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**No. 4**

# AIRBORNE

**MAGAZINE**

SOCIETY OF  
FRIENDS OF  
THE AIRBORNE  
MUSEUM

Wreath laying at the Airborne Monument opposite  
the Airborne Museum 'Hartenstein' in Oosterbeek

(Photo: berrydereusfotografie.nl)

## COLOPHON

The Airborne Magazine is a publication of the Society of Friends of the Airborne Museum Oosterbeek (SFAM) and appears three times per year. The objective is to promote the Airborne Museum, the SFAM and the history of the Battle of Arnhem.

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*On 21 September 2011, in the Airborne Museum, Wim Duyts received the medal set from Mr Owen, veteran of the Battle of Arnhem.  
(photo: berrydereusfotografie.nl)*

## WIM DUYTS LEAVES THE MANAGEMENT OF THE AIRBORNE MUSEUM FOUNDATION

After nearly 45 years, on 30 January 2015, Wim Duyts retired from the Management of the Airborne Museum Foundation. Wim's career at the Museum began on 10 November 1969, when he was elected as a member of the then called "Foundation for Cultural History in the Renkum Council area" with the sub title "Airborne Museum". The Museum was then still based in the Doorwerth Castle. During his daytime life, Wim was an officer with the Royal Dutch Air Force, on the Deelen air base, and later in Nijmegen.

On 13 December 1977, Wim transferred to the newly formed "Airborne Museum Foundation". Shortly before then, the Hotel-Restaurant Hartenstein in Oosterbeek, came to be empty and the Village Council had approved the plan to rehouse the Airborne Museum into

the Hartenstein building. For Wim Duyts, but also for the management members, Wybo Boersma and Aad Groeneweg, a very busy time opened, because the big question was, "how do you renovate a neglected building and fit it out as the Airborne Museum?" For the restoration and fitting out of the building, only 200,000 guilders, about €90,000, was available. This meant that much of the work had to be performed free of charge and thus much hard work had to be performed by a team of volunteers. Wybo Boersma laid out an installation plan and he worked on this, in close co-operation with the Renkum Council and the Dutch Army Museum. I think the whole period can be spoken about with great respect to all those involved. An enthusiastic group of people then worked amazingly hard for three months to produce an impressive museum.

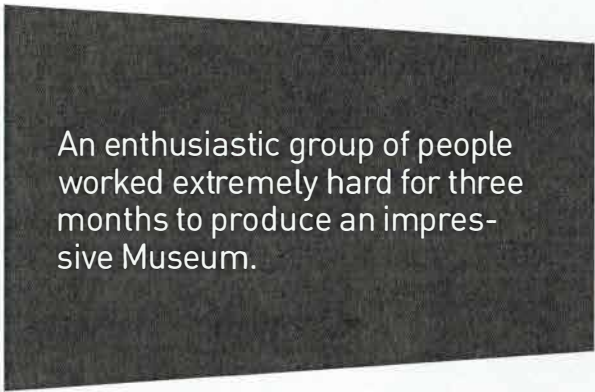
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On 11 May 1978, the Airborne Museum 'Hartenstein' was officially opened by Major-General Roy Urquhart. In the Jubilee year 1984, so many sets of medals from veterans were presented to the Museum, that it was decided therefore to create a suitable display. Wim Duyts took on this task and until today Wim has, as the specialist in this area, maintained this special exhibition. That he has done with much knowledge of the subjects, but also very carefully, because all medals have been exactly displayed in a correct and attractive way. The 'Hall of Fame' in the Museum, has also become 'a place of honour' for Wim.

Wim also worked on the book 'The Harvest of 10 years' ('De Oogst van Tien Jaar'), wherein a large number of accounts appear, written by veterans of the Battle of Arnhem. These stories were received in the first 10 years that the Museum was located in Hartenstein. Also for several years, Wim attended the management meetings of the SFAM, as representative of the Airborne Museum Foundation. Wim had many contacts with veterans, as well as the British Parachute Regiment,

especially with the 10<sup>th</sup> Parachute Battalion. He was also responsible for the contacts with the Royal Family, and he did that in an excellent manner. With the passing of the years, Wim had performed all formal

functions in the management of the Airborne Museum Foundation. That made him a perfect 'all-round' member. But above all, Wim was a precise secretary! He was always closely involved with new developments within the Museum, also when in 2008-2009, the Museum underwent a substantial innovation. Throughout his 45 years long service, Wim was someone who the management could rely on for



An enthusiastic group of people worked extremely hard for three months to produce an impressive Museum.

information and advice about all matters, having been involved in the long history of the Airborne Museum. The Foundation management will miss that support enormously. Wim, we thank you earnestly for all the work you have done over many years!

(Paul Tirion – Treasurer – Airborne Museum Foundation).

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## NEWS FROM NIALL

The 2015 membership cards were sent out by me to members who had paid for 2015 in early March and hopefully have arrived. If you think you have paid for 2015 and have not received it yet please contact me at my normal address. Plans for the June 2015 tour are well advanced and I look forward to meeting old and new friends on the ground then. The time since last September has seen a lot of Arnhem veteran friends sadly pass away notably Harold Padfield, Tony Hibbert and Ken Fleet. A memorial service was held in Aldershot for Tony Hibbert in February 2015.

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## SIR JAMES CLEMINSON, PART 2

Following on from the article in the previous Airborne Magazine about the Sir James Cleminson tree, unveiled in September 2014, 200 copies of a booklet on his life were produced by the Arnhem 1944 Fellowship, which were given away to members who attended the unveiling. A few details on the life of Sir James which may be of interest prior to his Arnhem adventures: James Arnold Stacey Cleminson was born on August 31 1921 in Hull, where his father, Arnold, was chairman of Reckitt & Co, a starch manufacturer which merged in 1938 with J&J Colman of Norwich, best known for its mustard. His mother, Dr. Florence Stacey-Cleminson, was a pioneering physician at Hull's

Victoria Children's Hospital.

James was educated at Rugby, and according to the 1939 Hart's Army List he is shown as a 2<sup>nd</sup> Lieutenant on the Royal Artillery Territorial Army, Supplementary Reserve list with dates of 27<sup>th</sup> May 1939 and 24<sup>th</sup> August 1939. We believe the first date is his 'seniority' date and the second the date of his appointment. From there the trail goes cold until May 1941 when he appears as commissioned into the Cheshire Regiment with an Emergency Commission date of 31<sup>st</sup> May 1941 and his rank given as W/S Lieutenant (War Substantive) and he is shown as remaining with this Regiment until October 1942.





The 3<sup>rd</sup> Parachute Battalion war diary shows him being posted in from the 70<sup>th</sup> Battalion King's Royal Rifle Corps on 13<sup>th</sup> July 1942. This unit was a 'young soldiers' battalion and had been on home defence duties since it was formed after the outbreak of the war. Interestingly this unit's war diary shows him on 22<sup>nd</sup> June 1942 as being posted to XI Corps Defence Company as a 2nd Lieutenant, with Cheshire Regiment shown in brackets afterwards. In any case it seems the airborne world was starting to worm its way into the 70<sup>th</sup> KRRC as war diary entries indicate - 11<sup>th</sup> April 1942 volunteers (125) for Airborne Division seen by Special Interview Board, 51 were eventually accepted.

Was Sir James one of these? Then in October 1942 the Battalion was paraded and informed that it was to be disbanded. The War Diary records, "Major Luard of the Paratroop Regiment called for volunteers. About 80 OR's responded to this and were immediately examined. The Paratroop MO rejected less than 5%."

We assume that Sir James went fairly quickly on a parachute course at Ringway, most likely in August 1942. Unfortunately there is no trace of him going through Ringway in the records, with records sadly missing for two courses during this month.

There is an entry in 3<sup>rd</sup> Parachute Battalion War Diary for 18<sup>th</sup> December 1942, "1800 hours Patrol under

command Lieutenant JAS Cleminson sent forward to contact Lieutenant FWM Sharman MC". This is the last entry of Sir James for 1942 and it is known that he was taken prisoner at about this time and was transferred to a POW Camp in Italy soon afterwards. He managed to escape from his Italian prisoner of war camp and reached British lines in September 1943, after the capitulation of the Italian Army.

So by the summer of 1944 Sir James was a 23 year old platoon commander with the responsibility for running 5 Platoon of B Company of the 3rd Parachute Battalion and I think it is relatively well known what happened to him at Arnhem.

Given that a lot of Society members are avid collectors of printed material it can be said I feel that 'He Inspired His Men with His Offensive Spirit' may now be placed on a few people's wish lists! (Niall Cherry)



## 'THE WEEKEND OF THE WAR BOOK'

During the weekend of Saturday 30<sup>th</sup> and Sunday 31<sup>st</sup> May 2015, the Airborne Museum 'Hartenstein', in collaboration with the Society of Friends of the Airborne Museum, will again hold the annual 'Weekend of the War Book'. On Saturday 30 May, the traditional Book Fair will take place. Around the Museum will stand about 40 bookstalls. The various stallholders offer a choice of second-hand books about all aspects of WW2.

The Book Fair will be open from 10.00am until 3.00pm. Entry is free, but entry to the Museum itself, will attract normal entry fees. See also: [www.airbornemuseum.nl](http://www.airbornemuseum.nl) and [www.vriendenairbornemuseum.nl](http://www.vriendenairbornemuseum.nl). For further information: W. Boersma; Tel/Fax: 0318-639633.



## SATURDAY 30 MAY 2015 - 'EXPERIENCE TOUR' - 'THE BATTLE OF ARNHEM FROM THE GERMAN PERSPECTIVE'

If you wish, it will be possible to combine a visit to the Book Fair with a walk, that will take place on Saturday afternoon 30 May and is organised by the SFAM, in conjunction with 'Between Dutch and Deutsch'. This walking tour around Oosterbeek, led by our member, Ingrid Maan, will focus on the Battle of Arnhem from the German side. The tour will concentrate on the personal experiences of German military personnel. The tour will begin at 13.30hr at the Airborne Museum entrance. The fee for those taking part, will be €7,50 for members of the SFAM and the 'Arnhem 1944 Fel-

lowship'. Non members will pay €10,00. These fees include the guided tour after which, a drink in the Schoonoord Restaurant in Oosterbeek, when no doubt further discussions will occur. Booking can be made by money transfer of €7,50 (€10,00) to account: IBAN: NL33 INGB 0005 1137 51 in name of Vrienden van het Airbornemuseum, Oosterbeek, under reference 'Belevings-tour 30 Mei'. You will only be contacted if the tour is fully booked.



## 'ICONIC IMAGES': THE THEME FOR SUNDAY 31 MAY



*Evacuation of Arnhem, September 1944. Citizens flee the city. Sitting on the verge, is the pregnant Beb Timmerman, she fled with her husband and children (not in the photo) in friendly company with Jan and Emmie Willemsen and their child, who are in the photo.  
(Photo Airborne Museum gifted collection 2015)*

From old shoe boxes filled with photos, film rolls and from old yellow stained photo albums, a continuous stream of pictures are offered to all types of museums and archives. Frequently, old and previously unseen pictures appear. Some of these images are taken up by the media, such as the 31 photo rolls that recently surfaced in the USA. The photos were taken by a military man, who served in Europe in 1944 and 1945. This is unique material. Also, the Airborne Museum receives such offers of new material on a regular basis. Amongst these are often found valuable pictures about the Battle of Arnhem and of the evacuation that followed. Except for those close to the family, these photos are not usually known and seen by others. By donating such photos to the Airborne Museum, it becomes possible to make the photos available to a greater public. Many of these photos are very impressive, due to their composition and the historic moment when they were taken. You could call them 'iconic images'. But they bring new questions with them. Can newly uncovered photos still be 'iconic images' 70 years after they were taken?

In September 2014, two renowned Dutch authors, Ingrid D. Jacobs and Joost Rosendaal, each published their own book of photos. Alongside the many splendid photos both authors add their own personal stories. Both authors will talk about their books on Sunday 31 May 2015 at the Airborne Museum from 14.00hr until 16.00hr.

**Ingrid D. Jacobs**, freelance writer and academic journalist, studied Dutch language and literature and writes about culture and history. She has an impressive collection of works produced under her name. Last year she published 'Arnhem 40-45', a book in which, with both hundreds of photos and text, the story of Arnhem during the War is told. She chose photos from German, Allied and Dutch photographers and she attempted to show the daily life of a city under occupation and during the War.

**Joost Rosendaal** is, as a university lecturer in politics and cultural history, attached to the faculty Language and Literature at the Radboud University in Nijmegen. In earlier interviews, he made a clear similarity between images of WW2 and more modern images of war and he pointed to the fact that the commemoration of freedom and peace is and remains very important. In his book 'The Liberation in pictures, from Neerpelt to Wesel 1944-45', he illustrates the various aspects of the battles and the liberation of the South East Netherlands and the Rhineland area.

Both authors will speak on Sunday afternoon 31 May, about their work. They will also be interviewed and will also happily discuss with those attending. The introduction will be performed by Marieke Helsen, the Airborne Museum Curator. Please apply to attend via [aanmelding@airbornemuseum.nl](mailto:aanmelding@airbornemuseum.nl) – there is no extra charge for the lecture – the normal tariff of charges can be seen at: [www.airbornemuseum.nl](http://www.airbornemuseum.nl).  
(Marieke Helsen)



## NEW PHOTOGRAPHIC BOOKS

Last year, a variety of books were published that dealt with Operation Market Garden, in part or whole. As mentioned above, two of these books will be discussed by their authors on Sunday afternoon 31 May, at the Airborne Museum. Ingrid D. Jacobs wrote her book 'Arnhem 40-45', published by W. Books, in collaboration with the Gelders Archive. The book offers photos of Arnhem from the period 1940 until and including 1945. From the large number of photographs that exist at the various archives, the author has made a balanced choice. Jacobs has divided the content into nine chapters, from the pre-war Arnhem, until and including the return of the citizens and the start of the rebuilding of the city after the end of the War. Each chapter begins with a brief introduction. The photos are provided with a broad explanatory text. In writing these texts, Jacobs had support from various experts. Even so, a couple of mistakes have occurred, especially in the chapter 'The Battle of Arnhem'. Horsa gliders (p.56) did not carry light tracked vehicles, they were transported with the Hamilcars. The caption of the photo of a German soldier at the Oude Kraan in Arnhem on Page 66, is incorrect. The soldier is not carrying a map case, but a case for a flare pistol and a bag for the flare rounds. In a better print of this photo in the book 'Kampfraum Arnheim' can be seen that on the armband does not appear 'Hohenstaufen' but a skull symbol of the 3<sup>e</sup> SS Panzerdivision 'Totenkopf'. The photos are all printed matt: possibly a gloss print had produced a clearer image. But otherwise, the book is nicely produced and gives a good picture of the wartime period in Arnhem.

The second book is by Joost Rosendaal and covers the period from September 1944 until May 1945, in the

area from Neerpelt to Wesel. For this book as well, it is true that Rosendaal had to choose from the thousands of photos that were taken during this time. The book includes many known but also some less well known photos. The same as with Jacobs, each chapter starts with a brief introduction, sometimes with small maps. The photos by contrast, have shorter captions. These captions however, give more details than those in the Jacobs book. If we look at the same photos in each book, we notice the difference in captions. For example, the caption of the well known photo of the evacuation of civilians from the St Elizabeth's Gasthuis, is dated by Jacobs on 26 September (Page 65) and by Rosendaal on 19 September (Page 79). The truth is that the photo was taken on 19 September 1944, by the German war photographer Wenzel.

The more you study these photos, the more interesting details you see. The book gives a good overview of the whole period 1944-45 in the area between Neerpelt (the beginning of the Operation Market Garden) and the German town of Wesel (the end of the Rhine Crossing).

Neither books should be missing from the book-case covering Operation Market Garden.

'Arnhem 40-45' by Ingrid D. Jacobs. ISBN 978 94 625 8038 1, Publisher W. Books, Zwolle, in co-operation with Gelders Archive, 111 pages, illustrated, €24,95. 'The Liberation in pictures, From Neerpelt to Wesel 1944-45' (De bevrijding in beeld, Van Neerpelt tot Wesel 1944-45) by Joost Rosendaal, ISBN 978 90 8145 000 3, Published by Uitgave Vantilt/Fragma, Nijmegen 2014, 255 pages, illustrated €27,50. (Wybo Boersma)



## TANNO PIETERSE PASSED AWAY

Sadly, on 10 January 2015, our 87 year old member Tanno Pieterse, from Bennekom passed away. Tanno was well known by everyone who was involved with the annual Airborne commemoration.

As a 16 year old youngster, he experienced the Battle of Arnhem from very close by and that period forever left a deep impact on him. (See Ministry 117- "A binding memory of a time that you never forget", Newsletter 131 - September 2013).

In 1969, it was suggested that, after 25 years, the official commemoration of the Battle of Arnhem should come to an end, because people expected that the interest from the UK, Poland and the Netherlands

would then rapidly disappear. Various local committees who had organised all the various aspects of the annual pilgrimages were disbanded. But, in the then following year, it appeared that in fact, there was no discussion about a diminished interest. In fact, there arrived more and more visitors from abroad, including very many veterans!! It was Tanno Pieterse who felt it as a thorn in his side that there was then no Airborne Committee that could organise everything for these visitors. Thus in 1978, he acted in organising the establishment of the committee 'Lest We Forget'. This committee arranged that there would be local guest families where the veterans, could stay and be helped financially where necessary, including paying their crossing to Holland. Tanno did all this work until the





70<sup>th</sup> commemoration in 2014. Thereafter, it was agreed that 'Lest We Forget' would be discontinued and that its roles and the arranging of the reception of veterans to be taken over by the 'Police Sport Club' in Renkum. For Tanno this was a difficult moment, as he regarded 'Lest we Forget' as his life time work. Moreover, Tanno had also been involved with other parts of the commemoration of the Battle of Arnhem. He had been involved with the birth of the 'Stichting Airborne Herdenkingen' ('Airborne Commemoration Foundation') and was also involved with the International Youth Conference, that now every year is held shortly before the commemoration weekend.

With the passing of Tanno Pieterse, we have lost an amiable, passionate man, who for a major part of his life, served, as he himself put it: "the soldiers who in 1944 put their lives on the line for me and for many others" (Robert Voskuil)



*Tanno Pieterse during his speech for the Arnhem Veterans Club on 21 September 2011. (Photo: berrydereusfotografie.nl)*



## SATURDAY 4 JULY 2015: BATTLEFIELD TOUR TO THE ALBERT CANAL AND FORT EBEN-EMAEL IN BELGIUM

This year, it is 75 years ago that one of the most spectacular actions of WW2 took place. With the introduction of a new type of military force, namely paratroops and gliders, and a new weapon, the hollow charge, on 10 May 1940, in just 15 minutes, German forces overran the strongest fort in the world, Fort Eben Emael in Belgium. The German introduction in 1940 of paratroops and gliders, gave an example, which led to both England and America, following suit in establishing paratroop units. The efforts of the Allies, resulted four years later, with the deployment of parachute divisions in Normandy and the Netherlands.

The SFAM is organising on Saturday 4 July, in conjunction with the Dutch 'Documentation Group 40-45' and 'Battlefield Tours Groningen', a one-off Battlefield tour to the Information Centre 'The Bridge' at the Albert Canal in Belgium and to the nearby Fort Eben-Emael.

The recently opened information centre gives a picture of the defence in 1940 of the bridges over the Albert Canal and the role played by the Fort Eben-Emael. The visit to Fort Eben Emael will be led by a Dutch speaking guide.

Cost €50,-, should be transferred to account No: IBAN NL33 INGB 0005 1137 51 in the name of Vrienden van het Airbornemuseum, Oosterbeek, with description **BFT 4 July**. Your payment is also your registration. See the VVAM website for further details of the tour.







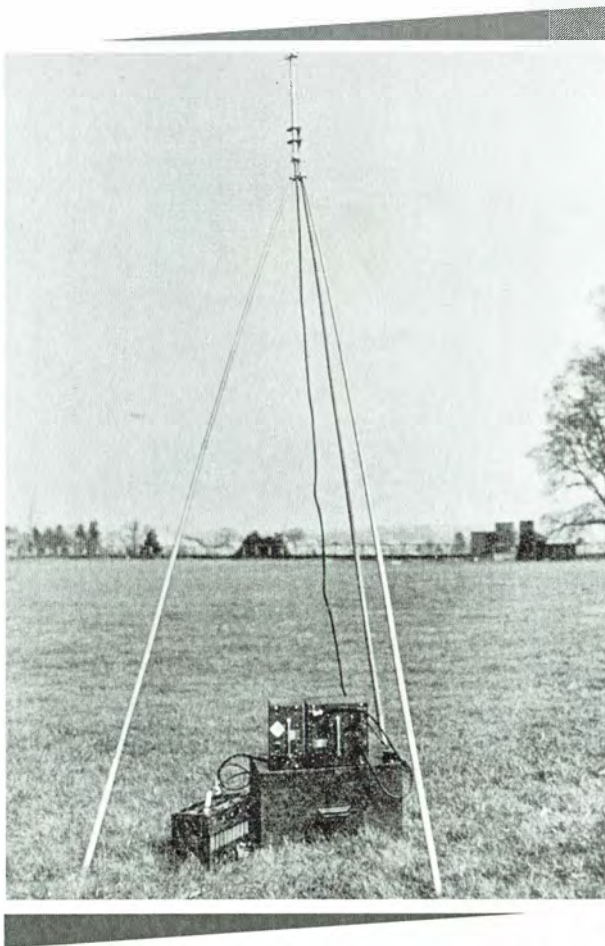
## PARTS OF A EUREKA BEACON BOUGHT BY THE SFAM AND DONATED TO THE AIRBORNE MUSEUM

Shortly before the main landings near Arnhem, 186 troops from the 21<sup>st</sup> Independent Parachute Company, under command of Major Bernard Alexander (Boy) Wilson were dropped. These 'Pathfinders', had the task to mark the dropping and landing zones. This, the men did with the help of marking panels, smoke signals and Eureka radio beacons. Through use of Rebecca installations within the aircraft bringing the main forces, they were able to locate the correct dropping and landing zones.

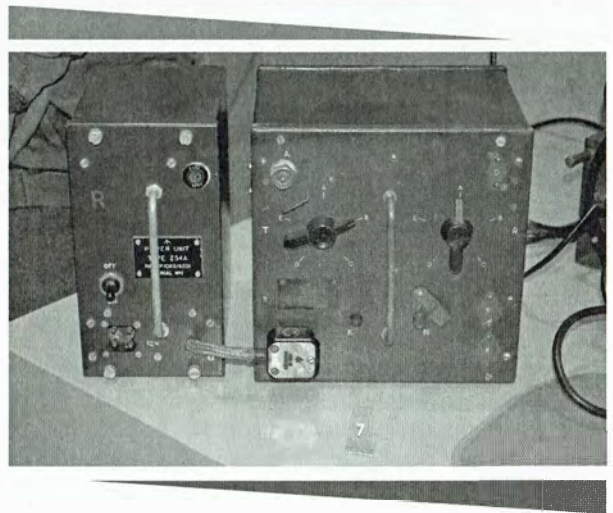
The Eureka beacons were equipped with an explosive device and thus, if there was a chance that the enemy could capture the item, it could be blown up. Thus it is very rare to find a complete example of this installation. There is a story that during the Battle of Arnhem, the Germans captured one Eureka set and that as a result, resupply drops fell into German hands, but this

is just untrue. From reports it is clear that, during the fighting, two of the presumed 48 Eureka sets were destroyed and that not one fell into German hands!

In 2008, the Airborne Museum was able to obtain a Eureka Mk 11 beacon set, but it was not a complete installation. Recently, the Museum, with financial support from the SFAM, has managed to obtain a power supply unit with electrical converter. This now stands in the display cabinet next to the model of a British parachutist. Still missing are the aerial, the main telephone, the 24-volt battery and the connecting cables, but perhaps in the future these can also be found.



*Eureka beacon with aerial (Photo: Wybo Boersma collection)*



*The Eureka beacon in the Airborne Museum. To the left, the supply unit purchased with support from the SFAM. (Photo: Roland Boekhorst)*



## SPEAKERS INVITED

Every year, the SFAM organises in November or December, a lecture about a subject connected to the Battle of Arnhem and, during the last 34 years, very many subjects have been offered. On 14 November this year, there is again an afternoon lecture planned. We know that various members of the SFAM involve themselves in various aspects of the Battle of Arnhem. This year, we would like to invite a number of them to giving a short presentation, about the subject they are most closely involved in. If you would be interested in giving such a short (20 mins or longer) presentation, possibly with the support of Power Point, then please let us know before 1<sup>st</sup> July 2015 via: [info@vriendenairbornemuseum.nl](mailto:info@vriendenairbornemuseum.nl)



## WHO CAN DESIGN A LOGO FOR THE SFAM?

The Society of Friends of the Airborne Museum, feels a need for a logo. We already use a type of letter heading, which includes an image of the Museum and a glider, but that is less suited for, say, advertisements. The Airborne Museum uses the Pegasus emblem in their logo, so we cannot use it again. Which creative soul will design something appropriate for us to use?

For the designer of the winning design will be a gift voucher for €25 available, to be used in the Museum shop. You can send designs to the SFAM at Vereniging Vrienden van het Airborne Museum, Post Box 8047, 6710 AA, Ede, NL or by e-mail to [info@vriendenairbornemuseum.nl](mailto:info@vriendenairbornemuseum.nl). Reception of designs will close on 1st July 2015.



## BOOK ABOUT THE 'DENISON SMOCK'

Recently in the UK, a book was published dealing with the Denison Smock, also popularly known as the para smock. It is a specialist book about a well-known uniform item, that, during WW2 was worn by British paratroops and also by other units and that is still in use today. Also in various other countries, the Airborne smock was worn and has been copied. It shows that the origin of the Denison smock lies with the German 'Knockensak', an apparel item that, during WW2, was used by the German parachutists.

The first British smocks were an exact copy of the German item. But, quickly, the British smock was developed in its own special form. It was a practical piece of clothing that, during the War, was not only worn by paratroops, but also by, amongst others, Commandos and snipers. Also, during the Dutch military operations in the former Netherlands East Indies between 1945 and 1949, British smocks were used. Because in a short time, many smocks were needed to be supplied, smocks had to come from different factories and sometimes had a slightly different finish, in as well as the model, but also the camouflage pattern. Bruce Wilson has studied the collections both in museums and in private collections and has attempted to bring some order to the total. Nearly all photos are in colour and of a high quality. For those interested in the history of the British Airborne Forces and the uniforms worn by them, it is an excellent and attractive reference book.

'Denison' by Bruce Wilson ISBN 978-1-62620-184-2 published by Military Mode Publishing 2013, 203 pages, illustrated with colour pictures, English text. Price €45. In Holland the book is available to buy at the Airborne Museum (Wybo Boersma)



*One of the smocks that does not appear in Wilson's book, is that from Maj. Gen Urquhart, that is now displayed in the Airborne Museum in Oosterbeek. In this photo, General Urquhart is wearing this smock, which model differs from the standard model. The photo, in which Lance Corporal J. Tofield salutes General Urquhart, was taken in December 1944, at Fulbeck Hall in Lincolnshire. (Photo: Airborne Museum collection)*

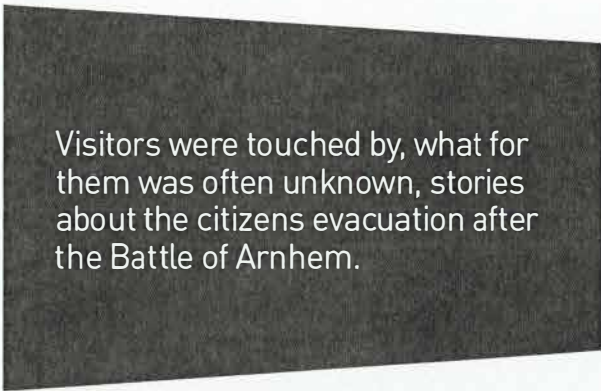




## EXHIBITION - "VAN HUIS EN HAARD - AIRBORNE MEMORIES", EXTENDED DUE TO ITS SUCCESS.

The temporary exhibition 'Van Huis en Haard - Airborne Memories' ('From House and Home - Airborne Memories') in the Airborne Museum has been extended until 2016. The exhibition, that tells the story of the evacuation from Arnhem and surroundings in September 1944, received praiseworthy reactions from the public.

Impressive, moving and emotional. Just a few of the reactions from the public after a visit to the exhibition. This largely unknown section of the war history, brings much out of visitors. Children ask their grandparents, how they experienced and coped with their return to a largely damaged or destroyed city. British visitors are astounded and touched by the citizens stories during and after the Battle of Arnhem. More than 86,000 people visited 'Van Huis en Haard - Airborne Memories', since its opening on 25 April 2014. (Tessa Jansen)



Visitors were touched by, what for them was often unknown, stories about the citizens evacuation after the Battle of Arnhem.

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## MINISTRY 121

### The Royal Air Force 'Air Liaison Group' at Arnhem

By Wybo Boersma

During the Battle of Arnhem, as well as parachutist and air-landing battalions within the British 1st Airborne Division, other units were attached. Much is known about the larger units such as the Royal Artillery, the Royal Engineers, the Royal Army Medical Corps and many others. With the passage of time, many studies have taken place about almost all of these units. However, there were also many smaller units, about which often much less is known. The reason is that little or nothing about their history has been retained. That was because, often, no 'After Action' reports were completed. In most written accounts, they are often only sporadically referred to. Many of these units, after the War or even sometimes shortly after the Battle of Arnhem, were wound up and surviving participants can no longer be traced.

One of these less known units is the Royal Air Force Air Liaison Group, comprising the Light Warning Set Units No: 6080 and No. 6341, two radar units. During the planning, it was thought that, after the landings, the Airborne troops would provide an easy target for the German night bombing force. Therefore, the HQ staff made plans to construct a 1000 metre runway for Beaufighter night-fighters near Nijmegen. To provide tactical guidance for these night-fighters, a RAF Ground Controlled Interception (GCI) radar station was

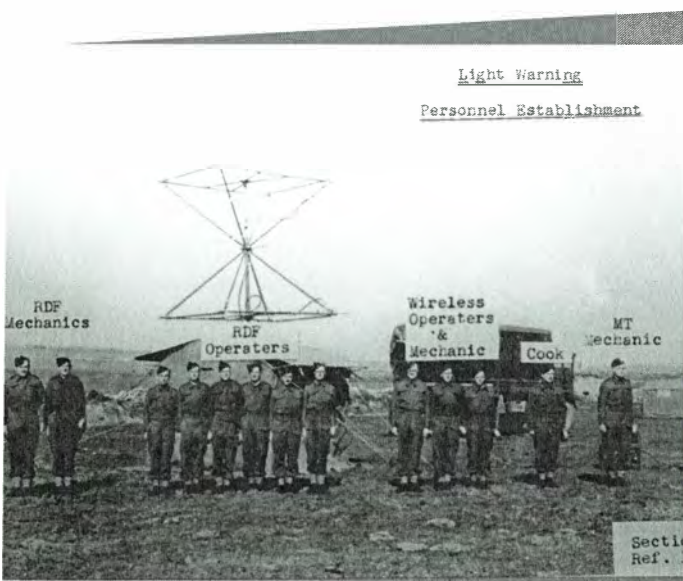
needed. It was decided that two mobile radar stations with 24 RAF personnel, would be carried, divided between four gliders and would land in the Nijmegen area, in the hope that at least one complete radar station would come into being.

As early as 1941, personnel at the Telecommunications Research Establishment (TRE) started the development of a mobile radar station, with a range of 50 miles. In March 1942, radar installations, Light Warning Sets, were developed, that could be carried and fit in a 3 ton lorry or a 15cw military vehicle. As a result, about 2000 sets were built in England and America and were used in the Middle-East, North Africa and Normandy. In consultation with the Air Ministry, there were also Light Warning (LWU) and Ground Controller Interception (GCI) sets built, that could be carried in gliders. Two LWU and one GCI sets with necessary personnel were attached to 38 Group RAF and moved to the Headquarters of the 1st Airborne Corps. The personnel attached consisted of supervisors, technicians and operators. These all came from the RAF. The two units, LWU No: 6080 and LWU No: 6341 were eventually utilised for Operation Market Garden.

### AMES Type 6 Light Warning Set

AMES stands for Air Ministry Experimental Station, the code name for a radar station. Although not exactly known which type of radar unit eventually went to Arnhem, the body of opinion is that it was the AMES Type 6 Light Warning Set. Just one source speaks about the American supply of this set, the AN/PTS-3 but that it

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*Personnel of a Light Warning Unit  
(Sdn Ldr F. Hayward archive)*

unlikely as all the personnel were British. The AMES Type 6 comprised a transmitter and a receiver, a Plan Position Indicator (PPI), a Yagi (TV type) aerial and a tent, in which the installation could be constructed. In addition, thought was given to the use of a diesel generator and the necessary maintenance kits and spare parts. The whole thing was packed in 16 large and heavy crates. The range was 50 miles distance and a height of 3000 metres. A number of these units have been preserved. The Air Force Museum in Linköping, Sweden, has more or less three complete radar sets. Of these, one has been very recently rebuilt. However, these radar sets were built under licence in America in 1944 and on the inner wall are marked 'US Signals'. During the War, eleven units were swapped for a V1 rocket, that had accidentally landed in Sweden. The Airborne Museum in Oosterbeek has one AMES Type 6 unit on loan. This one is not complete. A number of missing parts were supplied by the Air Force Museum in Linköping.

### The use at Arnhem

During discussions on 15 September 1944, at Bentley Priory (the headquarters of RAF Fighter Command in NW London) those present were of the opinion that no radar unit was necessary for Operation Market Garden. This was a major disappointment to the military personnel of the LW units. The following day, the decision was reversed by General Browning, possibly under the influence of Wing Commander John Lawrence Brown MBE. From 1941, Brown was closely involved in the use of Ground Controlled Interception (GCI). He took part in the landings in North Africa, as well as at Sicily, Italy and Normandy, in the post of Commanding

Officer and Senior Controller of mobile GCI stations. Brown was Commanding Officer of the radar units that would land at Arnhem.

Staff Sergeant Edwards, a glider pilot from A Squadron, the Glider Pilot Regiment, recalls that, on 15 September he was instructed that his original order to depart with a jeep and a 75mm Howitzer on 17 September 1944, had now been changed and that he would now take off on 18<sup>th</sup> September with a radar unit. After the first lift had left for Arnhem on the 17<sup>th</sup> September, the crews of four gliders were called to attend a meeting in the briefing room at Harwell. There they heard the announcement that a landing strip was to be laid east of Nijmegen for Beaufighter night fighters. For this function, the establishment of a radar function was necessary. The location near Nijmegen was later that day altered to the Landing Zone "X" at Wolfheze. On the third day of Operation Market, the 878<sup>th</sup> (US) Aviation Engineering Battalion, with 80 American and 10 British gliders, was to land at Wolfheze, to lay out an airstrip. The British engineers had taken a B2 bulldozer to help clear the earlier landed gliders from the site. There were to be two Light Warning Units flown in, the parts of which were each to be divided between two gliders. Troops were to be given extra radios to enable them to contact all concerned, in the event that the gliders could not land where intended. Because the radar role was a static one, no transport facilities were included. How men were supposed to move the 16 large crates with an extra generator, fuel, water, tents and radios was a mystery. What was also unknown, was how the remaining material and equipment for the Beaufighters was to reach the Netherlands? One of the glider pilots, John Kennedy, commented that to him the whole plan seemed to have been "put together in a hurry".

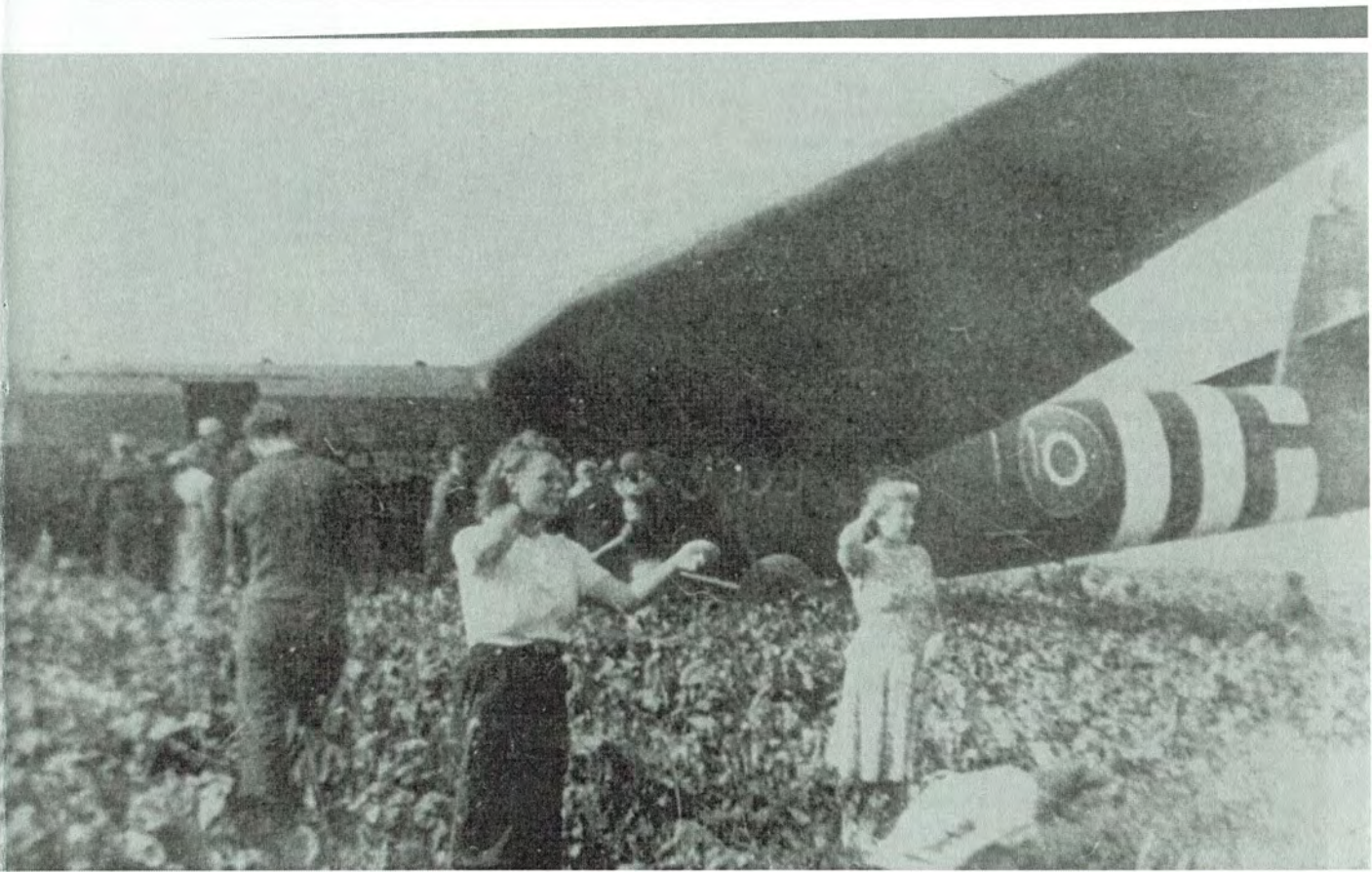
Each LWU came under command of a Squadron Leader, with a Flight Controller, an NCO and a number of other ranks. The whole unit was commanded by Wing Commander Brown. There would also be two American officers, from No.306 Fighter Control Squadron in France, who would go as GCI Controllers, but at the last moment, that was dropped. Even so, one did join the task, as a volunteer. There is an After Action Report known, which came from him. The RAF troops had not had military training. On 17 September 1944, they first went for an hour to the firing range, to receive a bit of training in the use of weapons and hand grenades. Each fired off a full Stengun magazine and a rifle and tossed both a hand-grenade and a smoke grenade. The weapons were loaned from the arms store, but were not returned there! Two RAF troops were armed with a Stengun, the others with a Lee-Enfield rifle.

### The Landing

Wing Commander Brown flew with the first lift to







*Glider Chalk number 5000, after the emergency landing at Hemmen, in the Betuwe region. (Photo collection - Zwijnen-Reijmen)*

Groesbeek with Browning's Headquarters. He was killed on the landing zone, when that was fired on by some Me109 aircraft. Brown lies buried in the military cemetery in Groesbeek.

Light Warning Unit No.6080 comprised 9 men, under command of Squadron Leader Coxon. They were carried in two Horsas. American Lieutenant Davis flew with them.

Horsa Chalk Number 5000, was towed by a Stirling which was hit by AA fire. It crashed at Opheusden. The whole crew died. As a result, its glider made an emergency landing at Hemmen in the Betuwe. After the landing, they made the apparatus unusable. In that same area, two other gliders landed, carrying South Staffords and some jeeps, motorbikes and one 6-pounder gun. There they joined forces with each other. With help from local residents, they moved to the Driel ferry. The ferryman was not sure if he should charge them for the crossing! On reaching the northern side of the Rhine, the RAF group tried to make contact with the British 1<sup>st</sup> Airborne Division HQ. On reaching the railway bridge at Oosterbeek-Laa, they came under enemy fire, took cover and the group lost contact with each other. The next day, the American Lieutenant Davis, took them to the Divisional HQ in

Hotel Hartenstein.

The second Horsa, Chalk Number 5002, landed on the landing zone undamaged, but was then shot at by Germans and caught fire. Thus this equipment set was also lost.

Light Warning Unit No: 6341, consisting of 14 men, under command of Squadron Leader Wheeler was also split between two Horsas. The first Horsa, Chalk Number 5003, on approaching the Landing Zone was shot at and the tail was detached, after which the glider crashed at Doodewaard. The whole crew and passengers were killed. They received a field grave beside the remains of the glider. The last Horsa, Chalk Number 5001, landed safely on the landing zone but, as only one of the two gliders arrived, carrying only one transmitter, a large aerial, one diesel generator, diesel, one radio, spare parts and water, the apparatus was incomplete. The troops destroyed the transmitter with axes and everything relating to it and blew the rest up. The two gliders that did arrive safely in Arnhem had the same load so that it was impossible to construct a complete radar post. So ended the intended use of the Light Warning Units at Arnhem in a total failure.

## The fortunes of the personnel

What happened to the RAF personnel during the passage of the fighting? Because as RAF personnel they had not received any infantry training, as far as is known, they were not further deployed. Some details about their experiences during the Battle of Arnhem, are known by reports and letters.

Squadron Leader Richardson was seen in the area around Hartenstein with some RAF personnel. He was dressed in military uniform with a flat cap and thus not regarded as equipped for a fight.

Airman Eric Samwells possibly served as a stretcher bearer. He was killed on 22 September 1944. His field grave was at a field at the Hoge Oorsprong, to the west of Van Borsseleweg in Oosterbeek.

Airman Austin wrote a report of his experiences. After he was in an emergency landing at Hemmen, he crossed the Rhine at the Driel ferry. In the area of the railway bridge at Oosterbeek-Laag, he met the American Lieutenant Davis. Davis brought Austin and a number of other RAF personnel to Park Hartenstein on 19th September, gave them a few shovels and left them to dig some foxholes. This was apparently something new for the RAF men, but according to Davis, that was their life saving. Austin made a foxhole with Eden, a RAF radio technician. Eden was later asked to help an American Air Support Team with repairs to their radios. During a mortar attack, Eden was killed. On 20 September, Austin was wounded by mortar fire. Probably he was taken to the Tafelberg. Eventually he was transferred to the Germans and thus ended as a POW. There he stayed until April 1945 in Stalag X1B at Fallingbomel. There, according to his story, he was freed by the Russians. That is not true as the camp was in fact liberated by the British. He then flew by Dakota to Brussels and subsequently back to England.



*Corporal Eric A. Samwells, RAF, 21 years old. Died on 22 September 1944. Buried at the Arnhem-Oosterbeek War Cemetery, Grave No: 4.C.20 (Photo from Samwells family)*

Of the 24 RAF military personnel, 10 died, of whom one at Nijmegen (Wing Commander Brown), 11 were made POW and 3 escaped. The escapees were all officers. Of one man, it is unknown if he was taken prisoner and then died? Various sources report that the unit consisted of 25 RAF personnel, in which case 4 men would have escaped from Arnhem.

**For this article, amongst others, reference has been made from the following sources:**

RAF radar in Arnhem, 18<sup>th</sup>-25<sup>th</sup> September 1944 by Sdn Ldr Frank Hayward – 21 March 1944 (not published)  
Tugs and Gliders to Arnhem by Arie-Jan van Hees (Private publication)  
Report on Arnhem Operation 18-25 September 1944 by Lt Bruce Davis 1<sup>st</sup> Lt USAF  
Report by Staff Sergeant Edams, Glider Pilot  
Report by Staff Sergeant John Kennedy, Glider Pilot  
Report by Corporal Albert Austin RAF.  
Pegasus, April 1980, Magazine of the Parachute Regiment  
IEE. Proceedings, Vol 132 Pt. A No. 6 October 1985.  
Signals Vol.4, Radar in Raid Reporting, Air Ministry 1950  
Ministry No: 44 with Newsletter No.56 November 1994 from the SFAM by L.Buist,jr  
Air Force Museum Archive in Linköping, Sweden







## PROGRAMME FOR 2015

**13 - 17 May:** Battlefield Tour Normandy. Excursion by coach to the battlefields in Normandy. Tour guides will be from the International Guild of Battlefield Guides and from the SFAM.

**30 and 31 May:** 'Weekend of the War Book' around and in the Airborne Museum Hartenstein in Oosterbeek.

**Saturday 30 May:** Sale of second-hand books, about WW2. Location: The grounds of the Airborne Museum, Hartenstein. Opening: 09.30hr.

**Saturday afternoon 30 May:** Walking tour in Oosterbeek: 'The Battle of Arnhem from the German side'. The guide will be Ingrid Maan. Start at 13.30hrs, at the Airborne Museum

**Sunday afternoon 31 May:** Lectures by Ingrid D. Jacobs and Joost Roosendaal in the Museum around the theme 'War book'.

**26 - 28 June:** 'UK Weekend' in Oosterbeek for UK members of the SFAM.

**Saturday 4 July:** Battlefield Tour about the German Airborne attack on 10 May 1940 on the Fortress Eben Emael in Belgium.

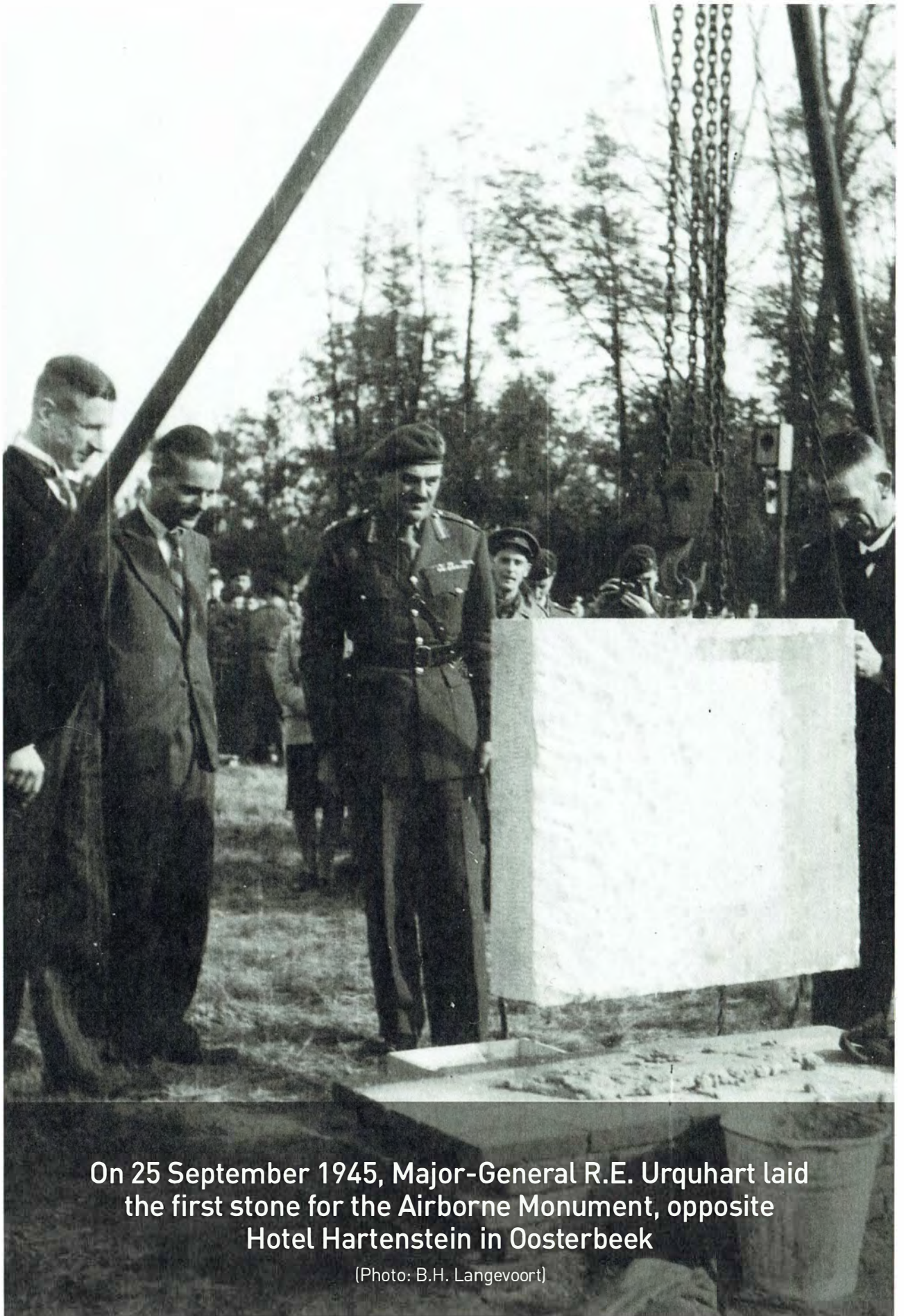
**Saturday 12 September:** Battlefield Tour 'Traces of the Battle of Arnhem'. Day- tour by bus over the battlefields at Arnhem/Oosterbeek and surroundings.

**1- 4 October:** Battlefield tour 'Battle of the Ardennes'. Four days bus excursion. Actions of the 101 and 82 US Airborne Divisions and the Battlegroup Peiper during the Battle of the Ardennes.

**Saturday 14 November:** Lecture in the Concert Hall in Oosterbeek-Laag - Subject content will be announced later.

Further details and supplements to the program will be released as soon as possible via the website or via the Airborne Magazine.

See: [www.vriendenairbornemuseum.nl](http://www.vriendenairbornemuseum.nl)



On 25 September 1945, Major-General R.E. Urquhart laid the first stone for the Airborne Monument, opposite Hotel Hartenstein in Oosterbeek

(Photo: B.H. Langevoort)