

## ADRIAAN MANSCHOT

M.L.D. pilot, 2<sup>nd</sup> Off Airman,  
born in the village of Jaarsveld, Netherlands

May 1916 ~ Febr 1945



Photo: "Stage & Screen Studio, 408 Strand" in London

This description is meant, to not only pay respect to 1 person, but to a large group of Dutch men, for whom the 10th of May 1940 was the beginning. During 5 long years they had only 1 goal and that was to help restore peace in their home country. Contact with family and friends was not possible. One third of them lost their life.

## Introduction

The tragedy of World War II caused millions of casualties.

On the 9<sup>th</sup> of February 1945, Dutch Squadron 320 received order to provide air support.

In total 42 Mitchell B-25's took off from naval airbase, Melsbroek. (today Zaventem, Brussels). Heavy Clouds from the west, forced the formation to change its climb manoeuvre into "ascend through cloud procedure." For the aircrew, this was a normal practice. But after 15 minutes, (approx. 15:10LT), just when emerging from the clouds, airplane no.4 FR165/K approached from behind, and collided with its nose against the tail and wing of leading airplane, FW212/J, flown by Adriaan Manschot. The "J" was catastrophically damaged, and uncontrollable, went nose-down and crashed into Tirlemont (Tienen), all 5 crewmembers died, incl. the British Gee-H operator, warrant Officer R.M. Wilson. The other airplane, FR165/K, lost half of its right wing. This airplane got into a horizontal spin, and (only) Lt. Pilot Officer Jan Maas and Lt. Officer nav./observer G. Claassen, were able to survive.

## Manschot's Childhood

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

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



**Jaarsveld** in 1922. The Christian primary school on the left. View into the "Kerkstraat". The houses on the right were called "The English corner". Father Barend Manschot was born in one of these houses in the 'English corner'

## His parents

Barend and Adriana (Jaantje) were married on the 30th of Sept 1912 in Jaarsveld.



from left to right: grandfather Adrianus (Janus) Manschot,  
mother Jaantje Versluis, and father Barend Manschot  
(Foto: Jan Manschot)

*Adrianus z.v.  
geb. 10 Mei 1916.*

*met de wijfs uit de kerk afgevoerd. 4 Juni 1916.  
Barend Manschot. Men.  
Adriana Versluis. f.  
geb. 4 Juni 1916.*

Adrianus z.v. (son of) Barend Manschot and Adriana Versluis was baptized on June the 4<sup>th</sup> 1916.  
From the Archive of the church in Jaarsveld

The family name, Manschot, has a long history.  
Records go back to as early as 1660.



First child on the right is Adriaan Manschot, with his classmates on the Chr. School in Jaarsveld

His brothers and sisters were: Mar, Jan, Wil, Henk, (Maria) Riet, Adrie,  
(Barend) Ben, (Pietertje) Pien, (Aartje) Alke.



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

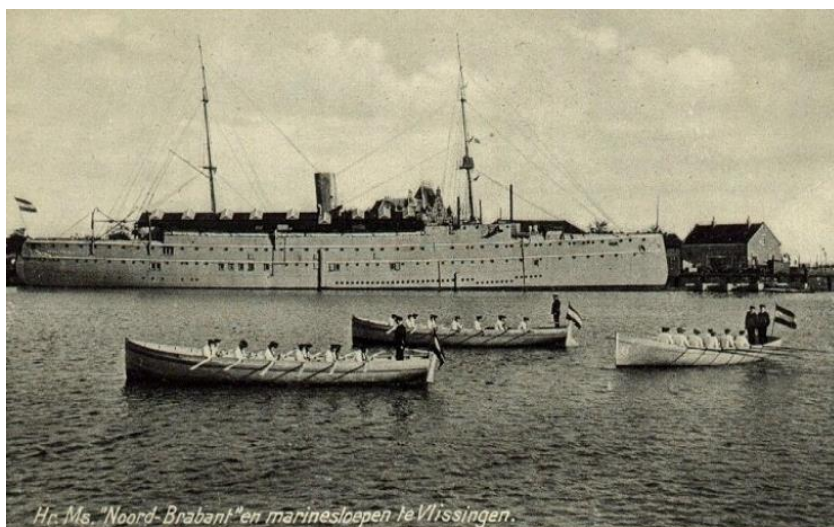
## Tales

Henk van Rossum, his cousin, tells in a family chronicle: "The growing up sons of Barend were naughty "devils", especially Adriaan and 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 garage 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."

### **He became motor mechanic, and trainee at the Naval Marine School in Vlissingen.**

In 1935, when Adriaan was 19 years old, he volunteered to serve as an ordinary seaman on the so-called standby ship, h.m.s. "Wachtschip", in Vlissingen. He was dismissed within 3 months from this service, on the 7<sup>th</sup> of august 1935, with honour. <sup>[6]</sup> After his training in Vlissingen, he acquired a job in the garage of the BPM (Shell) in the Hague. He worked there till that terrible day, May the 10<sup>th</sup> in 1940. But his dream had always been, to become an airman, and fly in a real airplane.



H. Ms. 'Noord-Brabant' en marinesloepen te Vlissingen.

'Wachtschip' ss Noord Brabant, southern port of Flushing

VOLGNUMMER	BEROEP		DAOTERKENING DER VERHUUDING	HUIZING (Woonwagens en -schepen met naam en voorgeschreven kenmerk)	DAOTERKENING EN JAAR VAN INSCHRIJVING	VOORHIE WOONPLAATS (met aanwijzing der provincie of van het land)	DAOTERKENING EN JAAR VAN AFSCHRIJVING	WAARHEEN VERTROKKEN (Met aanwijzing der provincie of van het land en adres)	DAOTERKENING EN JAAR VAN OVERLIDEN	NATIONALITEIT
	Tijdens de huwelijks- ving	Verande- ringen en dag- tekening								
1	Brahaas	12.9.35	12.9.35	Loosdijksechade 152	16.35	Ussingen				
2		20.9.36	20.9.36	Korffingh 149						
3		21.57	21.57	Maagdepalmstr. 88						

Extraction from the civil registration in The Hague

Maagdepalmstraat was his last address in the Netherlands.

## Overrun.

Peace was violently disturbed. Early in the morning of the 10<sup>th</sup> of May 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, due to insufficient resources and equipment, were by no means capable to withstand the invasive forces. On the fourth day, the situation worsened, attacks intensified. The enemy had difficulties to pass through Rotterdam to The Hague to capture the Royal family, and the Dutch Government.

Rotterdam was bombed on May the 14<sup>th</sup> 1940. A few hours later a message was radioed that the Netherlands Army had to surrender.

On that day May the 14<sup>th</sup>, a fishing boat, named "Alida" (SCH-6) was claimed, to transport personnel and belongings of the BPM (Shell) over the Nortsea, to England, from the port of Scheveningen, near The Hague.

Names of the people onboard:

- 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 also one of the passengers. While sailing away from Scheveningen, some shooting was heard, aimed at their ship. They arrived safely in England. Adriaan was registered at the Lensbury Club, Teddington, London.

A 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." [23]

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 Indies

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

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



CANADIAN PACIFIC S.S. "DUCHESS OF RICHMOND" Gross Tonnage: 20,002

This voyage across the Atlantic Ocean in June 1940 was not without danger. U-boats had been around there since august 1939. Especially in the seas around England 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 he continued his journey to the Pacific coast, possibly to Vancouver, and must have embarked on another ship, sailing to South-East Asia. (Canadian Pacific Line). His dream to become a pilot came within reach 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 relatively low price, as they were subsidized by the government in the NEI.

*"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.

## His 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 learned to fly in the De Havilland Tiger Moth (34 flight hours), and Bücker Jungmann (7 flight hours).

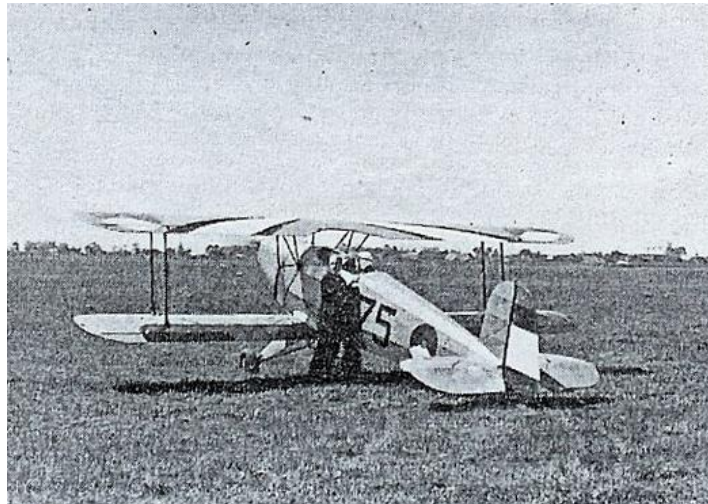
He received his first pilot license 'A', no.150, in Soerabaja, on March 10<sup>th</sup>, 1941.

From July the 1<sup>st</sup>, 1941 he joined the M.L.D. (Dutch Naval Airforce) in Soerabaja to enter military service and to be trained. However, instead, he was 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 Jungmanns 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 instructors until the outbreak of the war with Japan, from 8 december 1941. 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-vliegkamp 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 AirService, MLD*



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

## Dutch Naval Airforce

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

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



Johan van Emden commented: "They (the trainees) belonged to the first group of AROV's (Adspirant Reserve Officer Vlieger). Approximately 15 men. Also in this group were 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 sergeant-major of the marines."

The airplanes they used were Ryans (land-, and sea-). Later Dornier's and Catalina's. [ref.19]

In October and November 1941, the threat severed, and the endless reconnaissance flights were intensified. Japanese fishing boats were seen, and inspected for unlawful carriage of spying equipment. They were exploring depth and waterways in NEI territorial waters.

Wallis de Vries: "On the 3<sup>rd</sup> 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."



## War in South-East Asia



December 8<sup>th</sup>, 1941, newspaper article (Air & Space Museum, San Diego)

### On December 7<sup>th</sup> 1941, . .

Peace was violently disturbed. The imperial war in the Pacific by Japan had begun. A sudden attack on the US navy port of Pearl Harbor, Hawaii, and invasion into Malaysia at the same day. Singapore, and the Philippines were attacked. Adriaan served as trainee in squadron GVT2 (Commander: Reijnierse), and together with GVT5 (commander: Burgerhout) 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 17<sup>th</sup>, 1941, Adriaan was flying in the X-25 (Dornier 24K) with the crew of Reijnierse. On that day a Japanese 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.

18<sup>th</sup> of December 1941, the next day, again one of his crewmembers died, while he was attached to the X-11.

On the 23<sup>rd</sup> of December 1941 a few days later, a large concentration of Japanese 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 mission. 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 26<sup>th</sup> of December 1941 the Northern base of Kakas on Lake Tondano (Minahasa, northeast Celebes) suddenly became attacked by Japanese Zero's. In a short moment, most airplanes of GVT-2 and GVT-5 with full tanks, and partially with crew onboard, were set on fire, and destroyed by the Japanese fighters from the base of Kema. 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. On the 1st of February 1942, the airbase became occupied by the Japanese and after this action the local servant Kardjo was missing. The attack on the 26<sup>th</sup> of December was a possible retaliation for the assault on Davao, three days earlier.

NEI = Netherlands East Indies

GVT = Groep Vliegtuigen (group of airplanes)

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

The 2<sup>nd</sup> group of airman trainees (AROV) arrived on the 2<sup>nd</sup> of January 1942, at the base of Morokrembangan. But soon the bombings became a threat to these classes.

**W**allis de Vries, commented:

“On the 2nd of January 1942, as usual, the training starts 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 1<sup>st</sup> 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. [17]

*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, which occurred in August 1941 at the base of Morokrembangan, during a special ceremony.*



*Destruction of ammo stacks in Soerabaja, March 1942*  
*Black smoke rising above the base of Morokrembangan after Japanese 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 Japanese 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. [17]

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

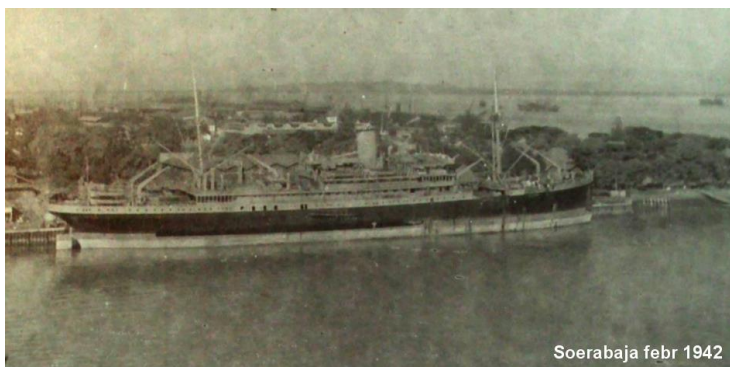
Singapore was lost. For the ABDA command (in Lembang) there was no more room for options. Around the 15th of February 1942, after 2 months of firm resistance by the landforces KNIL, airforce ML-KNIL, MLD, as well as by the Dutch Navy, it became clear, that losing the NEI could no longer be avoided. The Malay Barrier was broken.

A validated evacuationplan was not developed or communicated. A number of ships, which could have been used to provide capacity and relief in helping to get families and assets away

*ABDA = combined Australian British Dutch American forces*

[illegible]

Adriaan Manschot was listed as flying-crew in 14 operational (war) flights over the Indies.



*More effort could have been spend on evacuating family of the Naval Airforce, although permissions were not officially granted.* [28]

Wallis de Vries: “On the 18<sup>th</sup> of February we took our bags to the airbase”. On the 19<sup>th</sup> of February, at 2 o'clock in the afternoon, everybody was ordered to be present at the JCJL quay. Fortunately the ship was still free from damage, despite the bomb attacks that morning. Embarking aboard were 450 personnel, including 134 of the Navy, and 200 Airmen trainees, observer-trainees, instructors, supporting personnel, women, and children. At 17:00hrs the ship moved from the quay.

Two minesweepers, the s.s. "Eland Dubois" and the "Abraham Crijnsen" were following us closely. Enroute to Bali Strait, a Catalina seaplane is nearing, and with a signal-lamp a warning is sent, to make us turn our course 180 degrees backward, because the Dutch navy ship "Tromp" was engaged in a fight with a Japanese battleship."

The ss Tjinegara turned around and continued westbound along the north coast of Java, and via Sunda Strait, southward, a route with more threats, and which took 1,5 days more.

In the convoy behind them, that steamed up with the "Tjinegara", 4 ships were torpedoed by the imperial forces. After passing the Sunda Strait, and zigzagging, the course went further south, and than to the east. First we safely entered the port of Adelaide (4<sup>th</sup> of March). Another large group of naval airmen was transported by the ship named m.s. "Boissevain". That ship had left the port of Batavia a day earlier than us, on the 18<sup>th</sup> of February '42. [17]

*Note: Officially, mothers and children were not allowed onboard. Many of them had to be left behind.*

Adriaan with his group, was initially stationed at the base of Mallala (near Adelaide) from the 4<sup>th</sup> of march 1942. He was assigned in the roll Australia. But Australia itself became under threat by the Japanese forces, and the RAAF needed their own basis and training facilities. It was found too difficult to accommodate additional training schools for the newly arrived crew from



the Dutch Indies. The authorities decided to move all of the NEI naval air personnel to the USA to be trained there.

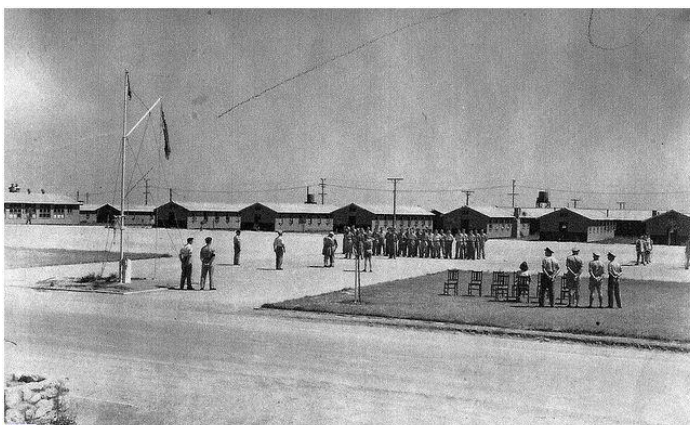
Not all Airforce personnel could be evacuated. Those who stayed behind, kept defending the NEI territory, even till months after March 8<sup>th</sup>, the day that the government in Batavia surrendered.



*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 8<sup>th</sup> 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 9<sup>th</sup> of March, with the majority of Marine personnel, Ryan's and equipment.

The 'Dutch Indies' were lost. The Japanese imperial forces took over after 350 years of governance by the Netherlands. In addition, another factor made the situation complex; large numbers young Indonesian people, wished 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 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 hesitant to fight side by side with the Dutch forces against invasive forces from Japan. Instead the invasion was even welcomed by them occasionally, as people expected independence from the Japanese 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 Japanese imperial forces surrendered in August 1945, costing many lives during the 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 Japanese enemy with new delivered airplanes and supplies. They were astounded when receiving the news that Java had given up.

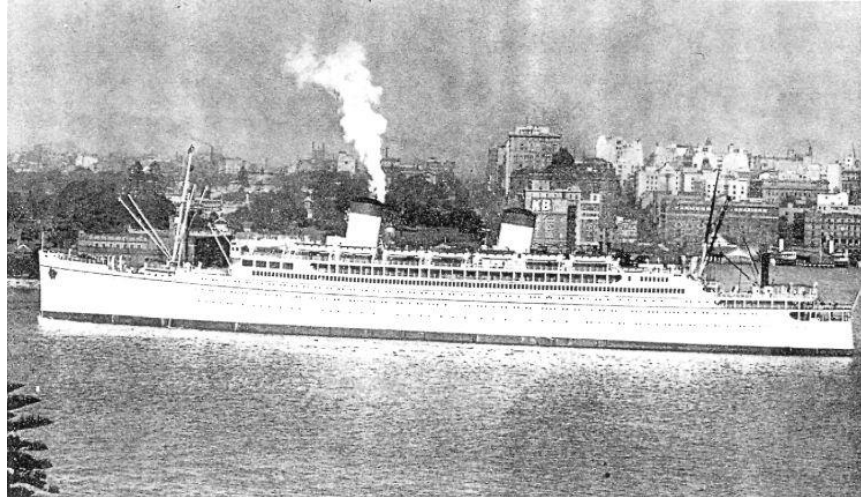
The ML-KNIL and MLD aircrew and trainees transported by the ss Tjinegara, were initially to stay in Australia for only a few weeks. However, the authorities deemed continuation in Australia not feasible. Therefor all personnel from the NEI, were to be transported from Melbourne to San Francisco by the 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 18<sup>th</sup> of April 1942, ss "Mariposa"  
Left Melbourne, Australia to San Francisco with  
723 men, women and children. The ship arrived  
at the 3<sup>rd</sup> of May 1942.  
Final destination for the crew was Jackson (Miss.)

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. <sup>[15]</sup>



*arrival ss Mariposa, Matson Line, San Francisco 3<sup>rd</sup> of May 1942*



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

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 10<sup>th</sup>, 1942, the ML- KNIL and the MLD received a special decoration from her Majesty the Queen Wilhelmina. Because, on March 16<sup>th</sup>, 1942, 8 days after the surrender of the Dutch Indies, 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 17<sup>th</sup> 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)*



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

August 1942; more training in instruments flying. [26]  
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 15<sup>th</sup> of March 1943 Adriaan received the assignment as Officer Airman 3<sup>rd</sup> 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 radar. 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 Netherland 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.

#### Jackson and Mississippi Welcome These Dutch Allies

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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 5<sup>th</sup> of April 1943 he flew as pilot, with co-pilot IJsselstein in a Lockheed L2, to bring colonel Giebel to Stl. Louis, Cincinnati, Washington DC. [26]

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

On the 2<sup>nd</sup> of May 1943 he was transferred to Canada for operational training. (O.T.U. at Pennfield-ridge)



Operational training 8 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. Nuessink

On June 24<sup>th</sup> 1943 pilot licenses were issued and Adriaan is advanced to Captain Pilot. In July 1943 he flies several training missions from the airbase in Bathurst in Canada.

On the 18<sup>th</sup> of September Adriaan left the USA to England in the group of Breedveld.

He arrived in England, the next day on the 19<sup>th</sup> of September 1943.

And was assigned to "Roll London" and stationed at Bicester from the 20<sup>th</sup> of September 1943.

20<sup>th</sup> of September 1943: 2<sup>nd</sup> Off. Airman E. Bakker is assigned to commander of 320.

25<sup>th</sup> of October 1943: Airplane 'W' of commander E. Bakker and crew, were hit by Flak, the aircraft exploded, no survivors. At the same time 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, survived. [5]

31<sup>st</sup> of October 1943: Manschot assigned in B-Flight of no. 320 (Dutch) Squadron.

During that time the base was 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. Kooops	Cpl. Bracht	Cpl. van Viegen		
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. Koooren		
K. FR181	Lt. Neusink	S/Lt. Limbosch	AC Muller. H.R.	Sgt. v. Offeren		
H. FR159	Lt. Nienhuis	S/Lt. Oele	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 Rooy	Sgt. Beukhof		
J. FR173	Lt. Loohuizen	S/Lt. Kmalnitsky	Cpl. Hielckert	Cpl. Smit		
P. FR176	S/Lt. Ter Braak	S/Lt. Heeremans	Sgt. Geraets	Cpl. Mouters		
R. FR182	S/Lt. Bevelander	S/Lt. Birzak	Sgt. de Jong, J.	Cpl. Ruijters		

*Lasham Airbase  
Picture of a Copy of a battle  
Order, issued on 25<sup>th</sup> of  
january 1944*

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 authorised 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.A.F., immediately when, owing to any change in the service or appointment of the holder, the certification on page 2 no longer applies.

6. The authorised 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 authorised holder of an identity card or its unauthorised retention, alteration, destruction or transfer to another person are penal offences.

Any person finding this card should deliver it without delay to the nearest Royal Air Force Station or the nearest Police Station.

FORM 1250 (F)

**FOREIGN  
DUTCH**

IDENTITY CARD FOR FOREIGN  
AIR PERSONNEL (ALL RANKS)

Nº F.P. 27673

(C42088) 15.10.11 3147



[illegible]

Daily Order 320 Squadron Thursday 13<sup>th</sup> of April 1944: 'From 13.04.44 Officer Airman Manschot became Flight Commander in B-Flight.' (*Alle Hens, Nico Geldof*)  
All crew were assigned to either A-, B-, C-flight. Three different groups, alternately performing missions as group.



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"

bron: "de Operaties van Squadron 320"  
Nico Geldof

*Adriaan is on 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.

8<sup>th</sup> 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 3<sup>rd</sup> 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)"

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 18<sup>th</sup> 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 1<sup>st</sup> Tour of Operations was fulfilled, and he went on-leave mid. August 1944. The normal limit however, was 30 Flights (which was on the 23<sup>rd</sup> of May 1944 (2 weeks before D-Day). For unknown reasons, his 1<sup>st</sup> Tour was extended.

While on-leave, on the 9<sup>th</sup> 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.*

He became Officer Airman 2nd Class on the 16<sup>th</sup> of September 1944. [Ref.9]

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



card issued during the  
1944 Christmas dinner



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

On the 8<sup>th</sup> of Nov. 1944, Adriaan wrote in a letter:

*"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 12<sup>th</sup> of Nov. 1944 as follows:

*"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 .."*

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

On the 29<sup>th</sup> 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 13<sup>th</sup> of January 1945.

29<sup>th</sup> 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 escaped. 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. [5] [22]



On that day, Adriaan went on leave, and was transported by a Dakota to England, where he stayed till the 13<sup>th</sup> of January 1945, when he returned back to Melsbroek from Northolt, England. On newyearsday, the 1<sup>st</sup> 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.

13<sup>th</sup> 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. Peetom

Sgt. P.J.E. v. Dam

On the 15<sup>th</sup> 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)

### Another day of disaster, 9<sup>th</sup> of February 1945

On this day, Wing no. 139 complied with an urgent request for 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 Tirlemont (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. II. sol.

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

Adriaan had made 73 flights rated as "war mission" for Squadron 320, and numerous other flights. In the Dutch-Indies, between the 7<sup>th</sup> of December '41 and 1<sup>st</sup> of Febr. '42 the number of "warmissions" was 14.

In the 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 fatal day, the 9th of February 1945, André was a stand-in for another navigator who was sick in

v. Dijk's crew. His plane flew to the left, and a little behind the leader, Adriaan's plane. He was in the right seat, and he witnessed the accident in which the airplane of Adriaan (and his crew) was hit by Maas' aircraft, and both went down.

### André Hissink,

observer airman, who was in the same mission during the tragic accident

*" I will begin by copying (and translating) excerpts from Part 1 (of 3) of a book on the aircraft, operations and crews of 320 squadron, describing among other things what happened to each individual aircraft flown by us. I will also add my own explanatory remarks. On 9<sup>th</sup> of Feb. 1945 we took off in quick succession in 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 climbed 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 nr 4 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 forming up 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.*



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](http://www.ogs.nl)



*Passphoto on his RAF ID card*

*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 would be limited to 30 flights. The RAF had established this unofficial limit of 30 flights, but the Dutch Naval Airforce had not, so that limit could be surpassed. In Adriaan's case, he made 50 flights during his 1<sup>st</sup> Tour. This limit was meant as protection, to increase the chance of survival. In January 1994, his brother Ben wrote one of his last letters, suggesting Adriaan should have been limited to 30 flights, 6 weeks leave, and another 30, then home. According to Ben, his brother's death was caused by the high number of flights. On his 73<sup>rd</sup> flight, Adriaan lost his life in Tienen (Tirlemont). His logbook shows 14 war Operations in the Dutch Indies, 50 from England during his 1st Tour, and 22 during his second, which makes a total of 86.

## Liberation



*Newspaper article 8<sup>th</sup> of May 1945 (source: archive A. Volkers)*

The Netherlands were officially liberated on the 8<sup>th</sup> of May 1945.

The whereabouts of Adriaan was not known. His family kept waiting for him to come back home to Jaarsveld, till the 15<sup>th</sup> of June 1945 . . .

It took 3 months before his father and mother were notified about the crash.

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 his father and mother who until then 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.

The above announcement was published the day after they were notified thru Niek.

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 had lost their life during WW2. ([www.sjog.nl](http://www.sjog.nl))

A handwritten letter by Mr. J.M. de Booy, confirms Adriaan's voyage on may 14<sup>th</sup> 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 in 1946 on cemetery "Rusthof", near Leusden.

His navigator/observer and friend Thijs Martinus Emous has his last resting place here as well.



*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. Vliegtgschutter k.m. 22-7-1921 13-1-1945	A. Manschot Vliegerkruis Off. VI. 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. Vltg. sch. km. ged. R.A.F. 15-2-1916 29-12-1944	P.J.E. van Dam Kruis van Verdienste Korp. Vliegtgschutter k.m. Gedet. R.A.F. 6-1-1922 13-1-1945
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Adriaan had married with Kitty Bulmer Hepworth in august 1944.

Daughter Adriana was born in august 1945, 6 months after Adriaan lost his life in February 1945 in Tienen.

The BPM sent a letter to Kitty to offer some financial support for maintenance and education of Adriana.[30]

Mr. J. Rijpperda Wierdsma was a friend since end 1944.

Kitty re-married with Jacob Rijpperda Wierdsma in January 1949.

On the 30<sup>th</sup> of April 1946, Jacob received honourable discharge to serve in the KNIL <sup>[29]</sup>

Until 1957 they lived in London, and in Skinners (Edenbridge).

Adriana's last name was changed from Manschot into Rijpperda Wierdsma.



In March 1957 Kitty travelled from the UK to friends in the State of California, USA.

Jacob followed her in a separate flight. To protect their children, and fear of flying, they abstained from traveling together. This was widely known in the family.

However, while on a trip in a small aeroplane, with a very experienced pilot, and friend, they did travel together, and they all lost their lives in a plane crash. The veteran pilot was Mrs. Marjorie Kumler King.

Main cause; rapidly worsening weather conditions.

The plane and passengers were reported missing, and an intensive search & rescue operation with many people involved was carried out. (Ref. report sheriff San Bernardino County 3-3-1957.)

For many years the family was left in doubt, what could have happened to them.

Until 1973, when due to melting ice, pieces of the wreckage were found and identified. <sup>[30]</sup>

Adriana, who already had missed her real father during all of her life, became an orphan child at the age of 11.

Joanna at the age of 8. Adriana grew up, later married, and gave birth to a son, Philip, and a daughter, Anneke.

The Dutch family of Adriaan had never seen 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 :

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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
- [7] "De Operaties van 320 Squadron." Nico Geldof
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- [10] Archive Tienen, extraction 9<sup>th</sup> Febr. 1945.
- [11] Dayorders, basecamp Dunsfold, 1944
- [12] Reports of reconnaissance flights
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- [14] Koninklijk Besluit no.7 , 13<sup>th</sup> July 1944
- [15] RNMFS book issued in 1982, by O.G. Ward, P.C. Boer, G.J. Casius
- [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 25<sup>th</sup> 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:

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Squadron 320 badge

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



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

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

## 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

Designed and published by E.W. Smith company  
New York N.Y.  
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 luchtmacht 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

