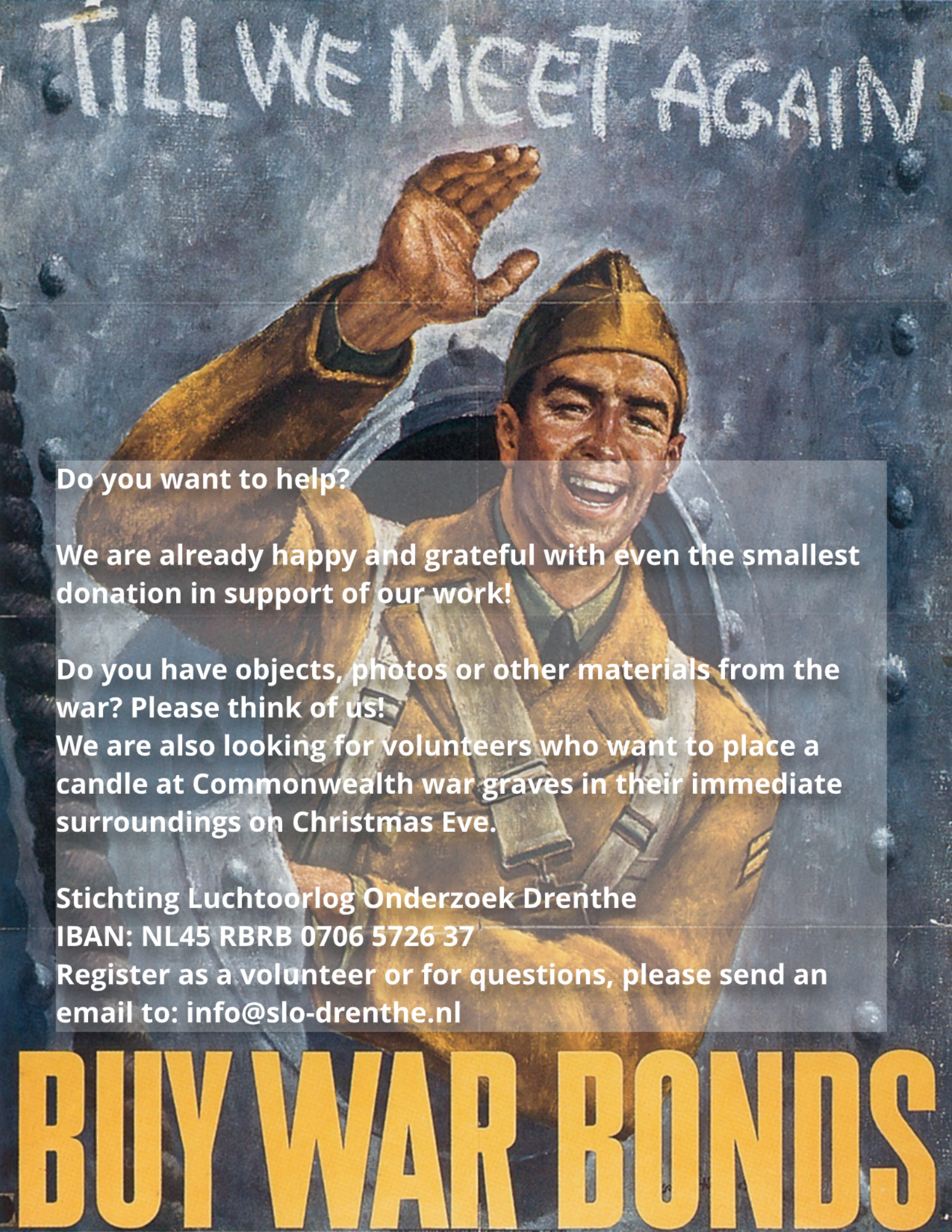


Christmas Eve



Unique photo

You start with an special photo. A photo that leads to a quest with a unique story.



TILL WE MEET AGAIN

Do you want to help?

We are already happy and grateful with even the smallest donation in support of our work!

Do you have objects, photos or other materials from the war? Please think of us!

We are also looking for volunteers who want to place a candle at Commonwealth war graves in their immediate surroundings on Christmas Eve.

Stichting Luchtoorlog Onderzoek Drenthe

IBAN: NL45 RBRB 0706 5726 37

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

BUY WAR BONDS

COMMEMORATE WITH INTENSE SILENCE

May 4th, 2020 Commemoration Day, as a result of Covid-19 a completely different memorial ceremony.

A small group, the signal tattoo, two minutes of silence, the Dutch and English national anthem and the placement of flowers with every war grave

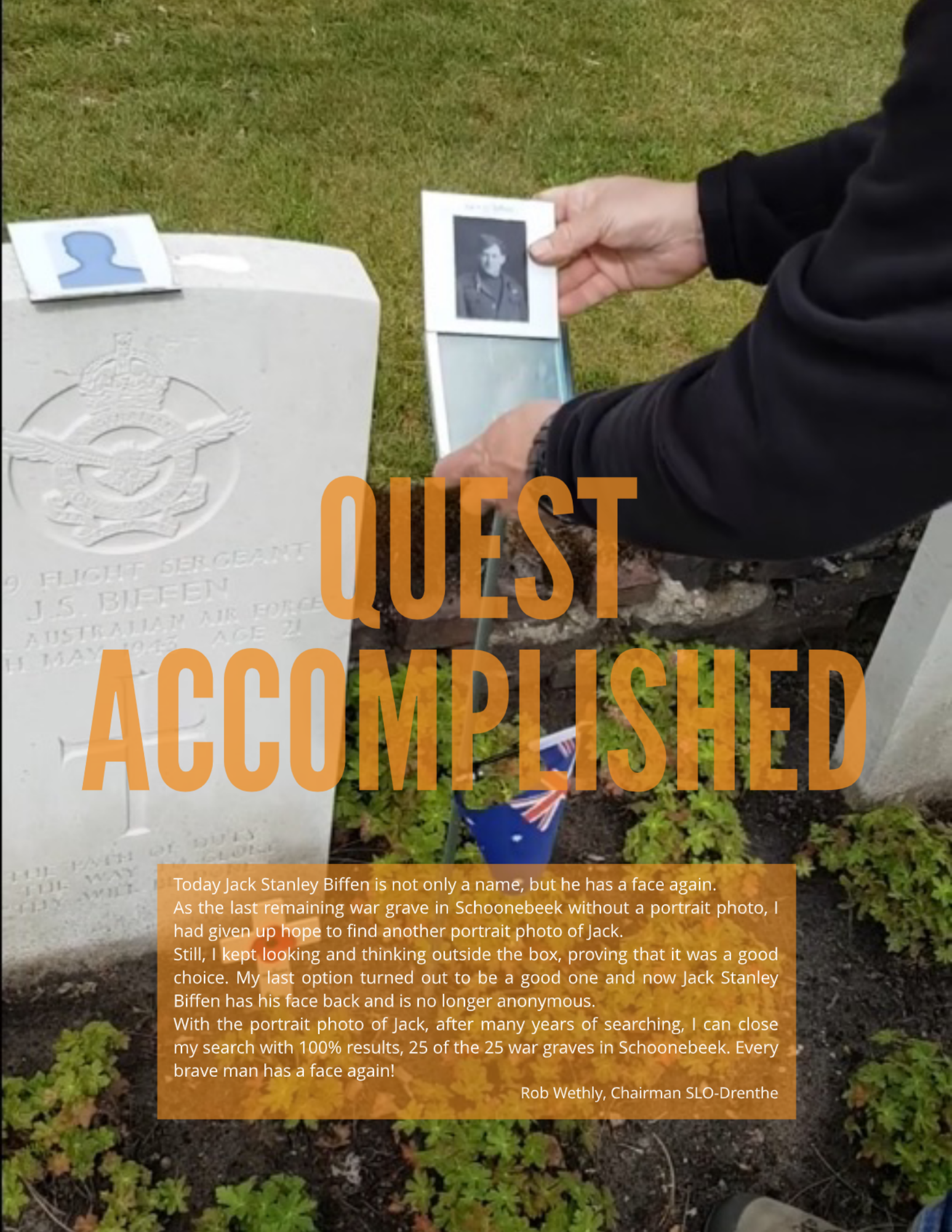
The silence was intense, emphasized by the desertion and tranquility of the cemetery.

A 75th commemoration that went completely differently than expected. Different, but no less. Lest we forget.

All photo's of this article, Jacques en Indy Louwes







QUEST ACCOMPLISHED

Today Jack Stanley Biffen is not only a name, but he has a face again. As the last remaining war grave in Schoonebeek without a portrait photo, I had given up hope to find another portrait photo of Jack. Still, I kept looking and thinking outside the box, proving that it was a good choice. My last option turned out to be a good one and now Jack Stanley Biffen has his face back and is no longer anonymous. With the portrait photo of Jack, after many years of searching, I can close my search with 100% results, 25 of the 25 war graves in Schoonebeek. Every brave man has a face again!

Rob Wethly, Chairman SLO-Drenthe

GERMANS RAISE FLAG!



The German mayor Daniela Kösters and two residents of Schoonebeek raised the Dutch flag together in Emlichheim on Tuesday.

The Dutch flag also on May 5 at the Grafschaft Bentheim town hall and the churches ring their bells for seven minutes.

The idea came from Mayor Kösters, who would come to Schoonebeek because of the celebration of 75 years of freedom. Due to the corona crisis, all activities were also canceled here. Mayor Kösters was very sorry that the joint celebration could not continue, so she spontaneously thought of raising the Dutch flag and ringing the church bells. "As a sign of solidarity because 75 years ago the Netherlands was liberated from German oppression and for the many Dutch people living in our municipality," as she describes it herself.

Kees Veenstra and Albert Vrielink of Schoonebeek in Actie think the gesture of the municipality of Emlichheim and Grafschaft Bentheim is fantastic. "It underlines the close cooperation between the two border municipalities. We used to stand against each other, now we pull together," say Veenstra and Vrielink. The heavy hearted German war history (and specifically that of Emlichheim) would be exposed in an exhibition in Schoonebeek. It has also been postponed to next year.

Source: DVHN and Samtgemeinde Emlichheim.



Source Samtgemeinde
Emlichheim



November 11th, Remembrance Day in the United Kingdom and the Commonwealth. On this day, sergeant van der Weide and marechaussee Boonstra of the Historical Brigade Royal Marechaussee (Gendarmerie) paid respect to the crew members whom are buried in Nieuw Dordrecht.

The Historical Brigade Royal Marechaussee takes part in commemorations, historical days and portraying the historical tasks of the Royal Marechaussee and the Police Force Corps.

EXTRAORDINARY FIND



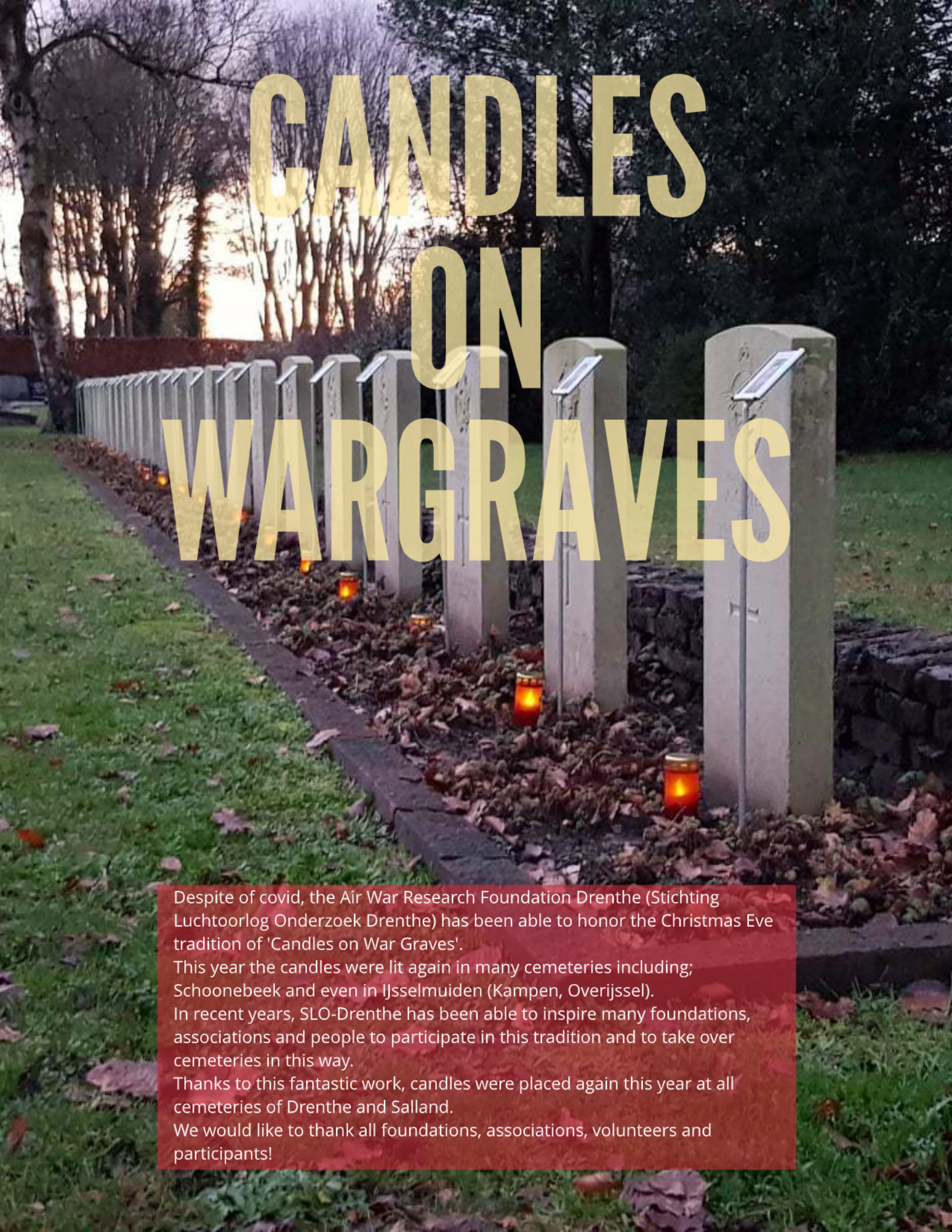
The South Wales Borderers was an infantry regiment of the British Army. It originated as the 24th Regiment on Foot in 1689, but was not called the South Wales Borderers until 1881. The regiment served in a variety of conflicts, including the American Revolutionary War, various conflicts in India, the Zulu War, the Boer War, and the First and Second World Wars.

How this cap badge ended up at the crash location and what possible connection there is with the crew members of Lancaster W4984, has unfortunately also remained unclear after research.

What is certain in any case is that this infantry cap badge of the British Army was not used by the British Air Force, the RAF or other air force components of the then Commonwealth countries such as Australia's air force, the RAAF.

Rob Wethly, chairman SLO-Drenthe

CANDLES ON WAR GRAVES

A photograph of a cemetery at dusk or dawn. A long, straight row of grey, rectangular war graves stretches into the distance. In front of each grave, a small, lit candle sits on the ground, casting a warm, orange glow. The ground is covered with fallen brown leaves. In the background, there are bare trees and a soft, hazy light from the sky.

Despite of covid, the Air War Research Foundation Drenthe (Stichting Luchtoorlog Onderzoek Drenthe) has been able to honor the Christmas Eve tradition of 'Candles on War Graves'.

This year the candles were lit again in many cemeteries including; Schoonebeek and even in IJsselmuiden (Kampen, Overijssel).

In recent years, SLO-Drenthe has been able to inspire many foundations, associations and people to participate in this tradition and to take over cemeteries in this way.

Thanks to this fantastic work, candles were placed again this year at all cemeteries of Drenthe and Salland.

We would like to thank all foundations, associations, volunteers and participants!

CANDLES IN IJSSELMUIDEN

This year candles were also placed at the war graves in IJsselmuiden.

An enthusiastic family takes care of this in IJsselmuiden and Grafhorst for the killed Allies.

The Historical Brigade Royal Marechaussee also looked after the graves of adjutant of the marechaussee Muller and marechaussee van Dijk this year.

Marechaussee Gerrit van Dijk was a member of the Dutch National Forces (a resistance group) of IJsselmuiden and crossed the IJssel at night to join that group.

The Canadians, mistaking him for a German, shot him at the beginning of the Baan (street near the crossing).

Adjutant Muller was arrested on February 26, 1945, after being betrayed, for espionage and for membership of the Order Service (an other resistance group), offering help to people in hiding and support for the pilot line.

At his execution, he was dressed in uniform. His body and those of his supporters lay side by side in a row for the rest of the morning, guarded by a police officer.

The sergeant of the Historical Brigade is also a board member of the Air War Research Foundation Drenthe and was thus able to inspire the brigade to allow the beautiful tradition 'Candles on War Graves' to take place here on Christmas Eve.



YOU START WITH AN UNIQUE PHOTO

ROB WETHLY



From Rob Wethly

For many years I've liked to search on internet for old pictures from Berlin in 1930's and during world war two, to get an idea how Berlin looked that time. During one of these searches I noticed an auction webpage of old postcards and the seller was offering an intriguing photo with very interesting information, attached to the backside of this photo.

A quick skilled look revealed a wreckage of a Whitley bomber in a dense forest, combined with the attached information, I could easily do a preliminary investigation and narrow the list of possible bombers to just two.

With the absolute fair price, the seller was asking for this photo, with the value of "good cup of coffee" and the results of preliminary investigation, I choose to buy this photo..... On arrival I was very pleased about the quality of the photo and stored this photo in my archive, with the reason to work on the moment do have more time!

Half a year ago I started with a thorough investigation, checked my book collection, several sources on internet and I could proof my preliminary conclusion and with these results I could even reduce it to that "one" bomber, the Whitley T-4334.

As a Facebook user myself I know the value of Facebook for historical research and possible leads to more information. I noticed an old post from December 2019 of Harry Bartlett, the Secretary of the 102 Squadron Association.

Harry Bartlett was contacted by Peter Reinhardt, who works for the museum "Luftfahrtshistorische Sammlung" in Finowfurt near Berlin, with a request of information.

Peter Reinhardt and colleagues had been excavating the crashsite of Whitley T-4334 and Harry Bartlett could provide some necessary information and published the results in his post on Facebook.

This all matched with my results and I uploaded a low resolution copy of "that unique photo" to this Facebook post of Harry Bartlett with the request to get in contact. Within a short time I've got an answer and contact was made, Harry Bartlett on his turn could bring me in contact with Peter Reinhardt.

With the words of Harry Bartlett *"This is what this site (Facebook) is really brilliant at doing! Bringing two or more researchers together to help tell the story of those brave crews and help preserve those stories for the future.."*

Neuer ruckloser

Nacht vom 17. zu
englische Luftwaffe
erneut, Bomben
nen Flugzeugen,
en gelang, ihr Plan
itten und Wohnvier
geschoßen.

: Die Reste eines im Nordosten
bombers.

Boesig, 18.4.41

(fr. OKW) K.G.

9-17+79-46

WHITLEY T-433

The 102 (Ceylon) RAF Squadron Whitley T-4334 DY-? was part of the bomber force of 50 Wellington, 39 Hampden, 28 Whitley bombers and 1 Stirling bomber, in total 118 aircraft to bomb Berlin in the night of 17/18 April 1941 between 00.45 and 02.45 hrs. CET.

They RAF Bomber Command selected two target points for that night but dense haze prevented concentrated and visual bombing. RAF Bomber Command lost eight aircraft during this operation, five Whitley and two Hampden bombers and one Wellington bomber. The Whitley T-4334 took off at 20.32 hrs. on 17 April 1941 from RAF Topcliffe airbase located in North Yorkshire and was hit after it release his bombs on Berlin, by German anti-aircraft fire in the target area of FLAK units under control by Luftgau IV, in "Raum" Berlin.

The FLAK units, 3./Res.-Flak-Abt. 132 and 3./Res. 321 (Eisb.), claimed the "Absatz" of the Whitley T-4334. The Whitley T-4334 crashed north of the German capitol Berlin in a densely wooded area just north of Bernau. The entire crew Whitley T-4334 survived the attack after they could leave their stricken aircraft in time and landed safely with the use of their parachute and were taken prisoner of war by German armed forces.

The crash location as it is described in the German combat reports:

"The aircraft crashed northwest of Bernau on Lake Liepnitz in Jagen 19. The division commander, Oberleutnant v. Bezold and Hauptw. They, drove to the crash site during the night and captured 2 Englishmen."

Peter Reinhardt and colleagues of the Luftfahrthistorische Sammlung Finowfurt were able, with the use of an old hiking map, to locate "Jagen 19", just 25,4 kilometer north of Berlin.

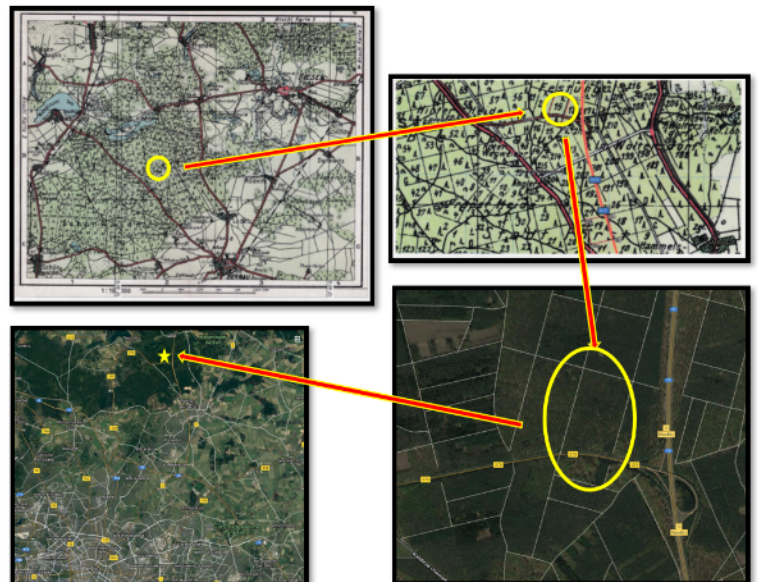
Peter Reinhardt and colleagues, were able to find the crash location and have been researching the crash location of the Whitley T-4334 several times and could secure some fragments of this aircraft.



Bron: Luftfahrthistorische Sammlung Finowfurt



Source: Luftfahrthistorische Sammlung Finowfurt



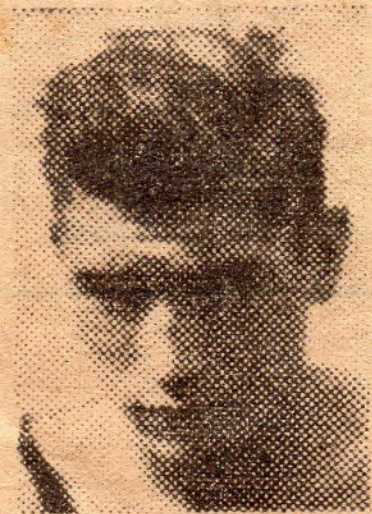
Source: Luftfahrthistorische Sammlung Finowfurt



John Ingram Charlton
Source: Rob Wethly

Tees-side Pilot

Mr. W. D. Charlton, 9, Myrtle Street, Middlesbrough, has received official intimation, through the International Red Cross, that his son, Sergt. Pilot John Ingram Charlton (23), is prisoner of war in Germany.



Sergt.-Pilot
Charlton

Sergt. - Pilot Charlton was in an aircraft which successfully bombed Berlin, but did not reach home. He joined the R.A.F.V.R. at West Hartlepool before war broke out.

Sergt.-Pilot Charlton is an old boy of Hugh Bell School. Mr. Charlton's other son, Gilbert, is serving in the Greek Howards.

Source: British newspaper archives

THE CREW

RAF Pilot Flying Officer Edward Gerald Libbey, (Service Number 41304 and POW Number 579), Edward Gerald Libbey was born in 1912 in Scarborough, Yorkshire in England as son of Edward Oscar Libbey and Mary Cowan. Flying Officer Libbey was promoted from Pilot Officer to Flying Officer on 30 September 1940. Flying Officer Libbey was held as prisoner of war in camp Stalag Luft III at Sagan.

RAF pilot Sergeant John Ingram Charlton, (Service Number 745829 and POW Number 590), John Ingram Charlton was born on 27 October 1916 in Middlesbrough, Yorkshire, England as son of William Dickinson Charlton and Ella Mary Ingram. Sergeant Charlton was transferred from 19 OTU to the RAF 102 Squadron on 16 December 1940. Sergeant Charlton was held as prisoner of war in camp Stalag 357 Kopernikus, at Fallingbostal.

RAF Flight Sergeant Leonard Marmaduke Barrows, (Service Number 743061 and POW Number 39142), Leonard Marmaduke Barrows was born on 14 January 1912 in Northampton, Northamptonshire in England, as son of William Barrows and Ada Blanche Aspinall. Sergeant Barrows was held as prisoner of war in camp Stalag 357 Kopernikus at Fallingbostal.

RAF Sergeant Alan George Hartley, (Service Number 751337 and POW Number 601), George Alan Hartley was born on 17 December 1920 at 13 Firshell Street, Portobello, Edinburgh, Scotland, as son of Benjamin Hartley and Catherine Litster. Sergeant Hartley was held as prisoner of war in camp Stalag Luft VI at Heydekrug.

RAF Sergeant James John McCurdy, (Service Number 965207 and POW Number 606), James John McCurdy was born on 31 May 1917 at 35 Laurieston Street, Edinburgh in Scotland as son of Alexander McCurdy and Mary O'Neill. Sergeant McCurdy was held as prisoner of war in camp Stalag 357 Kopernikus, at Fallingbostal.

source: British newspaper archives

R.A.F. PRISONERS

In a list of R.A.F. prisoners of war in Germany, given from a German source, are:—

Flying-Officer Edward Gerald Libbey, of Burton House, West Wood, Scarborough, Yorks; and Sergeant John Ingram Carlton, of Myrtle Street, Middlesbrough.

- 2 -

k) Wetterlage am Ziel.
(Wolken, Sonnenstand usw.):
o/10 bedeckt, Sternhimmel.

8. Zeugen:

- a) Luft: -----
b) Erde: Oberleutnant Volkert, Battr.-Chef 2./Res.Flak-Abt.508
(Schw.)
Leutnant Engelhardt, 2./Res.Flak-Abt.308 (Schw.)

9. Bemerkungen: Es ist anzugeben, wo sich das Flugzeug befindet.
Wurde es geborgen - wann - wo - von wem und was wurde von wem
veranlasst? Wird das Flugzeug bewacht? Usw.

Das Flugzeug befindet sich in Jagd 19, Berliner Stadtfors, zwischen Bernau und Wandlitz. Wache stellt 2./Res.Schw.Abt.308
Die Bergung der Flugzeugtrümmer erfolgt durch Kommandantur
Fliegerhorst Werneuchen.

Verhalten der Flugzeuge (Tiefangriff mit MG-Feuer, Vorbeiflug,
Bombenangriff usw.):

Hochangriff, Vorbeiflug.

Verbleib etwa gefangener Besatzung: 5 Besatzungsmitglieder wurden
gefangengenommen und dem Luftgau III zugeführt.

In der Nacht vom 17.-18.4.41 feindliche Einflüge in breiter Front zwischen Harz und Ostsee. Um 00⁴³ Alarmstufe I. Feuertätigkeit der 1./335, 3./335, 3./132 und 3./321 (Eisb.). Eine Maschine stürzt um 02¹⁴ brennend ab, eine weitere um 02⁵⁹. Erkennt wurden folgende Flugzeugmuster:

Armstrong-Whitworth-Whitley

Vickers - Wellington

Zielhöhe 800 - 5000 m, v^h 54 - 120 m/sec.

Es erfolgten Hoch- und Tiefangriffe.

Die Batterien wurden mit Bordwaffen beschossen.

Ab 03³⁹ alte Alarmstufenregelung. Munitionsverbrauch:

354 Sprenggranaten 10,5 cm

Anlage L

832 Sprenggranaten 8,8 cm

Anlage L

Abschussmeldungen reichten ein:

3./132 Abschuss einer Armstrong-Whitworth-Whitley um 02.59

Anlage D 5

3./321 (Eisb.) für den Abschuss der gleichen Masch.

Anlage D 6

Der Abschuss wurde diesen Batterien im Zusammenwirken mit weiteren 5 Batterien zuerkannt.

Anlage D 7

Die Maschine ging nordwestlich Bernau am Liepnitzsee in Jagd 19 zu Bruch. Der Abteilungskommandeur, Oberleutnant v. Bezold und Hauptw. Theis fuhren noch in der Nacht zur Aufschlagstelle und nahmen 2 Engländer gefangen.

Luftlage-Bericht Anlage C 4

Anlage C 4

17. 4.41

Anlage D 6

Abschrift.

Axhausen, Oberleutnant
3./ Res. 321 (Rsb.)

O.U., den 18. April 1941

Gefechtsbericht.

- 1.) Zeitlicher Verlauf: Für 3./Res.321 (Rsb.) wurde in der Nacht vom 17.4.41 zum 18.4.41 um 00.43 Alarmstufe 1 befohlen. Die Batterie bekam rte von 01.38 bis 02.34 Uhr 6 Anflüge, zum Teil mit Flakmessgerät, zum Teil mit Kommandogerät 36. Um 02.40 Uhr wurde in Richtung 8 eine Maschine aufgefasst, die von mehreren Werfern gut beleuchtet war. Auch der der Batterie unmittelbar benachbarte Werfer 36 übernahm die Maschine. Ich befahl Vernichtungsfeuer. Das Ziel zeigte eine Rauchfahne, die vom linken Motor ausging. Das Ziel überflog die Feuerstellung und hielt sich wegen starken Steigens und daher kleiner Geschwindigkeit bemerkenswert lange im toten Trichter der Batterie auf. Nach Wiedereröffnung des Feuers trat eine Rauchentwicklung auch an anderen Stellen der Maschine auf. Sie wurde bis an die Grenze des Wirkungsbereichs beschossen, zeigte Feuererscheinung, wurde von den Scheinwerfern zuletzt nicht mehr beleuchtet und stürzte dann mit Aufschlagbrand in Richtung 1 - 2 ab.
- 2.) Eigene Stellungnahme: Ich hatte die Maschine vom Auffassen bis lange nach dem Zeitpunkt, zu dem die Scheinwerfer sie verloren hatten, im Glase. Die beobachteten Schusslagen waren gut, die Maschine stieg zunächst stark bis zum Einfliegen in den toten Trichter der Batterie und versuchte dann offensichtlich, sich dem weiteren Beschuss durch Drücken und Kurven zu entziehen. Starker Höhenverlust. Ich bin der Ansicht, dass 3./Res.321 (Rsb.) an diesem Abschuss, auf den die Batterie 82 Schuss abgegeben hat, zumindest entscheidend beteiligt ist.

gesl Axhausen
Oberleutnant und Batteriechef.

Abschrift.

Anlage D 5

Grüner, Lt., 3./Res. Flak-Abt. 132

Schönerlinde, 18. April 1941

Abschussmeldung.

1. Zeit (Tag, Stunde, Minute) und Gegend: 18.4.1941, 2.59 Uhr im Stadtfeld Berlin, Jagd 19, abgestürzt. Zielhöhe: 5500 m von 2.45 Uhr - 2.47 Uhr durch 3./132 beschossen.
2. Flugzeugtyp des abgeschossenen Flugzeuges: Whitley
Werknummer bzw. Kennzeichen: V Serie Nr. S 4 / P 2310
3. Staatsangehörigkeit des Gegners: Engländer
4. Art der Vernichtung:
 - a) brennend (weisse Benzinfahne, dunkle Rauchfahne, helle Flammen)
 - b) abmontiert (Einzelteile, auseinandergeplatzt)
 - c) zur Landung gezwungen (diesseits oder jenseits der Front, glatt bzw. mit Bruch)
 - d) nach Notlandung jenseits der Front am Boden in Brand geschossen.
5. Art des Aufschlages:
 - a) diesseits oder jenseits der Front
 - b) senkrecht, flacher Winkel, Aufschlagbrand, Staubaufwirbel
 - c) nicht beobachtet, warum nicht?
6. Schicksal der Insassen (tot, mit Fallschirm abgesprungen, nicht beobachtet):

5 Insassen durch Fallschirm abgesprungen.
7. Gefechtsbericht:
 - a) Tag des Abschusses: 18.4.1941
 - b) Uhrzeit (Radiozeit) 2.59 Uhr abgestürzt, 2.45 - 2.47 Uhr durch Batterie beschossen.
 - c) Flugrichtung des Zieles (nach Flugmelderose): 7 - 4 - 1
 - d) Stellung der Batterie (Koordinaten, Kartenblattangabe):
r 4598 705,84 h 5837 007,76 Kartenblatt Nr. 64 (Einheitsblatt)
 - e) Schiessverfahren: Kdo. Mi. Ger.
 - f) Feuerart und Munitionseinsatz: Feuerüberfälle, 45 Schuss 8,8 K 1
 - g) Pause des auf dem Flugrichtungstisch des Kdo. Ger. 36 aufgezeichneten Zielweges des Flugzeuges bis zum Abschuss.
(Dazu Angabe der eKM und h der Abschussgruppe):
Kein Kommandogerät.
 - h) Genaueste Angaben über das Verhalten des Zieles beim Abschuss (Begriffsbestimmungen genau beachten):
Beim Beschuss versuchte das Flugzeug sich dem Feuer durch Schiebekurven und Höhenänderung zu entziehen.
- 1) Verhalten eigener Jagdflugzeuge.
(Schilderung der Angriffe der Jäger - Anzahl):
Keine eigenen Jäger beobachtet.

STADSGROUWINGEN.
VEREN/ TEL. 6.

1702

25. III. 1944

VERBAAL,
van een Engelsch-
(in den avond van
Zwartemeer, gemeente Emmen,

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

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

In verschillende deelen daarvan woodde een hevige brand. Bij het vliegtuig werden geen brisant- of brandbommen gevonden.

De motoren en de overgrootste deel van de wrakstukken onder het vliegtuig en over het veld lagen verspreid.