

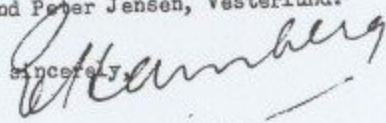
DANISH BACON COMPANY
15th MARCH 1946

Dear Mr. Farrant,

We have now received further information with regard to the Bomber which crashed during the night on the 22nd May 1944, and I give you below a translation of an eye witness report:-

" At about 2 o'clock in the morning of May 22nd the big bomber flew over Give in direction East to West, and the sound indicated clearly that it had engine trouble. There had been some fights in the air thereabouts. When the machine was about 8 kilometres West of Give some explosions occurred and the machine caught fire, it then turned round and flew in exactly the opposite direction enveloped in flames. The machine then split into two and the two parts crashed, one in a field in Dærken, about 5 kilometres North of Give and the other in a field in Vesterlund, about 5 kilometres further North. In both cases four bodies were found, all of them burned. The owners of the two fields are:- Rud Schou Jchansen, Dærken pr. Thyregod and Peter Jensen, Vesterlund."

Yours sincerely,



DBC BACON
GROCERIES
PROVISIONS
DANISH BACON COMPANY LTD

Garlands Road, Redhill
Surrey

Telephone: Redhill 3366-7
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EH/EMS 26th February, 1946.

R.S. Farrant, Esq.,
Gibbs' Stores,
Blindley Heath,
nr. Lingfield,
Surrey.

Dear Mr. Farrant,

As I informed you the other day, a friend of mine, who is Secretary of the Co-operative Bacon Factory in Denmark, asked the manager of a Bacon Factory near Vesterlund, to obtain a photograph of the grave of P/O J.M. Whiting, and this he promised to do. He has, however, now written a letter which, in translation reads as follows:-

" In accordance with your request to obtain a photograph of the grave of P/O Whiting, at Vesterlund churchyard, I spoke to the Vicar of the Parish, Juul-Nyhede, who informed me that no British or Allied airmen are buried at Vesterlund churchyard. I presume that P/O Whiting was in the machine that crashed on Vesterlund 22nd May, 1944, and I have spoken to the owner of the land where the machine crashed. It appears that a German Officer at the time, mentioned that the bodies were to be transported to Esbjerg. I am informed that British Military Authorities have been collecting information and the office in Esbjerg, which is concerned with the tracing of missing British air crews, have stated that the machine has been identified. Various personal belongings, such as letters, wallets etc., belonging to the airmen have been found and handed