



Plane crash



on 3./4.th Nov. 1943

in Niederaussem



Requiem for a Rear Gunner

My brief sweet life is over,

My eyes no longer see,
no summer walks,

No Christmas Trees,

No pretty girls for me.
I've got the chop, I've had it,

My nightly ops are done
yet in another hundred years; I'll still be twenty-one

by R W Gilbert



Foreword

During World War II there were around the world about 60 million losses.

In Germany they complained about 7 million losses.

The British armed forces and their allies of the Commonwealth had approximately 350,000 losses.

The RAF Bomber Command - British bomb fleet of the Royal Air Force - led in the second world war by a number of bomb attacks on targets in Germany, in German-occupied Europe and Fascist Italy.

From 1942 bombs were dropped on increasingly dense urban areas because of the Area Bombing Directive.

The RAF Bomber Command put this one over 125 000 Mann to flying crew.

Of that,

- 55,573 soldiers (= 45%) died, including more than 10,000 Canadians;
- 8403 soldiers were wounded and
- 9838 became POW.

About 9000 aircraft were lost alone in night offensives.

(Source: http://de.wikipedia.org/wiki/Kriegstote_des_Zweiten_Weltkrieges;
<http://www.raf.mod.uk/history/>)

One of these aircraft crashed in the night of 3 / 4th November 1943 in Niederaußem from.

The company RWE Power AG, Garzweiler has on 8/29/2014 searched the area of the (approximate) crash site with a metal probe to a depth of 4 meters to the metal parts of the bomber - but found no metal parts.

What happened on the 3./4.th November 1943

On the evening of the third / fourth November 1943 between approximately 19:00 - 20:00 clock attacked the British Royal Air Force Bomber Command, under the command of Air Marshall Sir Arthur Travers Harris, called "Bomber Harris" in Dusseldorf (Dusseldorf operation). The focus of the attack was in the Dusseldorf city center and in the southern parts of the city, with the most severe damage to homes and industrial buildings, such as Rheinmetall in Dusseldorf - Their village and Mannesmann-iron pipe mills in Dusseldorf-Carlstadt.



(Photo Wikipedia)

(The 1930s and 1940s were also marked by the defense and self-sufficiency policy of the Nazi government.

During the Second World War, the company employed to compensate for the Labor shortages prisoners of war and forced laborers to maintain production).

Source Stadtarchiv Düsseldorf:

❖ Bomb attacks:

- Attack on 11.03.1943 at 19.03 clock and 21.10 clock
- in the Düsseldorf districts :Altstadt, Oberbilk, Hafen, Rath, Friedrichstadt , Flingern, Stadtmitte, Stoffeln
- 7 mines, 10 Bombs, 10 staff-bombs
- 9 person dead and 36 Person injured.

The RAF Bomber Command lost 24 aircraft:

These were:

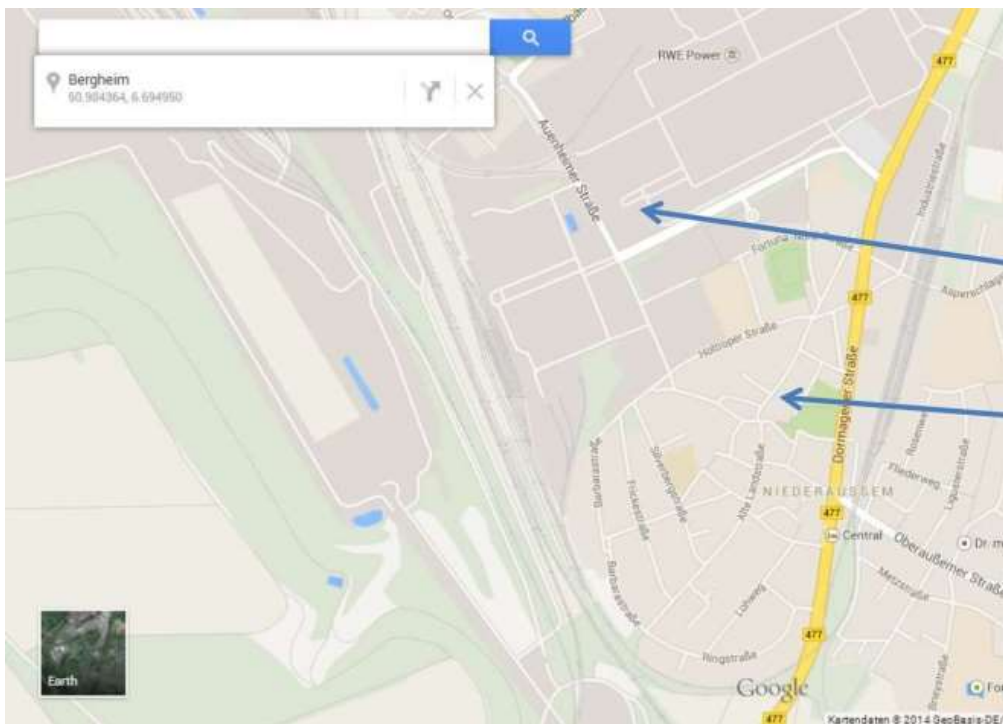
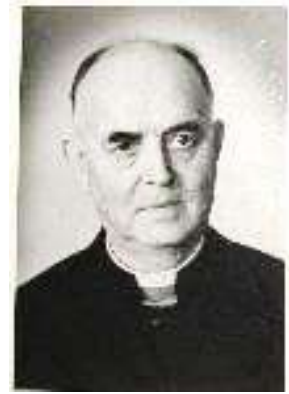
- ❖ 19 Royal Air Force (RAF)
 - 4 defective landed on the base
 - 1 crashed in England
 - 5 crashed in Netherland and Belgia
 - 3 crashed in Mönchengladbach and 1 crashed in Kempen
 - 5 crashed in Düsseldorf
 - 1 exploded in the vicinity of Köln
- ❖ 5 Royal Canadian Air Force (RCAF = 6.Group of Bomber Command)
 - 1 Bomb missing
 - 1 crashed in England
 - 1 crashed in Netherland
 - 1 crashed in Mönchengladbach
 - 1 crashed in the near of Köln

(Source: Royal Air Force Bomber Command Losses of the Second World War, Volume 4 von W.R.Chorley)

What informationen we had?

Pastor Carl August Kreidt (dead 1958) wrote in his diary:

"Against 20 clock crashed a shot down enemy aircraft over Niederaußem. A wing was between school and Mentgen across the main road. In the 11 m long wings was a tank with 300 liters. Gasoline. The burning residual flew up until about the portal of Fortuna-Nord and lay before the high voltage line. So no damage was done. Four Englishmen were dead, three escaped by jumping by parachute. "



Plane crash

Wing

(Source: Google Maps)



(photo: Google Earth)

The crash imagine today would be about here



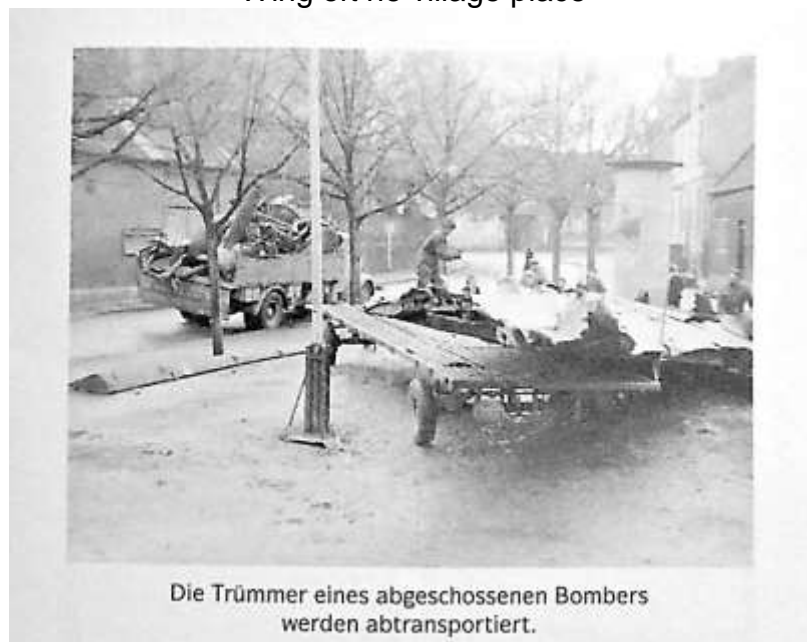
These two pictures were provided to us by Gerhard Becker (ehem. Rhein Braun Director of briquette Frechen / CARL)



(Werkstrasse/Ecke Auenheimer Strasse)



Wing oft he village place



The images have been provided by Dr. Rolf Bachem available.



(Village place 2014)

Various Niederaussem who have experienced this, also reported:

- "The bodies were found a few days later. The smell of decay was seen in the vicinity of the crash site even days later. The dead were then stored at the fire-

house, where they were picked up a few days later. "

- "The gasoline flowed over the road. A farmer has bled gasoline. "
- "From the parachute silk were sewn communion dresses."
- "A chipped British soldier landed at Castle Holtrop on a field, went through the woods and reported to the manager of Castle Holtrop."
- Ms. Mary Kornmann reported. "The crash of the aircraft had witnessed the neighborhood at night. In the early morning I went as a child at age 8 with my mother (my father was in the war) from our home in the Holt Roper Street to the wreck of the crashed British bomber outside the factory Fortuna-Nord. From our back garden it was up to the crash site a short away. In the cockpit were two dead pilots side by side. The pilots were from Canada, white-skinned with dark curly black hair. Probably the other flight attendants were in the rear of the machine.

(Burg Holtrop)

Which bomber crashed on the third / fourth November at us from?

The RAF Bomber Command lost 24 aircraft:

- 3 Lancaster crashed in Belgium and the Netherlands from (1 crash near Antwerp; 1 crash on the Dutch coast and one crash in Hechtel / Belgium)
- 1 Lancaster crashed in Kempen from 2 crash in Mönchengladbach, 3 crashes in Dusseldorf and 1 Absturz in the Rhine
- 1 Lancaster exploded near Cologne
- 4 Halifax returned defective will be returned to their base;
- 2 Halifax- crashes in Great Britain (in Norfolk and Lincolnshire)
- 1 Halifax- bomber was missing;
- 3 Halifax- crashes in Belgium and The Netherlands (1 crash in Lanaken / Belgium, 14 km NE 1 crash of Tilburg / Netherlands and one crash 13 km NE of Tongeren / Belgium)
- 1 Halifax crashed and one in Mönchengladbach Rheydt in Dusseldorf-Lorick;
- 1 Halifax crashed near Cologne.

To the 2 crashed near Cologne machines, it was:

- Lancaster III,
 - Serial-Number: ED 438, Code: EA-R,
 - 49. Squadron: 5 killed and 3 POW
- Halifax V,
 - Serial-Number: EB257, Code : IP-E,
 - 434. Squadron: 4 killed and 3 POW

A photo shows that the Lancaster ED438 can not be crashed with us



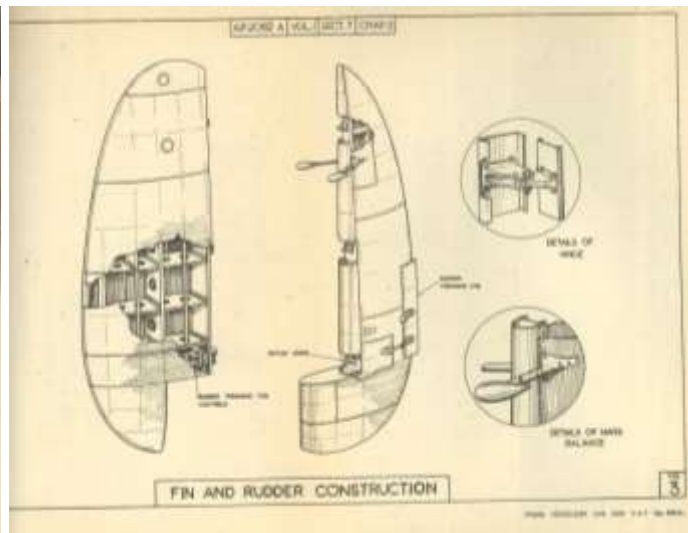
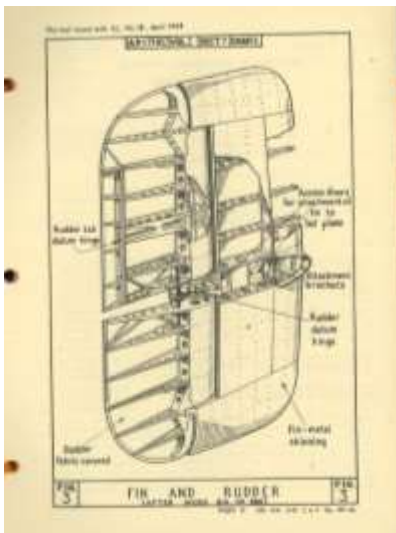
(Photo: Crashed Lancaster ED438; Photo by Collin Cripps)

Since the Lancaster had 5 dead, they can not be the machine also that crashed with us. According to Pastor Kreidt there were 4 deaths.

To requests for the type of aircraft we received the following answers:

- **Lieutenant Colonel Ralf Leonhardt Guntert** from Air Force Museum in Berlin she answered would think that it is the crashed plane is a Handley Page Halifax of 434 Squadron.
- **John Ward, Hon. President & Historian:** (<http://www.49squadron.co.uk/association>) : “At first glance.....a Halifax; In the foreground it looks like a triangular shaped tail fin and near the roundel it looks like the entry door for a Halifax ie low down on the port side
- **Peter Murton, Research & Information Officer, Imperial War Museum Duxford, Cambridge:**
“Because the damaged outer wing section had a long, thin aileron, & also because of the oblong shape of the damaged tailfin & rudder unit, IWM Duxford staff believes the aircraft in your photographs was a Handley Page Halifax. (The ailerons on a Lancaster were shorter & wider, while the tailfin & rudder units on a Lancaster were curved at the top & bottom.) “
- **Andrew Dennis, Assistant Curator, Department of Research & Information Services Royal Air Force Museum Hendon London:**
-

“, it is very difficult to tell what type of aircraft it is from the wreckage, the most identifiable part appears to be a fin/rudder which is shown in both images, from this I suspect that it is a Halifax. Please see extracts from the Halifax and Lancaster Manuals of the fin/rudder arrangement of these aircraft that of the Halifax is more squared as is the rudder in your image.”



(Fin/Rudder Halifax V Fin/Rudder Lancaster III
(Photo by RAF-Museum Hendon / London)

- **Karl Kjarsgaard, Bomber Crew Researcher, Bomber Command Museum of Canada**

“Bob Evans and I have attached some information for the photos and hopes this helps with your research. I can confirm that YES this is a crashed Halifax bomber. (is this the crash of Halifax EB257?? I cannot tell. Remember, over 3,000 Halifaxes crashed in WW2!).

ON THE PHOTO --- See the RED arrow points to the rudder on the tail of the Halifax in the back.

ON THE PHOTO --- The BLUE dot is placed is on the outer wing panel of the Halifax."



Additional Informationen:

- In the Halifax manuals from 1943 is that the total span is 98 ft 8in. These are the equivalent of 30.07 m. The maximum width of the hull is 5 FT6 in, these are approximately 1.70 m. This results in a flight length of about 14 m.

(Pastor Kreidt mentioned in his diary a wing length of 11 meters and 300 liters of petrol)

*This page amended by A.L. No. 10
April, 1943*

**AIR PUBLICATION 1719E
Volume I**

LEADING PARTICULARS

Name	...	...	...	...	...	Halifax V
Type	...	...	...	...	...	Four-engined, mid-wing landplane
Duty	...	...	...	...	...	Heavy bomber

MAIN DIMENSIONS

Complete aircraft						
Span	...	...	...	...	...	98 ft. 8 in.
Length overall	...	...	...	...	...
Rigging position	...	...	...	...	...	70 ft. 1 in.
Tail down	...	...	...	...	...	68 ft. 11 in.
Height to top of rudder	...	...	...	...	...
Rigging position	...	...	...	...	...	21 ft. 7 in.
Tail down	...	...	...	...	...	13 ft. 7 in.
Height to tip of aerial mast	...	...	...	...	...
Rigging position	...	...	...	...	...	19 ft. 5 in.
Tail down	...	...	...	...	...	20 ft. 8 in.
Main plane						
Aerofoil section						
Centre plane	...	...	...	...	...	N.A.C.A. 23021
Intermediate plane—root	...	...	...	...	...	N.A.C.A. 23021
Outer plane—tip	...	...	...	...	...	N.A.C.A. 23009
Chord						
Root	...	...	...	...	...	16 ft. 0 in.
Tip	...	...	...	...	...	6 ft. 6 in.
Incidence						
Aerodynamic chord line	...	...	...	...	...	2°
Rigging blocks	...	...	...	...	...	3° 16'
Dihedral						
Centre plane top surface	...	...	...	...	...	0°
Outer plane top surface (at front spar)	...	...	...	...	...	2° 25'
Sweepback of leading edge	...	...	...	...	...	9° 31'
Tail plane						
Aerofoil section	...	...	...	...	...	Symmetrical
Spar	...	...	...	...	...	29 ft. 6 in.
Chord (maximum)	...	...	...	...	...	8 ft. 6 in.
Incidence	...	...	...	...	...	0° 30' + 0° - 30'
Dihedral	...	...	...	...	...	0°
Fuselage						
Length, overall	...	...	...	...	...	70 ft. 1 in.
Width, maximum	...	...	...	...	...	5 ft. 6 in.
Height, maximum	...	...	...	...	...	9 ft. 6 in.
F.S. 1						

(Photo by RAF- Museum in Hendon/ London)

The start of the Halifax V, EB257 for "Operation Dusseldorf" was at 16.30 clock from Tholthorpe (North Yorkshire).



Halifax V des 434. Squadrons (Source: www.canadinawings.com)



(Source: <http://www.rcaf434squadron.com/tholthorpe/>)

The bomb load was:

- 1x1000 lb (lbs.) -Sprengbombe (500 kg high explosive bomb),
- 32x 30 lb incendiary bombs (= 15 kg phosphorus bombs) and
- 810 x 4-lb incendiaries (= approx 2kg incendiary bombs).

• **Crew 48 of the 434. Squadrons:**

<u>Name</u>	Rang	<u>Air Force</u>	<u>Sqd n.</u>	Serv. Number	Age	Fate*
<u>DUNLOP, EDWARD ANZAC</u>	Flight Sergeant /Pilot	RAAF	434	420164	27	Killed
<u>EDGAR, CHARLES Roder MELVILLE</u>	Sergeant/ Rear Airgunner	RAFVR	434	1822324	19	Killed
James JE	Sergeant/ Navigator	RCAF	434	R225079		PoW/Oerbke/ Fallingbostel 264445
McBride N	Sergeant/	RCAF	434	R1865497		PoW

	Mid-upper Airgunner					/Mühlberg a. d. Elbe 261458
OWEN, JOSEPH EDWARD	Sergeant/ Wireless Operator/ Airgunner	RAFVR	434	1223682	29	Killed
SHIRLEY, LEONARD FRANK	Sergeant/Flight Engineer	RAFVR	434	1385355	21	Killed
Vance RH	Sergeant/ Bomb-aimer	RCAF	434	R143193		PoW/ Mühlberg a. d. Elbe 261488

This list was created from information:

o Book RAF Bomber Command Losses 1943

o <http://www.cwgc.org/>

o <http://www.aircrewremembered.com/>

o <http://www.bomberhistory.co.uk/49squadron/Main%20Menu.html>

o The dead were first buried in the South Cemetery in Cologne and then reburied after Rheinberg War Cemetery

o The crew flew for the first time together this mission.

1943

35 26 11 15 Ju 1

Av. Se. Oct. Nov. Dec. Jan. Feb. Mar. Apr. May. June. July. Aug. Sept. Oct. Nov.

35. F/O W. F. Winning	2 2 2	6 M
36. S/Lt L. M. Linnell	2 3 3 2 2	12 M
37. FS A. F. Fry	1 2	3 M
38. P/O F. G. Small	1 1	2 M
40. P/O A. M. Nadeau	2 2	4 M
41. FS H. C. Smith	2 1 2	5 M
43. F/Lt P. V. Escaravage	1 3 3 2 1 2 9 8 3 5	37
44. Sgt. R. H. Smith	1	1 M
46. F/Lt J. R. Bryan	2	2 M
47. F/Lt B. P. Keenan	1 3	4
48. FS E. A. Dunlop	1	1 M
49. P/O A. B. Gardner	1 3 1 6 7 5 3 10 2	38
50. P/O J. T. Clinckskill	1 3 2 1	7 M

- **434. Squadron (Bluenose)**

Motto: In Excelsis Vincimus = We conquer the heights

The 434th Squadron was part of the sixth group of RAF Bomber Command (Royal Canadian Air Force)

Badge: A representation of the schooner "Bluenose". The squadron was



by

the Rotary Club of Halifax, NS adopted, and took the nickname "Bluenose" in reference to the common nickname for Nova Scotia. The badge shows its namesake, the famous schooner Bluenose - one the fastest and most graceful ships ever sailed the seas. The 434th Squadron was founded in Tholthorpe, Yorkshire on 13 June 1943.

Crew 48 of the 434. Squadrons:

1. **Dunlop, Edgar Anzac**, called Ted,

- born on 04.25.1916 ,
Royal Australian Air Force Flight Sergeant,
- from Henley, New South Wales (near Sydney); 27 years old.
- "Ted" was the pilot of Halifax V EB257.
- He was the son of Charles and Ethel Maude Dunlop.
- According to Ms. Sue Peterie (daughter of Helen Dunlop from the second marriage) was "Ted" only six months with Helen Irene Dunlop married. Ted was the first great love of Helen. fallen on 11/03/1943.
- The Fallen was first buried at Cologne Southern Cemetery in block 41 B, grave 44 and then reburied after Rheinberg.



Grave in Rheinberg (1949)



Dunlop; „Ted“



1. **Owen, Joseph Edward**

- Sergeant; 29 years old,
- from Grantham; Lincolnshire (UK; Note: Grantham is the birthplace of the "Iron Lady" Margaret Thatcher, in the neighboring Woolsthorpe-by-Colsterworth, the physicist Isaac Newton was born in Grantham is located

approximately 50 miles from Sherwood Forrest, the order by the legend of Robin Hood. was known)

- was in the Royal Air Force Volunteer Reserve.
- He was the son of David and Caroline Owen and husband of Agnes Ruby Owen.
- Owen J.E. was Wireless Operator) der Halifax V EB257 and Airgunner.



Dunlop (left) + Owen (right)

2. Charles, Roder Melville Edgar

- Royal Air Force Volunteer Reserve, Sergeant,
- 19. Years old. He was the Son of James und Bella G. Edgar, of Luthrie, Fife (Schottland).
- He was the Rear Airgunner.

3. Shirley, Leonard Frank

- Royal Air Force Volunteer Reserve, Sergeant, 21years old, of Bow (a surburb of London);
- Son of William und Nellie Shirley. Shirley,
- L.F. was the Flight Engineer.

4. James, J.E.

- Sergeant der Royal Canadian Air Force; Navigator;

- came to Stalag 357 in Oerbke / Fallingbistel in captivity.

5. McBride, N.

- Sergeant der Royal Canadian Air Force; was the Mid-upper-Airgunner;
- Came to Stalag 4 B in Mühlberg an der Elbe in captivity (Nr. 261458)

6. Vance, R.H.

- Sergeant der Royal Canadian Air Force; was the bomb-aimer;
- Came to Stalag 4 B in Mühlberg an der Elbe in captivity (Nr. 261488).

The three POW saw the transportation of the dead to Cologne one day after the crash.

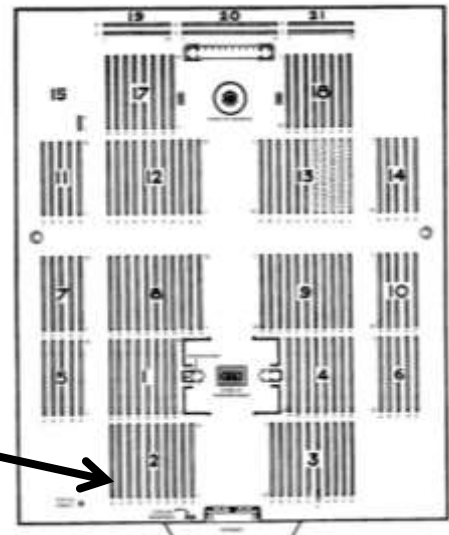
A survey of returned prisoners of war by the RAF revealed the following from:

- It was a very dark night - no moon - with low lighter cloud cover
 - ♣ James J. E. landed in an open field
 - ♣ McBride N. landed in a turnip field
 - ♣ Vance R. H. came down in a place which "Berkenheim" was
 - ♣ The reports of the survey was to us. Alan Soderstrom, (<http://www.rcaf434squadron.com/>)

The British casualties are buried in Rheinberg War Cementery.



Plot 2 Row H 13- 16



From a German point of view there are the following kill messages:

- Lieutenant Ludwig Meister, 16 1 / NJG4 shoots on November 03, 1943, his 20th enemy aircraft to 19:57 h, a Halifax bomber over Cologne (21 km NNW of Cologne), from.
- Even Hauptmann Hans-Joachim Jabs: 45 bar IV / NJG1 to 19. 40h a bomber in Gunzdorf from and at 19.55 clock shot in a Niederaussem bombers.

The wireless operator and communications officer of Jabs was Lieutenant Erich Weißflog.

Erich Weißflog: was born on 11/29/1919 in Schwarzenberg Neuweit / Saxony. He began his career as a Corporal in 1940 with the "shark-group" of the II / Destroyer Squadron 76 and was later Hans-Joachim Jabs radio operator. In 1944 he was the communications officer / liaison officer to Nachtjagdgeschwader 1

He died on January 10, 1999 in Mülheim / a.d.Ruhr

Hans-Joachim Jabs was on 14.Nov. Born in 1917 in Lübeck and died on 26.Okt.2003 in Lüdenscheid.

His pilot-career began when II. / Destroyer Squadron 76 and came in 1940 during an air raid on England for use.

In 1941 he came to the night fighters, where 1944 was Geschwaderkommandore.

Jabs had over 500 sorties by aircraft, of which 50 kills: 22 day and 28 at night. He ended his career as a lieutenant colonel. Jabs flew a Messerschmitt BF110 (ME110). Of his opponents, he was very much appreciated.

He was awarded as the 430th support the Oak Leaves to the Knight's Cross.

At the end of the war in May 1945, he was for a year in English captivity.

After his release, he was businessman for Agriculture in Reinfeld in Schleswig-Holstein. He also belonged to the City Council.

Jabs was married and had two sons. After his death to burial, the German Air Force held the honor guard.



ME 110

The Final Notice

Of the act of Dunlop, Edgar Anzac (Source: digitale copie in the Nationalen Archive of Australian):

CASUALTY NOTIFICATION

FINANCE SERIAL NO. 2277 **5117**

NATURE OF CASUALTY Missing - air operations

Missing believed killed (see below)
SIGNAL FROM AIR MINISTRY ADVISING DEATH PRESUMED was 3/11/43

PLACE OF CASUALTY Nieder-Aussem Kr. Bergheim DATE OF CASUALTY 1/11-43 night

CASUALTY SIGNAL ADVISED NAME Edward Anzac
NEXT OF KIN ADDRESS 6 William Street, Bentley, W.A.
(see below)

CASUALTY SIGNAL ADVISED DATE 1/11/43
(see below)

Casualty signal advised also inform Mr. H. J. Jackson
6 William Street, Bentley, W.A.

RECORDED IN AIR MINISTRY OFFICE FILE NO. 400164 DATE 15-1-45 NAME DUNLOP Edward Anzac

UNIT RAAF att RAAF RELIGION C. of E.

POSITION Airman Pilot ENLISTED 2 R.C. DATE ENLISTED 11/12/41

DATE OF BIRTH 25/4/1916 DATE OF DEATH 12/11/43

NAME OF KIN Wife NAME Mrs. Helen Irene DUNLOP

MARRIED Yes SINGLES No c/- Mrs. H. J. Jackson

LAST ADDRESS 6 William Street, Bentley via Gladceville, W.A.

Willis Douglas WALKER, (brother-in-law), Bentley via Gladceville, W.A.

Cor. Wilkinson St. & Kingsland Rd., Bentley North, W.A.

Rank Private 6/11/43

Signature Thompson

Signature taken by Cpl. Lilburn

C.1/c Records (F/Sgt. Robertson) 6/11/43

6/11/43

for (The Commander H.P.B. 72) 6/11/43

M. McL.

20 6 11 43

According to this document the Halifax in Nieder-Aussem, Kr. Bergheim crashed.

COMMONWEALTH OF AUSTRALIA

16/10/1944

Received
16/10/1944
16/10/1944
16/10/1944

ROYAL AUSTRALIAN AIR FORCE

MEMORANDUM

TO: THE SECRETARY

FROM: THE SECRETARY

16/10/1944

RE: THE SECRETARY
16/10/1944

16/10/1944

16/10/1944

The Secretary,
Department of Air,
Victoria Barracks,
Melbourne.

16/10/1944 16/10/1944 16/10/1944

It is advised that a communication has been received at Air Ministry through the International Red Cross, forwarding German South wireless message it is stated that the above mentioned aircraft was shot down on 1/11/43 at 19.40 hours at Fieseler-Dassau E.D. 10.10.1943. It was located in the English military cemetery at Cologne, Grave 11, section 11B.

[Signature]
16/10/1944
Flying Officer,
for Air Vice Marshal,
Air Officer Commanding.

*No action
to be taken
by the
16/10/1944*

5376246

Appendix 1

+

QUESTIONNAIRE FOR RETURNED AIRMAN

LOSS OF BOMBER AIRCRAFT

NUMBER **2,225,079** RANK **Sgt.** NAME **JAMES J. L.**

Squadron **434** Aircraft Letter **WLE** Type of Aircraft **HALIFAX II**

Date of Loss **3/4.11.43** Target **DUSSELDORF**

How many Ops. had you done **2** Duty in Aircraft **NAVIGATOR**

Date of Interrogation

Information extracted from **P.O.W. Questionnaire**

NARRATIVE OF EVENTS FROM TAKE-OFF TO LANDING:-

Take off from Thelthorpe. Took off and set course in broad daylight. Everything well and on track until just after crossing French coast when GEE packed in. It was a fairly dark night - no moon - with slight low clouds. A/C could be seen all around us. From the French coast until about two mins. short of the target everything went well. Just as the B/A was starting the run up to the target, there was a large explosion. I looked out the navigators' window and could see the port inner and port wing a mass of flames with a large gaping hole in the wing between engines on top. Orders for feathering and pressing of gravimeter switch were given followed by order prepare to abandon. My duty immediately was to jettison escape hatch. Not being able to jettison through hatch it was placed inside A/E. The last I remember is looking out through the hatch having just put on my chute. When I came to I was lying on my back in an open field. Unable to walk without aid of stick. The S/A, E/U and myself are uncertain as to cause of loss of A/C. Dropping window up to run up. Germans said shot down by fighters, quite a bit of flak about at the time.

QUESTIONNAIRE FOR RETURNED AIRCRAFT

LOSS OF BOMBER AIRCRAFT

NUMBER **R.186497** RANK **W/O** NAME **MCHEENE E.**

Squadron **434** Aircraft Letter **E** Type of Aircraft **HALIFAX**

Date of Loss **3/4.11.43** Target **DUSSKIDORF**

many Ops. had you done **none** Duty in Aircraft **H/U GUINER**

Date of Interrogation **1.6.45** Information extracted from **P.O.W. Questionnaire**

NARRATIVE OF EVENTS FROM TAKE-OFF TO LANDING:-

Took off five o'clock from Tholthorpe Nov. 3, 1943 gained height and set course approx. five past six flew to the enemy coast without incident A/C below, above and around us, target came in view - large fires burning as we reached the edge of the target a terrific explosion occurred - large hole in port wing. Port inner engine on fire - my turret perspex filled with holes turret U/S. No answer from R/G. R/A calls "bombs away". Pilot tries to feather engine, pilot gives bale out order, I moved to the rear escape hatch and saw the engineer go. The A/C then went into a dive due to G pressure - I could not get out, so I pulled my ripcord and was dragged out, nearing the ground a S/L picked me up and followed my course to the ground.

Interrogators' notes: Battle of machine gun bullets on fuselage heard. (???) being dropped. The A/C was not seen previously to the attack from below, some moon, little cloud. I was baling out of A/C when I pulled chute, sprained both ankles in landing in turnip field. The W/O was frightened to jump and went down with A/C.

QUESTIONNAIRE FOR RETURNED AIRCRAFT

LOSS OF BOMBING AIRCRAFT

NUMBER **R.143193** RANK **W/O** NAME **VANCE R.H.**

Squadron **434** Aircraft Letter **E** Type of Aircraft **HALIFAX**

Date of Loss **3/4.11.45** Target **DUSSELDORF**

many Ops. had you done **1** Duty in Aircraft **B/A**

Date of Interrogation **25.5.45** Information extracted from **P.O.W. Questionnaire**

NARRATIVE OF EVENTS FROM TAKE-OFF TO LANDING:-

The take off from Tholthorpe was without important incidents. We climbed to 5,000' and a/c over aerodrome on GEE. Then climbed on track to get to operational height (18,000') at the middle of the channel. At this point my orders at briefing were to go to the flare chute and throw out window which I did. From there on to last turning point before the target I was at the flare chute. I was relieved at the flare chute by the engineer at this point. I then made my way to the B/A's position and set up the bombight. Ready for action. I was guiding the A/C to the target when I heard the skipper say "the gunners are having a go" right after this he said, "We've been hit boys, the port inner is afire" and "there he goes peeling off to stbd".. I looked through the porthole and saw the engine blazing. It was so bright it lit my panel on the computer box. The fighter only made on attack. The skipper then gave the order to prepare to abandon A/C. I asked him if it was hopeless and he said yes as the engine wouldn't feather. Then the S/L's and flak hit us and we turned off our course trying to evade S/L's, but it was no use. The skipper then gave the order to abandon A/C. I replied I was ready to abandon A/C and then made my way to escape hatch and baled out. When I came to I was descending through thick black smoke from target. I came down in the centre of a village called Berkenheim about 12 miles south of Dusseldorf.

Interrogators' notes: Out of port hatch. W/O appeared not to want to jump. Lost left brown suede boot. Boots jettisoned after fighter attack. Believe outside stbd. edge of stream.

Appendix 2 (by the RAF-Museum Henton)

A.P.1719E, Vol.I, Leading Particulars

TANK CAPACITIES

Fuel tanks

No.1 tank (port and starboard)	247 gals. each
No.2 tank (port and starboard)	100 gals. each
No.3 tank (port and starboard)	188 gals. each
No.4 tank (port and starboard)	161 gals. each
No.5 tank (port and starboard)	122 gals. each
No.6 tank (port and starboard)	123 gals. each
Total fuel (normal)	1,882 gals.
Long-range tanks (3 in fuselage bomb bay)	230 gals. each
Total fuel (long-range)	2,572 gals.

Oil tanks

Inner (port and starboard)	33½ gals. oil and 2 gals. air space each
Outer (port and starboard)	32½ gals. oil and 2 gals. air space each
Total oil	132 gals.

LEADING PARTICULARS

Name	...	...	...	...	...	Halifax V
Type	...	...	...	...	...	Four-engined, mid-wing landplane
Duty	...	...	...	...	...	Heavy bomber

MAIN DIMENSIONS

Complete aircraft						
Span	...	...	...	...	...	98 ft. 8 in.
Length overall	...	...	...	...	...
Rigging position	...	...	...	...	...	70 ft. 1 in.
Tail down	...	...	...	...	...	68 ft. 11 in.
Height to top of rudder	...	...	...	...	...
Rigging position	...	...	...	...	...	21 ft. 7 in.
Tail down	...	...	...	...	...	13 ft. 7 in.
Height to tip of aerial mast	...	...	...	...	...
Rigging position	...	...	...	...	...	19 ft. 5 in.
Tail down	...	...	...	...	...	20 ft. 8 in.
Main plane						
Aerofoil section						
Centre plane	...	...	...	...	...	N.A.C.A. 23021
Intermediate plane—root	...	...	...	...	...	N.A.C.A. 23021
Outer plane—tip	...	...	...	...	...	N.A.C.A. 23009
Chord						
Root	...	...	...	...	...	16 ft. 0 in.
Tip	...	...	...	...	...	6 ft. 6 in.
Incidence						
Aerodynamic chord line	...	...	...	...	...	2°
Rigging blocks	...	...	...	...	...	3° 16'
Dihedral						
Centre plane top surface	...	...	...	...	...	0°
Outer plane top surface	...	...	...	...	...
(at front spar)	...	...	...	...	...	2° 25'
Sweepback of leading edge	...	...	...	...	...	9° 31'
Tail plane						
Aerofoil section	...	...	...	...	...	Symmetrical
Spar	...	...	...	...	...	29 ft. 6 in.
Chord (maximum)	...	...	...	...	...	8 ft. 6 in.
Incidence	...	...	...	...	...	0° 30' + 0'
						— 30'
Dihedral	...	...	...	...	...	0°
Fuselage						
Length, overall	...	...	...	...	...	70 ft. 1 in.
Width, maximum	...	...	...	...	...	5 ft. 6 in.
Height, maximum	...	...	...	...	...	9 ft. 6 in.

F.S./1

AREAS

Main plane (with ailerons and flaps)	...	1,250	sq. ft.
Ailerons (with trim tabs)	...	82.2	sq. ft.
Aileron trim tabs	...	4.5	sq. ft.
Flaps—inner	...	55.0	sq. ft.
—outer	...	52.4	sq. ft.
Tail plane and elevators	...	223.4	sq. ft.
Elevators (with trim tabs)	...	98.3	sq. ft.
Elevator trim tabs	...	3.98	sq. ft.
Fins and rudders	...	117.6	sq. ft.
Rudders (with trim tabs)	...	59.7	sq. ft.
Rudder trim tabs	...	4.30	sq. ft.

CONTROL SURFACES—RANGES OF MOVEMENT

Aileron	...	28° up, 17° down	} measured from wing datum
Aileron reflex	...	0° 45' up	
Aileron droop	...	0° 45' down	
Aileron trim tab—port	...	15° up, 9.6° down	
Aileron trim tab—starboard	...	15.3° up, 7.6° down	
Elevators	...	25° up, 19° down	
Elevator trim tab	...	6.5° up, 7.2° down	
Rudders	...	20.5° outboard 18° inboard	
Rudder trim tabs	...	6.1° port and starboard	
Flap	...	80° down	

UNDERCARRIAGE

Undercarriage Type	...	Single wheel, twin shock-absorber units, retracting backward into engine nacelles
Track	...	24 ft. 8 in.
Shock absorbers		
Type	...	Dowty oleo-pneumatic
Air pressure	...	1,800 lb./sq. in. off ground
Oil pressure	...	500 lb./sq. in. off ground
Fluid	...	D.T.D.44
Wheels—		
Type	...	Dunlop A.H.2238
Tyre	...	24 in. × 19 in.—I.G.G.16
Tyre pressures	...	51 lb./sq. in.

A.P.1719E, Vol.I, Leading Particulars

Brakes	Dunlop pneumatic
Type	
Tail wheel unit	Dowty oleo pneumatic
Shock absorber	620 lb./sq.in. off ground
Air pressure	D.T.D.44
Fluid	
Wheel	Dunlop A.H.8013
Type	12½ in. x 10 in. - N.X.11
Tyre	64 lb./sq.in.
Tyre pressures	

HYDRAULIC SYSTEM

Type	Dowty
Fluid	D.T.D.44
Pressure - maximum	2,400 lb./sq.in.

ENGINES

Name	Merlin XX
Number	Four
Type	Geared, 60°V, pressure-liquid cooled, two-speed supercharged engine
Cylinders	Twelve, in two six cylinders monoblocks
Fuel	See A.P.1464, leaflet C.37
Oil	
Oil dilution :-	
Valve reference	5U/1567
Voltage	24
Jet reference	5U/1561
Size of jet	0.089 in. dia.

PROPELLERS

Type	Rotol 3-blade	{ RXP5/3 RXP5/5 RXP5/6 RXP5/9 RS5/14 RS5/16 RS5/17 RS5/18 RS5/20 RS5/21 }
Control	Constant speed, fully feathering	
Direction of rotation	Clockwise (R.H. tractor)	

F.S/2

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COMMONWEALTH OF AUSTRALIA

Number:

Reference:

Subject:

Reference to:

Reference to:

ROYAL AUSTRALIAN AIR FORCE

HEADQUARTERS

HEADQUARTERS

HEADQUARTERS

HEADQUARTERS

17th August, 1944

For Information

The Secretary,
Department of Air,
Victoria Barracks,
MELBOURNE.

Re: 18024, Flight Sergeant Dunlop R.A.

The following are statements which have been received from members of the same area as the above mentioned R.A.A.F. member, and who are not prisoners of war in Germany:-

Sergeant F.M. Bridges writes on 15.5.44

"Flight Sergeant Dunlop was killed when the aircraft crashed. I saw his body the day after the crash in the lorry going to Cologne".

Flight Sergeant S. Jones writes on 15.5.44

"Flight Sergeant Dunlop was killed. His body was seen by Sergeant Payne F.O.N. 251470. RAF 115583. I saw him in his coffin on the way to Cologne".

Sergeant J.A. Jones writes on 16.5.44

"I saw the body of Flight Sergeant Dunlop on a truck going to Cologne. It was definitely Dunlop".

H. H. H.

(H. H. H.)
Flight Lieutenant,
For Air Vice Marshal,
Air Officer Commanding.

30 SEP 1944

S.L. 4, 10, 44.

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Doc. 878

NO 47 23

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Domestic Section,

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REF: 146/10/134 (274)

Dear Madam,

I desire to refer to my letter dated 10th February, 1944, concerning your late husband, Flight Sergeant Edward James Denison.

Overseas Headquarters, Royal Australian Air Force, London, have forwarded all reports received through the Inter-Allied Red Cross Committee, Geneva, from Sergeant Denison, Flight Sergeant H. Vague, and Sergeant J. J. Jaws, members of your late husband's crew, who are prisoners of war.

The following are the verbatim statements:-

Sergeant H. Vague writes on 18.8.44.

"Flight Sergeant Denison was killed when the aircraft crashed. I saw his body the day after the crash in the lorry going to Cologne".

Flight Sergeant J. Jaws writes on 18.8.44.

"Flight Sergeant Denison was killed. His body was seen by Sergeant Vague (D.O. 20470, No. 1199983). I saw him in his coffin on the way to Cologne".

Sergeant J. J. Jaws writes on 18.8.44.

"I saw the body of Flight Sergeant Denison on a truck going to Cologne. It was definitely Denison".

These statements are forwarded to you as it is considered that you would like to know that the progress of war members of the crew have been interrogated, and the results

...../2

16/10/13

ROYAL AUSTRALIAN AIR FORCE
MEMBER INFORMATION
UNIT NAME: 24
IN NUMBER:
LONDON W 8 A

2008 November 19 12:44pm

The Secretary,
Department of Air,
Victoria Barracks,
Wellington.

It is advised that a communication has been received at the Ministry through the International Red Cross, forwarding German South certificates wherein it is stated that the above mentioned number was shot down on 2/1/43 at 12:40 hours at Tientsin-Sinow in Japanese. He was buried in the English military cemetery at Cologne, Grave 44, section 45B.

[Signature]
 Flying Officer,
 for Air Vice Marshal,
 Air Officer Commanding.

die Aktien

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