



ADRIAAN MANSCHOT

M.L.D. pilot, 2nd Off Airman,

☼ 1916 ~ † 1945



Introduction

The tragedy of World War II caused millions of casualties. Loss of life, destruction of homes, properties, trauma for those who survived. Since D-Day, the 6th of June 1944, people had new hope for peace and liberty. But, war was not over on the 9th of February 1945, when Dutch Squadron 320 received order to provide immediate air support near Geldern. In total 42 Mitchell B-25's took off from the naval airbase at Melsbroek (near Bussels). Heap clouds from the west, forced the airplanes to change their climb manoeuvre into the so-called "ascend through cloud procedure." For the aircrew, this was standard, meant to increase distance between each of the airplanes. But after 15 minutes, (approx. 15:10LT), when emerging from the clouds, airplane no.4 approached from behind, and collided with its nose against the tail and wing of the leading airplane, no.1, flown by Adriaan Manschot. His plane became uncontrollable, went nose-down and crashed into Tirlemont (Tienen, Belgium), all 5 crewmembers died, incl. the British Gee-H operator, warrant Officer R.M. Wilson. The other airplane, lost half of its right wing, got into a horizontal spin, and also crashed in Tienen a few hundred yards apart from the other airplane. Lt. Pilot Officer Jan Maas and Lt. Officer nav./observer G. Claassen, were able to bail out and survived.

Born in Jaarsveld - 51 58.2' N 4 58.6' E

In the southwestern part of the province of Utrecht, Netherlands, there is a little village along the river "Lek", where Adriaan was born. He was the 2nd son of shop-owner Barend Manschot and Adriana Manschot-Versluis.

He passed primary school, and that was all. Despite, he managed to become Pilot Officer airman 3rd class, subsequently 2nd class, than Flight Commander.



Jaarsveld in 1922. The Christian primary school to the left. View into the "Kerkstraat". The area with the houses on the right was called "The English corner". Father Barend Manschot was born in one of those houses.



*no. 22 Kerkstraat Jaarsveld, former Barend Manschot's shop. (on the right)
(foto: Hans Veer)*

Tales

A family chronicle tells: "The growing up sons of Barend were naughty "devils", especially Adriaan and his brother Henk. In the church they crawled in the aisle up above the organ during the service and scratched their names on the partition."

After completing the primary school, Adriaan became a car mechanic in a car repair shop owned by van Dis in Schoonhoven. Sister Adrie: "When he came back home, he was always our cheerful libertine. He had difficulties with the small wages he earned, so father Barend helped him occasionally."

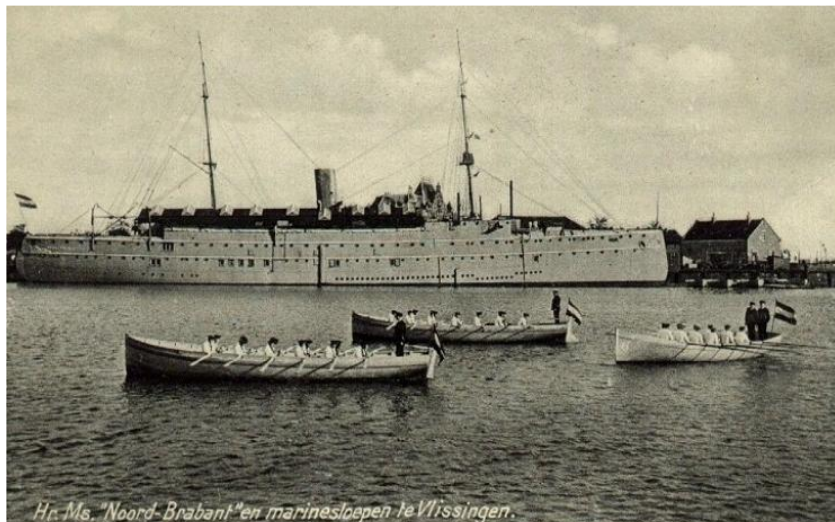
Motor mechanic, and trainee at the Naval Marine School in Vlissingen.

In 1935, when he was 19 years old, he must have been called up for "his number", and volunteered to serve as an ordinary seaman in the Navy on the so-called standby ship, h.m.s. "Wachtschip", in Vlissingen. However, he was dismissed within 3 months, on the 7th of august 1935.

He then acquired a job in the car repair shop of the B.P.M. (Shell) in the Hague.

Till that terrible day, May the 10th in 1940.

His dream was, to eventually become an airman, and fly in a real airplane.



*Hr. Ms. 'Noord-Brabant' en marinesloepen te Vlissingen.
'Wachtschip' ss Noord Brabant, southern port of Flushing*

The news in 1939 showed increasing tense and violence in Europe. Young men were called up for service. Would the Netherlands be able to pass through “neutral” again?

Overrun.

Peace was violently disturbed. Early in the morning of May 10th 1940, sounds of overflying foreign airplanes which flew from the east to the west, turned around and then approached the Netherlands from the North Sea. The Netherlands Airforce and Army, had insufficient resources and equipment to defend themselves, and were by no means capable to withstand the invasive forces. On the fourth day, the situation worsened, and attacks intensified. The enemy had difficulties to pass through Rotterdam and then to The Hague to capture the Royal family. After several threats, Rotterdam was bombed on May the 14th 1940. A few hours later a radio message announced that the Netherlands Army had surrendered.

On that same day, in the port of Scheveningen, a fishing boat, named “Alida” (SCH-6) was claimed. The intend was, to transport personnel and valuable assets of the BPM (Shell) over to England.

Names of the people onboard a.o.:

- Guido Willem Bendien born 07.02.1921 Zeist
- Johan Leendert Bommezijn born 29.03.1920 Semarang
- Jan Wilhelm Boon born 29.08.1912 Delft
- Hendrik Jan Brakema born 25.03.1919 Medan
- Jacob den Outer
- Director J.M. de Booy
- Spouse of Mr. De Booy, and 2 daughters
- Mr. van der Schriek (secret service)
- Prof. Verraart,
- 3 Marine Officers, 8 midshipmen, 3 captains (army)

Adriaan was one of the passengers. While sailing away from Scheveningen, some shooting was heard, aimed at their ship. But they arrived safely in England. Adriaan was registered at the Lensbury Club, Teddington, London. A post-War letter from Shell to his brother Jan Manschot, states: “Shortly after his arrival in England, Adriaan became transferred to the Dutch Indies, where he received employment by the B.P.M. in Surabaya, the same work as he did for the B.P.M. in The Hague.”

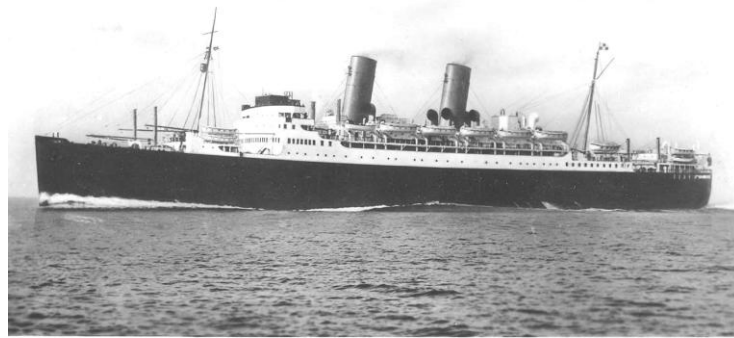
addresses referring to Shell are:

(a) Shell Oil Co., St. Helens Court, London (b) Shell Oil Co., 50 West, 50 New York USA

To the Dutch East Indies (Indonesia)

He was listed as passenger on board of the ss “Duchess of Richmond” which left the port of Liverpool on the 28th of June 1940, bound for Quebec and Montreal.

His initial plan was, to continue his job at the B.P.M. (Shell) in Surabaya.



Making a voyage across the Atlantic Ocean in June 1940 could be dangerous. U-boats had been around there since August 1939. Especially in the seas around England they were haunting for allied ships.

A witness tells:

"I sailed with my two brothers on the ss "Duchess of Richmond" from the Gladstone Dock in Liverpool on June 30th 1940 as a twelve-year-old evacuee to Canada. The "Arandora Star" sailed on the same day and we had the destroyer "Wanderer" escorting us until we reached the Atlantic, then we were on our own and close to the "Arandora Star" when she was torpedoed by U 47. Sometime later the "City of Benares" was sunk also with the loss of many children. The Government stopped the programme of evacuating children to Canada."

After his arrival in Montreal, Adriaan continued his journey to the Pacific coast, possibly Vancouver, and must have embarked on another ship, sailing to South-East Asia. (Canadian Pacific Line). His dream to become a pilot became real when a club in Soerabaja (VVC) invited anyone who was interested, to acquire a basic air (A) license. Flying lessons at the VVC were available at low price, as they were supported by the government in the NEI (Netherlands East Indies – Indonesia).

"For licensed pilots we open-up the opportunity at the Marine Airbase of Morokrembangan in Soerabaja, to be trained as a reserved Officer-Airman for the Royal Airforce."

So, it was told in brochures.

First flights in an airplane

After passing a complete medical check, candidates could apply for flight training.

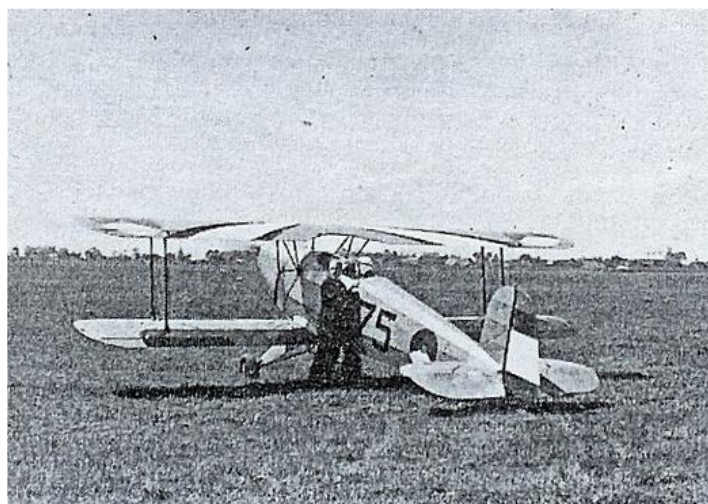
The costs were relatively low, normal charge 25 guilders per hour, now reduced to 5 guilders per hour. Adriaan was trained to fly in the De Havilland Tiger Moth (34 flight hours), and Bücker Jungmann (7 flight hours). He received his first pilot license 'A', no.150, in Soerabaja, on March 10th, 1941.

From July the 1st, 1941 he joined the M.L.D. (Dutch Naval Airforce) in Soerabaja, and entered military service. He was trained as pilot. He enrolled in GVT2 commanded by Mr. Reijnierse, stationed at Sorong. GVT2 was a squadron, and the airplane-type flown was 3-engine Dornier 24K, a seaplane.



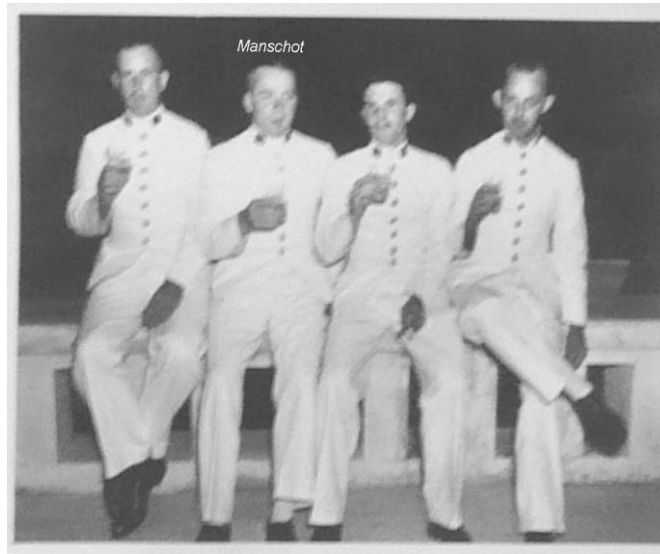
De Havilland Tiger Moth

GVT= group of airplanes



Bücker Jungmann with MLD colours

The Bücker Jungmann airplanes were ordered in 1940 to promote aviation by the NEI Luchtvaart Fonds, which was a different organisation than the "Vrijwilliger Vlieger Corps (VVC)." The Jungmann in Soerabaja had registration PK-SAC. The Vrijwillig Vlieger Corps (VVC) was established in March 1941 in Bandoeng, with other groups established subsequently in Batavia, Soerajaba, Semarang, Djokja, Malang, Balikpapan and Medan. The purpose was principally to provide a reserve source of pilots for the military forces, and to provide more instructors. They operated a large number of Tiger Moths with registrations PK-VVA till PK-VWX (except PK-VVW).



Sportvliegers naar de marine.

ZOOALS bekend mag worden verondersteld, heeft een aantal gebreveteerde sportvliegers van het Departement der Marine een schrijven ontvangen, waarin hen wordt gewezen op de belangrijke taak, welke is toebedeeld aan het Luchtwapen bij de verdediging van deze gebieden en de vrijmaking van het Vaderland. In verband hiermede wordt een beroep gedaan op de sportvliegers om hun vliegcapaciteiten ten dienste te stellen van de Koninklijke Marine. „Voor gebreveteerde sportvliegers is de gelegenheid opengesteld bij het Marine-vliegveld Morokrembangan te Soerabaja gevormd te worden tot reserve-officier-vlieger bij de Koninklijke Marine.

Recreational Pilots to the Naval Air Service

As might be known, a number of licensed pilots have received a letter from the Department of Marine, explaining the important task which has been assigned to the Naval Airforce to defend our territories. Therefore recreational pilots are called upon to apply their skills for the Royal Navy.

“To licensed pilots the opportunity is created at the Navy base of Morokrembangan in Soerabaja, to be trained as Officer-Airman with the naval air service.

call to join the Dutch Naval Air Service, MLD



Sea- Ryans and Dorniers 24K returning from a parade on Queens Day, 31st of august 1941, near Morokrembangan

Dutch Naval Airforce

1941: The NEI (Indonesia) were still in relative peace, although there was a growing threat from Japan, and this was already felt in the past 3 years. Japan had fiercely demanded to the NEI, that large quantities of oil had to be delivered, which the NEI refused. The government in Batavia felt a sense of urgency to build up a defence-force against a possible invasion. And the Dutch East Indies (Indonesia) could no longer rely on the motherland, Netherlands (in Europe), which had become occupied since the May 10th 1940.

NEI = Netherlands East Indies (Indonesia)

31st of August 1941: The last Queen's Day in the Dutch Indies. A military parade in Batavia was showing impressive land- and naval power. (h.m. Queen Wilhelmina did not attend)

Johan van Emden commented:

"They (the trainees) belonged to the first group of AROV's (Aspirant Reserve Officer Vlieger). Approximately 15 men. Amongst others: Mr. Nuessink and Grader." They must have had a boarding-house in Soerabaja. "After working time most of them went home (to their guest family). Their base was Morokrembangan. Every Monday morning at 11 o'clock there was a joint training exercise (jogging) under command of a Naval Airservice sergeant-major."

The operational airplanes at Morokrembangan airbase were (a.o.):

Tiger Moth, Ryan STM (land-, and sea-), **Dornier-24K**, Dornier Wal, Catalina's (PBY), Fokker T VIII W.

In October and November 1941, the threat severed, and the endless reconnaissance flights were intensified. With observations of Japanese fishing boats. These were inspected for unlawful carriage of spying equipment. The crews of these boats appeared to be exploring depth and waterways in NEI territorial waters.

Wallis de Vries: "On the 3rd of December, it started above the south-China Sea. Fully occupied Japanese troopships sailed south-ward. Our sea-planes made circles around them, we were curious, and we were almost friendly waved 'hello' from the Japanese on the decks. Their artillery guns followed us silently."



[A Few pictures of airplane Dornier 24-K](#)

War in South-East Asia



December 8th, 1941, newspaper article (Air & Space Museum, San Diego)

December 7th, 1941

Peace was violently disturbed. The imperial army from Japan started to attack Pearl Harbor, Hawaii, Malaysia, Philippines, Singapore. Adriaan served as trainee in squadron GVT2 (Commander: Reijnierse). Together with GVT5 (Commander: Burgerhout). Both squadrons were stationed at Sorong (New-Guinea). A far outpost to the north.

As appeared from his logbook, Adriaan mostly flew as trainee on DO-24K, airplane registration X-11. The usual crewmembers on the X-11 were; Mr v. Dijk, Evers, Ditmar, Snijders, Norman.



X-30 photographed from the isle of Doom near Sorong, Dutch New Guinea, 1941.

Airplane X-30 was a Dornier 24K, belonging to GVT5

On December the 17th, 1941, ten days later, Adriaan was flying in the X-25 (Dornier 24K) with the crew of Reijnierse. On that day an enemy Kawanishi (Mavis) seaplane suddenly attacked the base at Sorong. Another DO-24K, the X-11 waited with engines running while still on the water, as a decoy (but was not hit). The enemy airplane dropped its bombs on the Dutch support vessel "Arend". Adriaan's plane the X-25 circled in the area and upon getting sight of it chased the Kawanishi and during that subsequent fight, 2 of his crewmembers were killed. The Kawanishi escaped.

18th of December 1941, the next day, again one of his crewmembers died, while he was flying in the X-11.

On the 23rd of December 1941 a few days later, a large concentration of enemy ships was observed at the Philippine port of Davao. The Allied command ordered an attack. As a result, B-17's of the US Airforce as well as airplanes of GVT2 and GVT5 were involved in this Operation. Adriaan took part in this raid onboard of the X-11, however with only moderate success. (logbook)



*Seaplane Dornier 24K that was used since 1938 by the RDNAS in the Dutch-Indies
In this picture the X-12 (GVT-2)
Adriaan had flown in the X-11*

On the 26th of December 1941 the Northern base of Kakas on Lake Tondano (Minahasa, northeast Celebes) suddenly became attacked by Japanese Zero's from the base of Kema. In a short moment, most airplanes of GVT-2 and GVT-5 with full tanks, and partially with crew onboard, were catching fire, and were destroyed. Sergeant-Airman R. Siezen and airplane mechanic C. Bruinhout lost their lives, sergeant-airman G.K. Evers became heavily injured. Sergeant mechanic C. van Dijk, who had a shot through his arm, saved sergeant Evers by staying with him, while swimming until a motorboat could rescue them both from the water. On the 4th of January 1942, sgt. Evers

eventually died in Surabaya because of his wounds. From the 1st of February 1942, the airbase became occupied by the enemy. The attack on the 26th of December was a possible retaliation for the assault on Davao by the MLD, three days earlier.

NEI = Netherlands East Indies (Indonesia)

GVT = Groep Vliegtuigen (group of airplanes, similar to a Squadron)

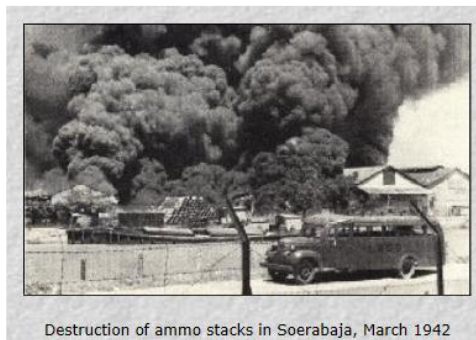
In January 1942, enemy troops landed at the island of Tarakan, near Borneo. (Their main objective; to capture oil installations.) However, the oil plant was already destroyed by troops from the N.E.I.

The 2nd group of airman trainees (AROV) arrived on the 2nd of January 1942, at the base of Morokrembangan. But soon the bombings became a threat, and the trainees had to stay away from the base.

Wallis de Vries:

***“On the 2nd of January 1942, (as usual), the training started at 06:30 hrs at the Goebeng base. We were enlisted as sergeant airman trainees. Men of varying seize, hair colour, profession. In the messroom we met with more trainees. - Mostly with the 1st Group of AROV's (a.o. Adriaan Manschot) who can tell us a lot of stories, they arrived here 6 months ago. After the land- and sea-Ryan's they were trained on the 3-engine Dornier-24K, and the twin engine Catalina (PBY). To gain experience, the instruction for December was: fly as 2nd airman with the sea-going reconnaissance missions. In this way, they became acquainted with the war-machine.*”**

Note: Another group of trainees, ASOV's, had arrived earlier in November 1940. Their pre-education was higher, and they were enlisted to be trained and become an Airman-Officer. They received that assignment in August 1941 during a ceremony at the base of Morokrembangan.



*Destruction of ammo stacks in Soerabaja, March 1942
Black smoke rising above the base of Morokrembangan after enemy bombings 1942,
and consequential destruction by own KNIL personnel*

6th of February 1942 - The training had stopped. We received orders to avoid dangerous places, in particular the airbase and seaport. The enemy attacked our Airbase from Celebes. That happened several times a week. In order to stay posted on the effects of the bombings, we often went to a hill near Gresik. Sadly, but true, from there we can see the continued bombings on the airbase of Surabaya.

In the beginning of February 1942, the enemy bombings on Soerabaja were intensified. Flying personnel of the MLD (RDNAS) were ordered to stay at a safe distance from the airbase.

Singapore was lost. For the ABDA command (in Lembang) there were no options left. Around the 15th of February 1942, after 2 months of firm resistance by the land forces KNIL, Airforce ML-KNIL, MLD, as well as by the Dutch Navy, it became clear, that losing the NEI could no longer be avoided. The Malay Barrier was broken. A validated evacuation plan was not developed or communicated. A number of ships, which could have been used to provide capacity and relief in helping to move families and assets away from the threatened NEI, were earlier sent away to Ceylon and Australia for no clear reason. The ports of Tanjung Priok (Jakarta), and Tjilatjap were not capable to handle many ships due to enemy bombings, which scared off personnel, who fled away inland from the ports. On the 18th of February, it became clear that no additional Allied forces would be sent to the 'Dutch Indies.'

NEI = Netherlands East Indies (Indonesia)

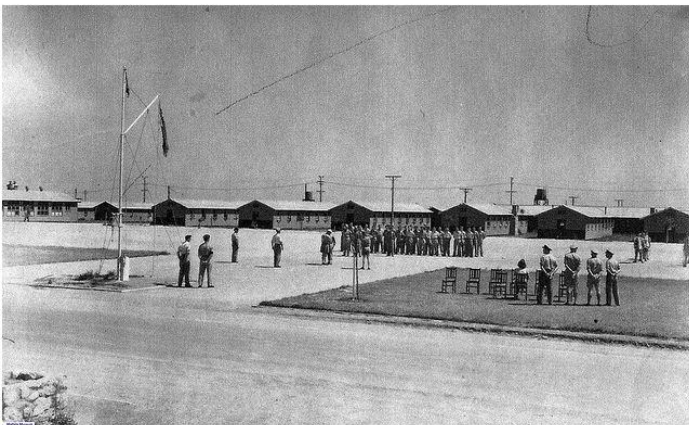
ABDA = combined Australian British Dutch American forces



ss "Tjinegara" built by the Dutch shipyard NDSM.



*Rope pulling on board of ss "Tjinegara" (source: NIMH)
In the middle: André Hissink obs/nav*



*Graduation parade
at Mallala airbase,
South-Australia*

The Graduation Parade at Mallala 6 SFTS of the Netherlands East Indies (N.E.I.) pilots in April 1942.

The Dutch-Indies surrendered on the 8th of March 1942. Shortly thereafter, all people, men, women, and children, originating from the Netherlands, were interned in Camps. Men separated from women and children.

The ss Tjinegara continued her journey from Adelaide to Sydney, where she arrived on the 9th of March, with the majority of Marine personnel, Ryan's and equipment.

The 'Dutch Indies' (Indonesia) were lost. The enemy imperial forces took over after 350 years of governance by the Netherlands. In addition, another factor made the situation complex; large numbers of Indonesian people, had wished for quite some time, their country to become independent, and that wish had grown stronger in the last 50 years, preceding 1942. However, all these years this strive remained suppressed by the government in Batavia. Not enough had been undertaken, to the people in NEI, to improve education, healthcare, social resilience. These factors might have caused the native population to remain silent and hesitant to fight side by side with the Dutch forces against invasive forces from Japan. Instead, in some places, the invasion was even welcomed. People expected support for independence from the enemy government in Tokyo. Which however, had never been officially granted.

In contrast, the KNIL forces, mainly consisting of native servicemen, always remained loyal to the Dutch government in Batavia. The instability of the NEI, may not have been noticeable in the streets in 1942, but became more obvious after the enemy imperial forces surrendered in August 1945, costing many lives during the subsequent war for Independence.

March 1942; In Rathmines, Australia, the flighttrainings resumed. The Australian people were very helpful. The intend of the NEI forces was, to return to Java shortly, and fight the enemy with new delivered airplanes and supplies. They were astounded when receiving the news that Java had given up.

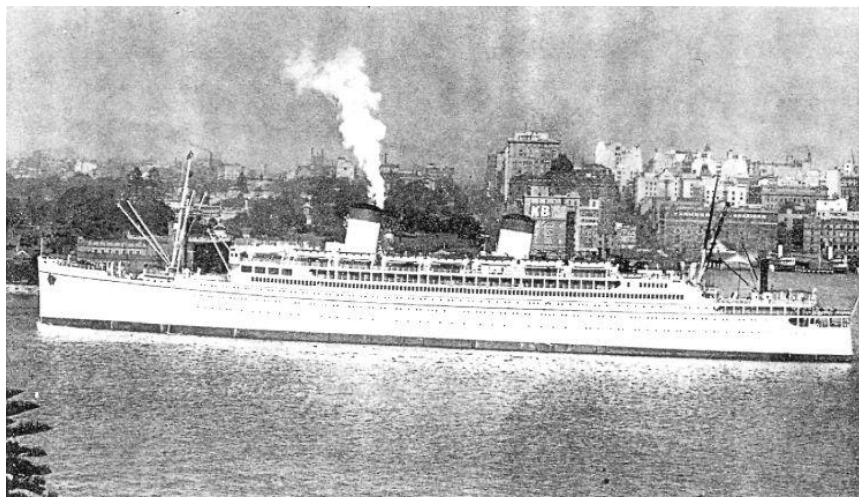
The ML-KNIL and MLD aircrew and trainees transported by the ss Tjinegara, were initially to stay in Australia for only a few weeks. However, the authorities deemed continuation in Australia not feasible. Therefor all personnel from the NEI, were to be transported from Melbourne to San Francisco by the ss "Mariposa". Arrangements were made for a new training school in Jackson (Miss.) During this voyage, enemy submarines again were a real threat, and a ship sailing ahead of the ss "Mariposa" was torpedoed and sunk.



ss "Mariposa", turbine engine (2x 21000 hp)
eventually survived the war.

On the 18th of April 1942, ss "Mariposa"
Left Melbourne, Australia to San Francisco with
723 men, women and children. The ship arrived
at the 3rd of May 1942.
Final destination for the crew was Jackson (Miss.)

Arrival in San Francisco



ss Mariposa, Matson Line, San Francisco 3rd of May 1942



*3rd of May 1942 – arrived in San Francisco , Adriaan is sitting in no.4 position from left to right
(archive Volkers)*

The RNMFS in Jackson Mississippi.

The primary training was moved to Sherman Field at Ft. Leavenworth. (Kansas) to prevent Jackson from becoming overcrowded. In the beginning, it appeared that the Dutch and NEI trainees were a bit rebellious. And a number of trainees, who firmly wanted to continue their training as a pilot were, against their will, transferred to observer/navigator training or gunner, as there was shortage of that personnel.

RNMFS = Royal Netherlands Military Flying School

In May, June, July of 1942 training instructions were given on landing, take-off, as well as instruments flying, as well as training in course changes, and curved approaches, also at high altitude (18.000ft).

On August 10th, 1942, the ML- KNIL and the MLD received a special decoration from her Majesty the Queen Wilhelmina. Because, on March 16th, 1942, 8 days after the surrender of the Dutch Indies (Indonesia), she signed Royal Decree no.1, in which she assigned the Banner, nominated by the minister of the Colonies, to the “weapon of the Naval Air force of the Royal Dutch-Indies army; “ in appreciation of the great performance during the War against Japan . . . “

“Really a Royal Decision. And to add luster to this occasion, her Majesty the Queen decided to hand this decoration personally to the highest in rank of the K.N.I.L. outside occupied territory of the Dutch Indies, general-major L.H. van Oyen, commander of the R.N.M.F.S.”

This happened at Pittsfield (Mass.).

The granting would take place during the visit of Her Majesty the Queen in America from 17th of June till the end of august in 1942. She met with President Franklin D. Roosevelt.



*Hms queen Wilhelmina adds the banner to the flag of the MLKNIL
(courtesy: ms A. Volkers archive)*



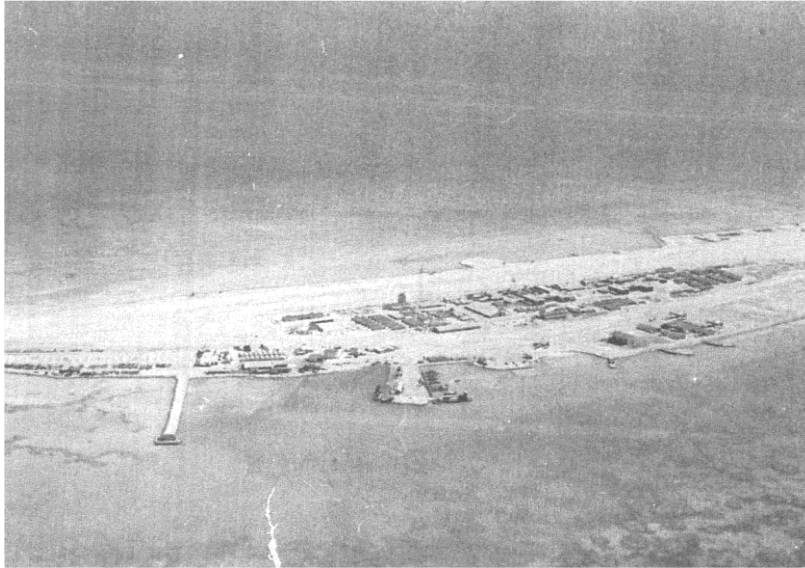
*Manshot, together with many others,
named on the list of MWO
honored on august 10th of 1942.*

August 1942; more training in instruments flying.
Flights to Chicago, Cleveland, Buffalo, Albany, Kansas City.

September 1942; training in Group flying, in the night, Solo night flying.



source: Volkers



Corpus Christi naval air station (NIMH, Duyzings & Schraa)

On the 15th of March 1943 Adriaan received the assignment as Officer Airman 3rd Class. He had completed his training on Catalina's, consequently, became a L-12 airman. Later he received more training on Lockheed Hudson's, in squadron formation, and instrument flying. His planes touched down in Dallas, Memphis, LittleRock, and he learns about a new system; radar. Later more training flights to El Paso, Los Angeles, New Orleans, Miami.

**Jackson and Mississippi
Welcome These Dutch Allies**

Jackson and Mississippi would welcome any of our Allies who might be sent to our state for war training, but all of us, civilians and military men alike, especially welcome the young Dutch Army and Navy men sent here for further air training under their own officers. For the courageous and indomitable Dutch have won the admiration and respect of our people not only since our forces have been fighting together against the Japanese in the Southwest Pacific but ever since The Netherlands fell before overwhelming forces of the invading Germans, only to continue the war with their queen in exile.

These young men are all from the Netherlands East Indies. They have all seen action. They participated in that stubbornly valiant defense of the East Indies against the Japanese who vastly outnumbered them. Some fought in the air, some at sea, some on land. And they managed to avoid capture and to reach Australia.

Now they are sent to Jackson for training with the latest American airplanes, preparatory to their return to battle. That is the burning desire of each, to acquire more skill and then to have a chance to fight again to recapture their lost East Indies and to wrest their home country from the Nazis' grasp, to free their people and to establish again their nation's independence.

They wore a strange assortment of uniforms when they reached Jackson, because of war's vicissitudes, but each wears proudly the invisible red badge of courage tested and found true.

Jackson and Mississippi welcome them, and we hope they will feel that they are among friends even if they are unable to feel "at home" in this land which must be strange to them.

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News of Mississippians

Jackson Air Base pool open.

Doerr pool at the Jackson Army Air Base is latest addition to facilities of the Air Corps post here. Dedicated Thursday, the pool was named in honour of the late Lieut. John J. Doerr, pilot of the first bomber involved in a fatal crash operating out of Jackson base. The 100 by 160-foot pool, fully equipped, has a complete bathhouse, which can be seen on the far side, and which is named "The Flying Dutchman," in honour of the personnel of the Royal Netherlands Military Flying School, whose donations made the building possible. Across from it is an even larger structure, open on one side, toward the pool, used as a shelter house. The entire project was completed 28 days after the final plans were approved and was financed entirely by donations of officers and men and civilian employees on the post.

On the 5th of April 1943 he was on a training-flight as pilot, with co-pilot IJsselstein in a Lockheed L2, and flew colonel Giebel to St. Louis, Cincinnati, Washington DC.

On the 16th, 17th, 19th and 20th of April 1943 he flew with Hans v.d. Kop in Lockheed L2-39, L2-37, L2-42.

In May 1943 he was transferred to Canada for operational training. (O.T.U. at Pennfield-ridge)



Operational training 8th of June 1943 Course no.13 pilots (OTU Canada)
 From left to right; f/o Buckling, f/o Martin, sgt Jones, sgt Brakchess, sgt Miller,
 f/o Cullen, f/o Martin, f/o Lamb, f/o Edwards
 Lt Manschot, Lt. IJsselstein, Lt. Breedveld, Lt. Grader, Lt. Nuesink

June 24th 1943 Adriaan was advanced to Captain Pilot, 3rd Class.

And in July 1943 he flew in several training missions from the Airbase of Bathurst in Canada.

Many RNMFS crewmembers who had finished their training were transported by troopship from the USA to England. How Adriaan and his group reached England is not quite clear, possibly by plane.

Arrival in England, on the 19th of September 1943.

The airplane type used, was the B-25 Mitchell, [see link to pictures](#).

He was assigned to "Roll London" and stationed at Bicester from the 20th of September 1943.

20th of September 1943: 2nd Off. Airman E. Bakker was assigned to commander of 320 Squadron.

25th of October 1943: Airplane 'W' of commander E. Bakker and crew, were hit by Flak, the aircraft exploded, no survivors. At the same time other airplane "L", was hit by flak, turned upside down, and almost crashed, but the crew and airplane were saved by sgt. Off. Airman Maas.

Gunner Jonkers became heavily wounded, and survived.

31st of October 1943: Manschot became assigned in B-Flight of no. 320 (Dutch) Squadron.

During that time they were based at Lasham. The picture below still shows evidence of that history on a wall in the restaurant there.

No. 320 SQUADRON R.D.N.A.S.			BATTLE ORDER		25 JAN 1944
A/C No.	Pilot	Observer	Wop.A/G	Airgunner	
A. FR143	L/Cdr. Burgerhout	L/C Bierenbroodspot	AC Goudeketting	Sgt. van Lingen	
D. FR149	Sgt. Emmens	Sgt. van Berkum	Sgt. de Vr. Humel	Cpl. Roukema	
H. FR180	F/L Stenvert	S/Lt. Koops	Cpl. Bracht	Cpl. van Vliegen	
U. FR184	S/Lt. Gombert	S/Lt. Schaaphok	Sgt. Bernet	Cpl. K. Olivier	
M. FR177	S/Lt. Manschot	S/Lt. W. de Vries	Sgt. Diets	Sgt. Kooren	
K. FR181	Lt. Neusink	S/Lt. Limbosch	AC Muller. H.R.	Sgt. v. Offeren	
N. FR159	Lt. Nienhuys	S/Lt. Oels	Sgt. Prinsen	Sgt. Born	
W. FR175	S/Lt. Schrijvers	S/Lt. Keizer	Sgt. de Ruijter	Sgt. Rauws	
T. FR179	Lt. Loeff	S/Lt. d. Ter Bondt	Cpl. de Booy	Sgt. Beukhof	
J. FR173	Lt. Loohuizen	S/Lt. Kmalnitsky	Cpl. Nielckert	Cpl. Smit	
P. FR176	S/Lt. Ter Braak	S/Lt. Heeremans	Sgt. Geraets	Cpl. Wouters	
R. FR182	S/Lt. Bevelander	S/Lt. Birzak	Sgt. de Jong, J.	Cpl. Rijpers	

CONDITIONS OF ISSUE

1. This document relates only to the identity of the person described. It is not available as a Passport, Pass or Permit.
2. The holder must carry his identity-card at all times.
3. This identity card is to be presented for inspection on the demand of a member of His Majesty's Forces or by a Policeman.
4. On change of rank of the authorized holder this identity card is to be amended by the Commanding Officer concerned.
5. This identity card must be returned to the Permit Office, Provost Marshal, P.M.O., immediately when, owing to any change in the service or appointment of the holder, the certification on page 2 no longer applies.
6. The authorized holder is to make a separate note of the number of this card and must take every precaution against loss or theft and to preserve it from damage.
7. The holder is to report the loss of this identity card immediately to his Commanding Officer.
8. Impersonation of the authorized holder of an identity card or its unauthorised retention, alteration, destruction or transfer to another person are penal offences.

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FORM 1250 (F)

FOREIGN DUTCH

IDENTITY CARD FOR FOREIGN AIR PERSONNEL (ALL RANKS)

Nº F.P. 27673

(C42088) 15.05.37

[illegible]

Daily Order 320 Squadron Thursday 13th of April 1944: 'From 13.04.44 Officer Airman Manschot became Flight Commander in B-Flight.' *(Alle Hens, Nico Geldof)*

The position of Flight Commander meant that his leader airplane was in position 1 in the Squadron when in Operation. All crew were assigned to either A-, B-, or C-flight. Three different groups, alternately performing missions as group of 12 A/C.



The aim is to fight for goodwill and understanding in a free society against a common enemy, who by barbarous means imposes his will on many millions. By God, we commanders need your backing. There's still so much to be done before we reach our goal, final Victory!.

Het doel is te vechten voor bestwil en begrip van een vrije gemeenschap tegen een gemeenschappelijke vijand, die door middel van barbaarse middelen, zijn wil oplegt aan miljoenen. Om Godswil, wij commandanten, hebben jullie hulp nodig. Er is nog zoveel te doen voor we ons doel hebben bereikt, de eind overwinning !. - Dwight Eisenhower

bron: "de Operaties van Squadron 320"
Nico Geldof

Adriaan is in this picture, he is visible below Eisenhower's hands



D.Eisenhower, inspects air- and ground forces at Dunsfold

D-Day, 6th of June: 320 Squadron fulfilled its role that day.

8th of June 1944: Day of disaster

In the night of 7 - 8th of June 1944, two Mitchells took-off from Dunsfold. Target: Vire (France). Both Mitchell's collided shortly after take-off, crashed near Horsham, bombloads exploded, no survivors. [22]

Mitchell 150

W.C. William Caistor Dobson
P.O Jacob Meester
Sgt Roelof David Stoffels
Sgt Johannes Hermanus van Hagen

Mitchell 182

P.O Jacobus Adrianus IJsselstein
P.O Gerhardus Mulder
Sgt Petrus Engels
Sgt Theophiele Pierre Mensingh



Hoofdonderdeel van het koninklijk bezoek was de uitreiking van het Vliegerkruis aan elf bemanningsleden van 320 Squadron. Commandant Burgerhout ontving bij deze gelegenheid het Vliegerkruis met Eervolle Vermelding, terwijl officier-vlieger A. Manschot uit handen van Hare Majesteit het Bronzen Kruis kreeg opgespeld (NG via H.J.E. van der Kop).

12th of June: h.h. Queen Wilhelmina paid a visit to Dunsfold airbase. During that occasion, amongst others, Officer-Airman 3rd Class Adriaan Manschot, was honored with the bronz cross [7]

"Royal highness the Queen was to submit the airman's cross to 11 crewmembers of 320 squadron. Commander Hugo Burgerhout received the airman's cross with a Statement of Honor, while Officer-Airman A. Manschot received the Bronze Cross pinned up from the hands of her majesty. (NG H.J.E. van der Kop)"

15th of June: Manschot, Emous and crew were almost shot down, [see the report](#).

The dutch 320 Squadron flew with B-25 Mitchell's, and was initially stationed at Lasham airbase. The Squadron was moved to Dunsfold airbase in early 1944. From the 18th of october 1944 the Squadron was moved to Melsbroek, Belgium. At the end of the war, at least 1/3 of all crew lost their lives, and 40% of all Mitchells were lost.

Meanwhile Adriaan had accumulated 50 war missions, his 1st Tour of Operations was fulfilled, and he went on-leave in mid. August 1944. The normal limit however, was 30 Flights (which was on the 23rd of May 1944 (2 weeks before D-Day). For unknown reasons, his 1st Tour was extended.

While on-leave, on the 9th of September 1944, he wrote a letter to his sister-in-law:

"I have been recalled from Bristol, after spending two days there. Right now, I am on "Standby". Bristol has been cancelled, and I am 'P.T.O.' H.Q. had other ideas. I must remain in London for some time and be available on a telephone call. The job I am waiting for is very interesting and I shall probably be one of the first to land in Holland. This can be very soon now. By the way, Gen. Montgomery has taken things in his hands."

note; Operation Market Garden was almost underway by then, but 320 was not involved..

From the 18th of October 1944, he fulfilled service again in Squadron 320 from airfield Melsbroek, Belgium.

On the 8th of Nov. 1944, Adriaan wrote in his letter to his wife:

"I'm hoping we can get this war over in a very short time. That'll be the day !"

Adriaan sent a letter to his sister-in-law on the 12th of Nov. 1944:

"things are hard to get, and only for a very high price. Drinks are very good and cheap in the service clubs, and those clubs are the only places we normally visit as one can get a good dinner there as well. The public places are taking money away from Allied servicemen in car loads. Small children are often seen in pubs and they can ask for chocolate in any language. Civilian people here, have plenty of money but they can't buy anything with it. Food is still a very big problem and things as soap, butter, meat are not to be found in any Belgian home. Still they don't grumble. It is very cold here (no stove) and I must make this letter short, because my hands can't hold the pen anymore. I'm hoping to see you back very soon ..



card issued during the
1944 Christmas dinner



Letters from 320 personnel had
this mark on the left top corner

At the base of Melsbroek Christmas was celebrated, although an operation had to be accomplished on that same day, the 25th of December.

On the 29th of December Adriaan is flown from Melsbroek to Ford, on-leave for 14 days, to visit family and friends during Christmas and New Year. He returns to Melsbroek 13th of January 1945.

29th Dec. 1944; Mitchell "K", 928 was hit by Flak during a mission to Vielsalm, smoke and fire emerged, observer/navigator André Hissink, tried to bail out, attempted to open the hatch, which was stuck, but it finally gave way, and he was able to escape. Together with 3 of his crew, he landed safely with his parachute in liberated territory. However, less fortunate, mr. J. Jillings, lost his life during this crash.

On that same day, Adriaan went on leave, and was transported by a Dakota to England, where he stayed with his family and friends till the 13th of January 1945. He then returned back to Melsbroek from Northolt, England.

On NewYearsday, the 1st of January 1945, the base of Melsbroek came under attack by the bandits. Several allied airplanes were destroyed, but eventually the enemy lost many more.

13th of January 1945: Day of Disaster. Two airplanes FR181 and FW227/P and crew were lost at 14.25hrs over Manderfeld, Belgium. No survivors.

FR181

P.O. C.A. Bastiaenen

Obs/Nav. L. Th. Limbosch

Sgt. Joh. V. Driel

Sgt. E.C. v. Harselaar

FW227/P

P.O. ir. J.H. Muntinga

Obs/Nav. G.F. Mertens

Sgt. P.H. Peetoom

Sgt. P.J.E. v. Dam

On the 15th of January 1945 Adriaan wrote a letter to his wife from airfield Melsbroek:

“Aerodromes with planes on them, airmen with a deadly look in their eyes, hard beds without white sheets, many other things who go together with an operational squadron, they are all back, and they make us realize that fourteen days leave have gone, and that they have gone by very quickly.”



Guus Knapp (courtesy R. Venema)

A day of disaster, 9th of February 1945

On this day, Wing no. 139 complied with an urgent request from the RAF to deliver air support to British and Canadian troops which were involved with raids near the German village of Geldern. In total 42 Mitchell's were ordered to join in this mission. Squadron 320 provided 12 airplanes which meant "maximum effort".

Heap Clouds from the west forced the formation into "ascend through cloud procedure." For the aircrew this was normal practice. After 15 minutes still climbing and emerging from the clouds, airplane B-25 no.4 FR165/K approached no.1 from behind and collided with its nose against the tail and wing of leading FW212/J, leader of the 'silver box'.

The "J" went down immediately and crashed in Tirlmont (Tienen), all 5 crewmembers died. The other B-25, FR165/K, lost its half right wing. This airplane went into a horizontal spin. But despite this, Pilot Officer Jan Maas and Officer Navigator/Observer Claassen could escape with their parachute and survived. The other 2 died in the crash that followed. This disaster took 7 irreplaceable crewmembers. Also, the British Gee-H operator, in FW212/J, warrant Officer R.M. Wilson, lost his life.

The 2 crewmembers of airplane "K" who died were sgt. D.H.J. Born and H. Harsevoort.



A. (Adriaan) Manschot

T. M. EMOUS
A.R.O.F. 11201.

T. (Thijs) M. Emous



A. (Guus) K. Knapp

A. L. DIETS
Korp.

A. (Armand) L. Diets

Also British Gee-H operator, warrant Officer R.M. Wilson, lost his life.

In Nico Geldof's book: "The airplanes of 320 squadron" page 203 :

'The body of A. Manschot was found outside of the airplane wreckage, with half opened parachute.'

On that day, the 9th of February 1945, André was stand-in for another navigator who was sick in v. Dijk's crew. His plane flew in position 2 to the left, a little behind the leader, Adriaan's plane. He was in the Navigator's seat, and was able to witness the accident in which the airplane of Adriaan (and his crew) collided with Maas' aircraft, and both went down.

André Hissink,

Navigator/observer Officer airman;

"On the 9th of Feb. 1945 we took off in quick succession with 12 aircraft at 14.55 from Brussels/Melsbroek airbase (where we were stationed) for a bombing mission to a crossing near the town of Geldern in Germany (located between the Rhine and the Dutch border).

Once in the air we formed up in two formations of 6 aircraft all the time climbing and circling near our home base as we were not far from the frontline. (When still in England we could climb straight ahead).

Adriaan lead one of our formations in nr 1, while I was in nr 2 on his left and nr 3 was on his right.

Maas flew in nr 4 position directly and slightly lower, behind him with nrs 5 and 6 on either side of nr 4.

Nrs 2 and 3 were in place with the other three,

not quite in their places yet as we entered a close layer of light and darker clouds.

As soon as we did, we, i.e. nrs 2 and 3, increased the distances between us and nr 1.

This is a normal standard procedure as in cloud you lose visibility between each other quickly, and therefore nr 4 would (or should) do the same by flying lower and further back a bit,

and nrs 5 and 6 with him. When entering clouds while climbing (or not) the aircraft in a formation (Whether completed or not quite yet) fly straight ahead so that all six of us, now somewhat spread out,

know where the others are. On emerging from the cloud layer the formation continues until completed while heading towards the target. On this occasion we, i.e. nrs 2 and 3, closed up again to nr 1 as soon as we were free from the cloud. I was sitting in the right hand seat in the cockpit

and could clearly see the no. 1 airplane, that of Manschot. What happened next was,

that nr 4 "shot" out of the clouds into, and breaking part of, the tail of nr 1, and part of its own left (I think) wing - all parts missing the other 4 aircraft.

This happened about 15 minutes after take off. Both aircraft went down with loss of life, of 7 out of a total of 9 men. I followed the no. 1 plane as it went down in the hope that he and his crew might have been able to save themselves. He nearly succeeded as in the book, mentioned above, it says that "his body was later found outside the wreck with a half opened parachute".

This tragedy is not easily forgotten. I haven't. It was so wasteful, so close to the end of the war. "

Sincerely yours, André.



Adriaan had made 73 flights rated as “war mission” for Squadron 320, and numerous other flights. In the Dutch-Indies (Indonesia), between the 7th of December '41 and 1st of Febr. '42 the number of “warmissions” was 14. (in total 87).

Airman's Cross: July 1944 source: “Vlieger Kruis” page 237 Royal Decision no.7 of 13 July 1944

Bronze Cross: 24 Febr. 1944 K.B. no.1

www.ogs.nl



Passphoto on his ID card issued by the RAF

*Posthumous assigned the sign of honor for Peace and Order for general war actions
“War missions 1940 – 1945.”*

Adriaan finished his first "Tour of Operations" in August 1944. Each Tour had unofficially a limit of 30 flights. The RAF had imposed this limit, but the Dutch Naval Airforce had not. In Adriaan's case, he made 50 flights during his 1st Tour. In January 1994, his brother Ben wrote one of his last letters, suggesting Adriaan should have complied with the limit of 30 flights, 6 weeks leave, and another 30, then sent home. According to Ben, his brother's death was caused by the high number of flights. On his 73rd flight, Adriaan lost his life in Tienen (Tirlemont). His logbook shows 14 war Operations in the Dutch Indies (Indonesia), 50 from England during his 1st Tour, and 23 during his second, which makes a total of 87.

Liberation



Newspaper article 8th of May 1945 (source: archive A. Volkers)

The Netherlands were officially liberated on the 8th of May 1945.

To his family, the whereabouts of Adriaan was not known. His family kept hoping, for him to come back, to Jaarsveld, till the 15th of June 1945 . . .

In June 1945, Adriaan's brother-in-law Niek Vink inquired and called to Shell (BPM), in the Hague, to ask if they had any news about him. Only then, the fact of his death was revealed.

Niek briefed this shocking news to Adriaan's father and mother who were unaware about the crash in February '45. Barend and Jaantje lived in an area, occupied till liberation in May '45.

News did not pass through, they kept hoping to see their son back.

Barend raised money for a monument. This monument was never made because it was denied by the local council of that time. In 1987 a new attempt was undertaken, without result.

In august 2012 however, a monument was raised for Adriaan and 2 other men from Jaarsveld who lost their life during WW2. (www.sjog.nl)

A handwritten letter by Mr. J.M. de Booy, confirms Adriaan's voyage on may 14th 1940, on SCH. 6 to England.

Cemetery

Adriaan Manschot was initially buried on a war cemetery near Fosses, Belgium, Plot F, Row 7.

He was re-buried, late 1946 on cemetery "Rusthof", near Leusden.

Same happened to his navigator/observer and friend Thijs Martinus Emous.



Cemetery Rusthof, Leusden 1946



Cemetery Rusthof (Leusden) 2013

W. Pouw sold.2e bat LUA 5-12- 1920 20-5- 1940	P.H. Peetoom korp. Vliegtg schutter k.m. 17-1-1918 13-1-1945	J.W. Bastiaanse FOUR 1e kl.5. R.I. 27-10-1898 1-9-1944	E.C. van Harselaar Vliegerkruis Sergt. Vliegtgsschutter k.m. 22-7-1921 13-1-1945	A. Manschot Vliegerkruis Off. Vl. 2e KL. K.M.R. T.V. 10-5-1916 9-2-1945	Ir. J.H. Muntinga Res. 2e Lt VL. M.L.D. 18-5-1911 13-1-1945	T.M. Emous Vliegerkruis Off. zwnr.2 kmr 320 sqn 5-7-1915 9-2-1945	J. Jillings sergt. Vlg. sch. km. ged. R.A.F. 15-2-1916 29-12-1944	P.J.E. van Dam Kruis van Verdienste Korp. Vliegtgsschutter k.m. Gedet. R.A.F. 6-1-1922 13-1-1945
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The Dutch family of Adriaan never saw him back after he had left the Netherlands in May 1940.
Like so many others he never experienced peace restored, for which he had lost his life.

References :

- [1] Letter (1 page) by his brother, Henk Manschot, on the 13th of may 1985
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- [3] "En nooit was het stil ... , kroniek van een luchtoorlog"
- [4] "the Royal Netherlands Military Flying School 1942 – 1944", O.G.Ward, P.C.Boer, G.J.Casius
- [5] "De Vliegtuigen van 320 Squadron", Nico Geldof
- [6] "Ministerie van Defensie, excerpts from records." 12 april 1996
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- [8] "Proces Verbaal 16 maart 1943", eed aflegging
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- [13] Koninklijk Besluit no.1 , 24th Febr 1944
- [14] Koninklijk Besluit no.7 , 13th July 1944
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- [16] Description of the accident on 9 february 1945, by André Hissink
- [17] 'Mars et Historia', nr.3 sept 1992, story by Wallis de Vries
- [18] Royal Navy, extraction Enrolment 7 may 1935
- [19] Squadron 320 Newsletter september 2009, interview with mr. van Eemden 22 jan. 1999
- [20] "Battle in the Air around Borneo, dec. 1941 - febr. 1942", P.C. Boer
- [21] Record of Service, 19 January 2011 (ministry of defense)
- [22] Squadron 320 memorial book, J.P. Kloos
- [23] Letter from the B.P.M. to Jan Manschot, on the 25th of june 1945.
- [24] Family chronicle written by Henk van Rossum
- [25] Letter from sister Adrie, about the life of Adriaan
- [26] Adriaan's Logbook
- [27] Witness Reports of the crash, Tienen, Belgium.
- [28] 'Het Kon. der Nederlanden in de 2e Wereldoorlog', dr. L. de Jong, deel 11a 2e helft. P. 902 and further
- [29] Letter 's Gravenhage 18th of April 1946.
- [30] Letter from BPM (Shell) dd 20th Febr. 1946 to K.B. Manschot, to offer some financial support.
- [31] Article Los Angeles Times, Oct. 20, 1973

Many thanks to:

- 1) André Hissink, Canada, 320 Squadron, observer/navigator (†)
- 2) Jan Manschot (†)
- 3) Henk v Rossum, for his detailed family chronicle
- 4) Hennie Manschot, cousin, to enlighten certain related facts to uncle Jos
- 5) Niek Vink(†), for his letters in 1946
- 6) H. Schippers
- 7) The Volkers family
- 8) drs. Erwin v. Loo, NIMH
- 9) Jan Kloos (†), for his support
- 10) Ministry of Defense, Kerkrade
- 11) Nico Geldof (†), his books are invaluable
- 12) H. Manschot(†), his brother.
- 13) Hans Veer(†) , Heemstede
- 14) Sya Titia, cousin, Utrecht
- 15) Traditie Kamer MLD, Den Helder
- 16) Ben and Bertha Groothedde, Jaarsveld
- 17) Theo Postma, Delft
- 18) Archive in Tienen (Tirlemont)
- 19) Civil registration, Vlissingen
- 20) National Archive, The Hague, and in London
- 21) N. v.d. Molen-v.d. Berg(†)
- 22) Adriaan v.d. Berg (†), Waddinxveen
- 23) G.G. van den Berg-Bodewits(†), Jaarsveld
- 24) Dirk Megchelse, Archive of the Squadron 320 Association
- 25) Gerard Casius
- 26) Imperial War Museum, London
- 27) Karel (†), (and Marleen) Klewais, Tienen (witness)
- 28) Rob Venema
- 29) Maxime Noël, Belgium
- 30) D. v. Rossum
- 31) Everard Bakker



Squadron 320 badge

“We are guided by the mind of Liberty”
Animo Libero Dirigimur



employees, who lost their life during WW-2 (thanks to; Shell, the Hague)

J.F.Th. Boogaard
 C.C. Braggaar
 Mej. S. Groem
 E. Huisman
 H. Hulsbergen
 W. Kakebeen
 A. Manschot
 K. van Ommen
 A.C. Pairoux
 A.M. de Roo
 N.J. van Zand

Books

* “The Dutch Naval Air Force Against Japan”. The defense of the Netherlands East Indies, 1941-1942

Tom Womack ISBN 0-7864-2365-X. – Good description of the MLD (RDNAS) based at Morokrembangan, divided in groups of airplanes, and tactical operations, in the most crucial period of the defense battle, period; end of 1941 – march 1942.

* Royal Netherlands Military Flying School In United States of America

Copyright 1943 1st Lt. R. van der Laan.

A memorial book, with lots of pictures.

* “Dunsfold Surrey’s most Secret Airfield” - Paul M. McCue ISBN 1 871187 12 5

English – Since its construction in 1942, Dunsfold Aerodrome has always been cloaked in secrecy.

* “The Royal Netherlands Military Flying School 1942 – 1944”, O.G. Ward, P.C. Boer, G.J. Casius

Information about why the RNMFS played such an important role for aircrew to be taking part in operations in Europe and the Pacific. Details about training facilities.

* “B-25 Mitchell bomber pilot’s flight operating instructions” ISBN 978-1-4303-2198-9

Manual for the B-25 Mitchell

* “De operaties van 320 Squadron” Nico Geldof (dutch language) ISBN 90-672-0396-3

Very nice and interesting historical overview with lots of good quality pictures, describing operations by Squadron 320, from 1940 till 1945. In dutch language.

* “Eenige Wakkere Jongens”, Nederlandse oorlogsvliegers in de Britse luchtstrijdkrachten 1940-1945

By Erwin van Loo – (dutch language) ISBN 9789461059260

Very well written study about dutch airman serving in the RAF and the FAA.

* “The Flying Dutchman.” By H.J. van der Kop ISBN 9780850597554

This book tells the personal experiences of H.J. van der Kop, starting in Netherlands East Indies, until the period of Squadron 320 in Belgium



The following places were visited to inquire for information:

- Aviation & Space Museum – San Diego
- Bourg St. Maurice
- Dunsfold
- Duxford
- Edenbridge
- Jaarsveld
- Kerkrade
- London
- Imperial War Museum – London
- Lasham
- Leopoldsborg
- Lyon Air Museum – Santa Ana
- Museum Engelandvaarders – Noordwijk
- Naples Florida
- National Archives – The Hague
- National Archives – London
- National Archives – New York
- NIMH – The Hague

- NIOD – Amsterdam
- Pembroke Dock
- Perth Ontario, Canada
- Planes of Fame Air Museum – Chino CA.
- RAF Museum – Dunsfold
- Rusthof – Leusden
- San Francisco
- Stads Archief – Tienen
- Stads-Archief – Amsterdam
- Tienen
- Traditiekamer – Den Helder

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