'Checkmate' / 'Stalemate'

On March 29, 1973, the Identification & Salvage Service of the Royal Netherlands Air Force reported that the remains found on the Oosterringweg 3, did belong to the Lancaster Mk.III JA702 (GT-Z) of 30 January 1944.

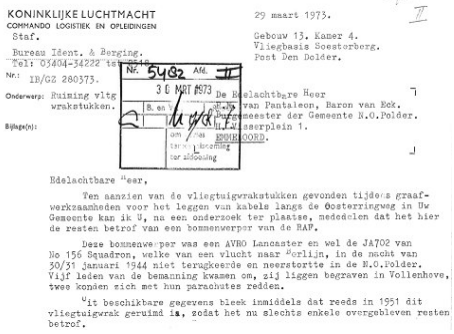
That was the definitive crash location for them! After reading Ruud Arnoldi's 1995 story, everything became clear. The location where Ruud Arnoldi, Paul Crielaard and Engel Sap bumped into the two survivors, Cottam and Coyne, by chance, ± 1 km before Urk, brought me, after reading the police reports [Vollenhove Group] and the cemetery data [Archive Steenwijkerland] from that time, to my final conclusion.

Lancaster Mk.III JA702 (GT-Z) was not on lot N-33 in Marknesse, but 14 kilometers further on lot H-46 in Tollebeek. What are the consequences of this data?

1 - The sign on the marking pole has to be changed, namely the Lancaster Mk.III JA902 (JO-D) which crashed four weeks earlier on 3 January 1944 (Lot M-92, N-33 and N-34) and was spread over a large number of lots. At and in the deep 'crater' on M-92 four bodies were found and buried in Vollenhove. On lot N-33 and in the direction of lot M-92 (3 km to the west), there are still the remains of the three missing persons (John Gage (23) - RAFVR, Pete Symonds (22) - RAAF and Bill Toohey (22) - RAAF). A follow-up excavation depends on the feasibility that will be attributed to it in the coming years.

2 - The war memorial in Marknesse has had the wrong crew, on the right copper plate for many years. That must be the crew of Weatherill, next to that of crew Jeffries (Kavel R-34, Baarloseweg). The plate with crew Rule can go to the town of Tollebeek. The text on the information board will also have to be revised.

3 - Many articles or books need to be revised. It was correctly described in the years 1944 and 1945, but was overlooked or misinterpreted (including myself in first instance in 2013), or not further examined because Identification & Salvage Officer G.J. Zwanenburg had already made it official in 1973, writing to the mayor at that time, so that was the 'truth' so far. I know better now.



KONINKLIJKE LUCHTMACHT
COMMANDO LOGISTIEK EN OPLEIDINGEN
Staf.
Bureau Ident. & Berging.
Tel: 03404-34222 tst. 2416.
Nr.: IB/GZ 280373.
Onderwerp: Ruiming vltg wrakstukken.
Bijlage(n):

29 maart 1973.

Gebouw 13, Kamer 4.
Vliegbasis Soesterberg.
Post Den Dolder.

Nr. 5492 Afd. II
30 MRT 1973
B. en W.
De Edelachtbare Heer
van Pantaleon, Baron van Eck,
meester der Gemeente N.O.Polder.
Wasserplein 1.
om
NOORDOORD.
ter afdoening
ter afdoening

Edelachtbare Heer,

Ten aanzien van de vliegtuigwrakstukken gevonden tijdens graafwerkzaamheden voor het leggen van kabels langs de Oosterringweg in Uw Gemeente kan ik U, na een onderzoek ter plaatse, mededelen dat het hier de resten betrof van een bommenwerper van de RAF.

Deze bommenwerper was een AVRO Lancaster en wel de JA702 van No 156 Squadron, welke van een vlucht naar Berlijn, in de nacht van 30/31 januari 1944 niet terugkeerde en neerstortte in de N.O.Polder. Vijf leden van de bemanning kwamen om, zij liggen begraven in Vollenhove, twee konden zich met hun parachutes redden.

Uit beschikbare gegevens bleek inmiddels dat reeds in 1951 dit vliegtuigwrak geruimd is, zodat het nu slechts enkele overgebleven resten betrof.

As a full-time WOII researcher, since 2006 I have encountered more cases in the Province of Flevoland that show the same 'pattern'. 'Marker poles' stand at kilometers (2.5 - 7 km) distance from the true crash location. The organizations who placed the poles, has taken the information, including errors, at the time supplied by Mr. G. J. Zwanenburg (former salvage officer, † 2016). I hope that after reading my discovery about the 'right' crash location of JA702, things will be carefully looked at. The outdated data, supplemented with the latest findings, certainly give a different view of this fascinating subject. Study group Air War 1939 - 1945 (SGLO) and its passionate members have long been aware of this.

Everyone knows the 'aircraft' silhouette poles in Flevoland. I let you know that there are still seven in the Noordoostpolder / Urk (you read that right), on top of the imperfections for some of the fifteen that have already been placed. Around Dronten they can get started to revise all, it would be a more memorable fact after 75 years with the 'right' texts and locations. In the municipality of Zeewolde, four new 'commemorative poles' will be installed in 2019, including a monument. This time no 'carte blanche' but a final check by third parties with a passion and years of expertise. 'Hollow barrels sound the loudest.' Since the placement of the first pole on 29 April 2011, only how many markers are put up, has dominated the project**,** and true history is apparently subordinate, not my perspective. After reading this article, also be so fair to mention the right source and author. Overwriting, translating, changing and adding your copyright is not an art. The latest information and many other crashes (330) in an area of 80x80 km around Vollenhove, collected since 2006, can be found on the site of SGLO member and WOII researcher Teunis Schuurman (aka PATS) in Vollenhove: www.teunispats.nl/ ww2.htm.

01 December 2018 - Teunis Schuurman (PATS)