

Paratroopers near Marknesse

Final Version: 002 - 05 Mar 2019 – Teunis Schuurman

Thursday, June 29, 1944, the American B-24H Liberator # 42-51095 with the nickname 'Shoo Shoo Baby' departed from England at 6 am. The 10-man crew was ordered to bomb the 'Junker 88' aircraft factories in Aschersleben, Germany from about 22,000 foot altitude.



Crew Armour - May 1944 – rear l-r: John Fullerton (N), Don Blodgett (CP), Charles Armour (P), John Beddow (B)
front l-r: Jerome Brill (RO), Frank Peichoto (BTG), Billy Joe Davis (LWG), William Owens (RWG), Carry Rawls (ENG) en Everett Allen (TG)
John Beddow not the mission of 29 juni 1944 – replaced by Bombadier Frederick H. Erdmann – photo collection PATS

Above the target (9.36 am) '095' was hit by anti-aircraft guns. The ailerons and all four engines were damaged and they lost about 7,000 ft. of altitude, on the return journey, in a very short time. Engine no. 1 was put into the feathered position, while the other three lost fuel. The experienced pilot, Charles Armour (27) and co-pilot Don Blodgett (27), made a plan to survive this.

To the west of Genemuiden (NL), radio operator Brill gave a 'radio fix' @ 5238 0600 and also explained the situation on board. Within moments six men jumped from 12,000 ft. and landed safely on the lots Q-29 and T-2 located at the Mammouthweg 26-34, Noordoostpolder (a.k.a. NOP).

Down on the ground, T-2 foreman Adriaan van Pienbroek and his colleagues watched this spectacle develop. Instructions were given to bring the crew members to a safe place as quickly as possible before the Germans appeared on the scene. That also happened very soon, Adriaan was directly threatened with a rifle on the chest and questioned. He kept himself calm and focused, so that enough time passed in favor of the pilots and their helpers. Resistance people were informed and in the evening the six were safe and sound at different addresses in Vollenhove. The light head wound of Davis, sustained during the flak bombardment, was taken care of. Marten Kingma arranged the transport to Meppel, and from there the six

went to the liberated areas via countless addresses in the Netherlands. NOP helpers from the very beginning were: Adriaan van Pienbroek (Kapelle), Th. Schaap (St. Nicolaasga), Cornelis Egas (Holwerd), C. Luijendijk, Anne Frans Papma (Hogebeintum), Nicolaas Willem de Regt (Pierschil), H. Bredenhof and Hubrecht de Koster (Resistance Group / Vollenhove). Source: Questionnaires A. van Pienbroek and N.W. de Regt.

The 'crippled' Liberator with the other four crewmembers flew in the direction of Rotterdam and the pilot tried to reach liberated territory. That did not work out in the end, it became too risky above Zeeuws-Vlaanderen. They jumped. Carry Rawls (20), having a broken ankle, was caught immediately and Jerome Brill (20) soon followed. Armour and Blodgett escaped capture and were liberated on 4 September in Belgium and returned to England on 12 September.

"Shoo Shoo Baby" went its own way with fatal consequences for the Staes - de Maeyer family in Nieuw-Namen. The plane landed on their farm at 12.13 pm. Petrus Gerardus Staes (56), his wife Clementina de Maeyer (55) and daughter Maria José Staes (18) lost their lives.



What happened to the six men who landed just south of Marknesse? John Fullerton (21) and Frank Peichoto (22) escaped. Via the town of Kelpen-Oler in the province Limburg, they arrived in England on 21 November. Billy Davis (24) and Everett Allen (23) had less luck on the western escape route and were arrested just across the border in Meerle (B). William Owens (21) and Fred Erdmann (23) were trapped. They were handed over to the Gestapo in Antwerp (B) by betrayal and spent the remainder of the war in captivity. After the liberation, April / May 1945, all returned safely to the U.S.A.

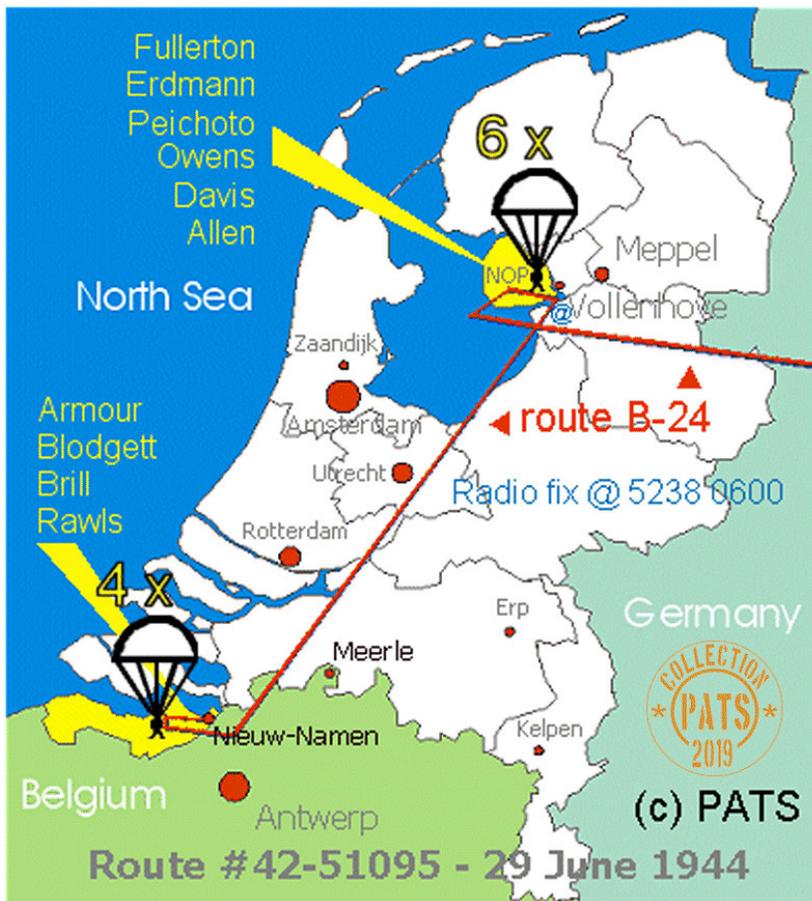
On Wednesday, February 27, 2019, I spoke by telephone with Everett Sumner Allen (98) in West Brookfield, MA. My first contact with Everett dates back to April 13, 2009. He sounded very vital and his final remark "You did make my day" is what motivates researchers to continue to accurately describe history. The other crew members and many helpers are physically no longer among us.

Supplements are always welcome, details on my WW2 pages - teunispats.nl/wo2.htm

© PATS - Teunis Schuurman.

teun.pats@gmail.com

+31.527.242316



Ondergetekende is Pienbroek, woner-
de Rijsstraat 51 Emmeloord N. D. S.
Begin Augustus kwam op Bedrijf
T. 2. en bedrijft 29 5 piloten men
Op T. 2. was ik des tijds ploegbaas met
Th. Schaap uit St. Nicolaasge.
Toen zijn door mijn collega Schaap en
A. Papma, C. Egas en C. Leuensijk de
piloten verstoort, terwijl mijn persoon

Clip - Adriaan van Pienbroek