

## GORDON WILLIAMS

Snedsted Skole havde i september 1995 besøg af Gordon Williams, dengang 73-årig krigsveteran fra New Zealand. Med sit fly blev han skudt ned over Thy i nærheden af Kallerup.

Han ønskede at gense lokaliteten og kom i kontakt med Poul B. Jørgensen, Hurup, som arrangerede besøg på flere skoler. Nedenstående avisartikler fortæller om begivenheden.

Gordon Williams medbragte også en artikel med billede af flytypen (side 7), og han kunne vise et brev, der blev sendt til moderen, da han blev meldt savnet (side 6).

1995.09.01  
Thisted Dagblad

## 9 • SYDTHY

1. SEKTION • FREDAG 1. SEPTEMBER 1995

# *Det fatale nul - for meget*

## *Newzealandsk krigsveteran, der blev skudt ned ved Kallerup i 1943, søger kontakt med folk fra dengang*

To misforstælser var den direkte årsag til, at Gordon Williams fra New Zealand blev skudt ned ved Kallerup natten til 4. november 1943, da han styrede sit Stirling-fly over Danmark i en højde af 9.000 fod.

Selv turen skyldtes en misforståelse hos efterretningstjenesten, som havde observeret et tysk konvoj i Østersøen og rapporterede den, hvorefter Royal Air Force's 75. newzealandske eskadrille blev sendt af sted for at lægge miner ud. Men da var konvojen allerede nået ud i Kattegat.

Had der var endnu værre, og som skulle vise sig katastrofalt, var, at eskadrillen via en teleprinter fik besked på at flyve over Danmark i en højde på 9.000 fod. Men der skulle

have stået 900 fod. Så ville de britiske fly nemlig have kunnet passere under skydækket, mens de nu var fuldt synlige for de tyske jagere. Det for meget nul blev afgørende for Gordon Williams og hans kammerater.

Kun ét af de fire fly vendte tilbage til basen i Mepal ved Ely i Cambridgeshire, og det medbragte ligene af tre besætningsmedlemmer, som var skudt. Tre fly vendte aldrig tilbage.

Det ene af dem blev skudt ned ved Beerstedsgård i Midthy af en tysk Ju-88 natjager, og alle besætningsmedlemmer omkom. De seks ligger begravet i Frederikshavn, mens det

syvende besætningsmedlem, Sergeant Copeland, ifølge bogen »Luftkrig over Danmark« (Carsten Petersen, bind IV, Ringkøbing 1989) aldrig blev fundet.

Samme bog mener, at ét fly forsvandt over havet.

Det fjerde fly blev skudt ned ved

Kallerup af en anden tysk Ju-88 natjager. Det fly havde Gordon Williams ved styrepinden, og i hvert fald seks ud af syv besætningsmedlemmer overlevede, den ene dog med en brækket ankel.

Telegrafisten, Bill Champion, ligger ifølge en anden bog – »Faldne allierede flyvere 1939-1945« (Odense Universitetsforlag, 1978 – begravet i Frederikshavn. Der hersker dog stadig en vis usikkerhed om hans død.

Selv klarede Gordon Williams sig godt. Han så lys i et hus i nærheden, skyndte sig derhen og bankede på. En mand kom ud, og da han så RAF-uniformen, skyndte han sig at trække den ubudne gæst indenfor. Han og hustruen fandt hurtigt noget tøj frem, som Gordon Williams fik uden på uniformen, hvorefter manden gik ud for at bjærgje faldskærmen.

Gordon Williams ville have været

## GORDON WILLIAMS

September 1995 Snedsted School was visited by Gordon Williams, then 73 year old war veteran from New Zealand. With his aircraft he was shot down over Thy near Kallerup.

He wanted to revisit the location and got in touch with Poul B. Jørgensen, Hurup, who arranged visits in various schools. The newspaper scraps in this set up tell about the event.

Gordon Williams also brought along an article with picture of the type of aircraft (page 7), and he could show the letter sent to his mother, when he was reported missing (copy page 6)

på hovedbanegården i Hamburg, da de allierede bombede byen.

De fortsatte imidlertid til en oplandslejr for krigsfanger ved Frankfurt am Main, hvor de blev forhørt i fem dage:

– Jeg blev meget ubehageligt overrasket, da tyskerne ved at høre mit navn og min rang kunne sige, at jeg var landet i Portugal i 1941. Det var nemlig rigtigt, men jeg slap da ud igen. Det er imidlertid en helt anden historie, men deres efterretningstjeneste var åbenbart effektiv.

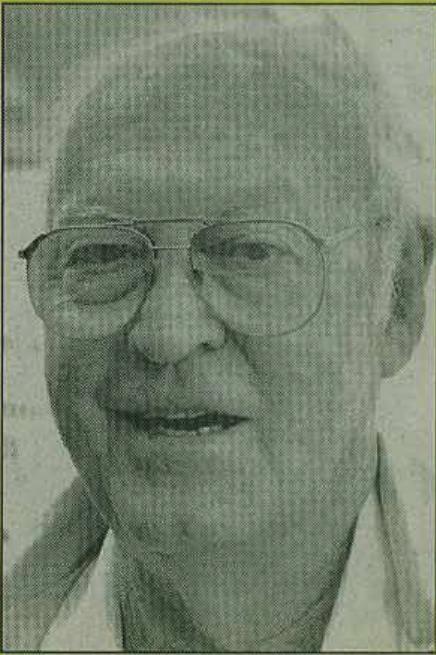
Efter afhøringerne blev newzealanderne sammen med andre krigsfanger sat på et tog til Østersøkysten, hvor de endte i en krigsfangelejr ved byen Barth mellem Rostock og Stralsund.

Det var en af Görings propagandalejre, fortæller Gordon Williams. To propagandalejre blev vist frem for

pressefolk, så hele verden kunne se, hvilken luksus krigsfanger levede under i Tyskland. Det betød bl.a., at der var skylletoiletter i lejren.

Bortset fra et fem måneder hold på et lazaret var Gordon Williams i Barth-lejren ind til krigsslutningen. Russerne kom først til lejren omkring 1. maj 1945, men senere kom der både britere og amerikanere. Gordon Williams og hans kammerater deltog i nogle af festlighederne i anledning af krigsslutningen, men 17. maj blev de flyvet fra Hamburg over Rotterdam til London.

Krigen var ikke slut i Fjernøsten, så Gordon Williams blev tilbuddt at flyve til Burma som bombepilot, men sagde nej tak. I stedet blev han gift, og sidst i oktober sejlede de nygifte via Australien til New Zealand. 21. januar 1946 blev Gordon Williams endelig hjemsendt fra verdenskrigen.

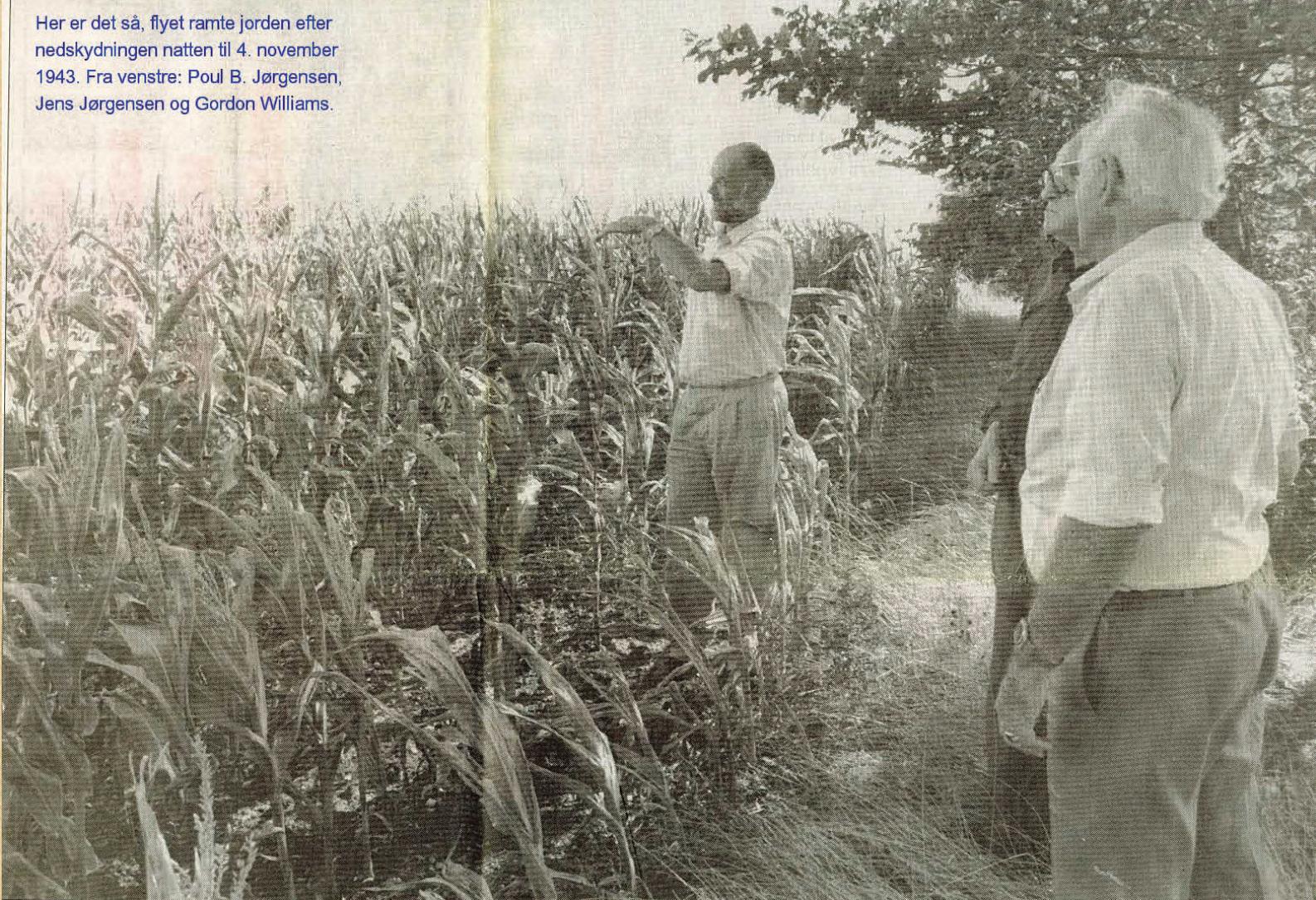


## Overlevede nedskydning

Den dengang 21-årige newzealandske RAF-pilot Gordon Williams styrede natten til 4. november 1943 sit Stirling-fly ind over Danmark i en højde af 9.000 fod, som han havde fået besked på. Eskadrillen på fire fly var på vej mod Østersøen for at lægge miner ud for en tysk konvoj. Ved Kallerup i Midtthy endte turen for hans vedkommende, idet flyet blev skudt ned af to tyske Ju-88 jagere. Han overlevede og besøger i denne tid for tredje gang i sit liv Thy.

1. SEKTION SIDE 9

Her er det så, flyet ramte jorden efter nedskydningen natten til 4. november 1943. Fra venstre: Poul B. Jørgensen, Jens Jørgensen og Gordon Williams.



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This is where the plane hit the ground after the shoot down on the night of November 4th 1943. From the left: Poul B. Jørgensen, Jens Jørgensen, and Gordon Williams

### Survived shoot down.

On the night of November 4th 1943 the 21 year old New Zealandic RAF-pilot Gordon Williams was steering his Stirling aircraft over Denmark in a height of 9.000 feet, what he had been ordered to. The squadron of four aircraft was on its way towards the Baltic Sea to lay out mines for a German convoy. As far as he was concerned the trip ended at Kallerup in Central Thy, because the plane was shot down by two German Ju-88 fighters. He survived and is for the time being visiting Thy for the third time in his life.

# Hvem hjalp mig?

Krigsveteranen Gordon Williams (73) fra New Zealand kom til Hurup i mandags.

Han skal være her i to uger, og der er bl.a. arrangeret en række foredrag på skoler og lign.

Men tiden skal også bruges til studier i de dunkle punkter fra nedskydningen for snart 52 år siden.

- Jeg ville gerne have noget mere at vide om min kammerat, Bill Champion, der ligger begravet i Frederikshavn. Men også gerne møde nogle af dem, der hjalp mig dengang. Hvem var ægteparret i nærheden af nedskydningsstedet i Kallerup, hvem var de mennesker på elværket i Hørдум?

Sådan spørger Gordon Williams. Han kan kontaktes hos Ingrid og Poul B. Jørgensen, Tjørnevænget 13, Hurup, tlf. 97 95 16 63. Læsere, der kan bidrage med nye oplysninger, er også velkommen til at kontakte Thisted Dagblads Sydthy-redaktion i Hurup på tlf. 97 95 11 77.

Det er anden gang, Gordon Williams besøger familien Jørgensen i Hurup.

I 1975 var han sammen med sine kone i bil på vej mod Thy, da han ved Humlum mødte Poul B. Jørgensen. Denne var nede for at se til sit sommerhus, og da campingpladsen var lukket, tog han ægteparret fra New Zealand med til Hurup.

Poul B. Jørgensen fik kontaktet politiassistent Thousig, som i sin tid hentede Gordon Williams i Hørдум, og de fik talt sammen.

I anledning af 50 året for Befrielsen fik Poul B. Jørgensen den idé at invitere Gordon Williams til Thy for at fortælle om oplevelserne dengang, og for egen regning og risiko har han så inviteret ham. Der er imidlertid oprettet en konto i Unibank i Hurup, hvortil interesserede kan bidrage med beløb til rejseudgifterne på 12.000 kr. Kontoen bestyres af bankdirektør Poul Erik Mortensen og statsautoriseret revisor Jan Østergaard.

Gordon Williams er født på landet i New Zealand og ville oprindelig have været landmand. Men da han i tre år forgæves havde forsøgt at få en gård, fik han arbejde som kontorassistent i Socialministeriet.

Efter krigen blev han overført til politiet, hvor han fik en uddannelse. Men da chefen ikke ville lade ham avancere som lovet, blev han i stedet folkeskolelærer, og det var han så i 31 år. Skader fra krigen kom imidlertid til at plage ham mere og mere, og i 1975 blev han tvangspensioneret:

- Men jeg klarer mig da rimeligt med både krigspension og invalidepension, fortæller han.

Hans første kone, som han giftede sig med i 1945, døde for godt 25 år siden. Siden blev han gift igen, og de har snart solvlyllup. Hun var for øvrigt enke efter en af hans gode venner.

Før 10 år siden besluttede de at flytte til Australien for at være i nærheden af hans søn, og her har de oprettet en kattepension. Nærmest ved en tilfældighed, fordi der var et påtrængende behov på egenen.

1995.09.01  
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# Hvad skete der Bill?



Gordon Williams (til højre) i samtale med Jens Jørgensen: Hvem var ægteparret i Kallerup, og hvem var folkene på elværket i Hørдум?

Selv om der måtte oversættelse til på det meste af samtalene, var der hurtig en menneskelig forståelse mellem de to, da Gordon Williams onsdag mødtes med Jens Jørgensen, Årup.

De talte nemlig umiddelbart om det samme: Luftkampene ved Beerstedgård og Kallerup Kjør natten til 4. november 1943 og de to nedskudte allierede fly.

Den dengang 25-årige Jens Jørgensen stod ved østgavlen af stuehuset på farvældenes ejendom på Todbøl Mark og så det hele.

Jens Jørgensen kunne også senere på dagen udpege for Gordon Williams dels det nøjagtige sted, hvor

dennes fly ramte jorden, dels det sted, hvor Williams selv landede med faldskærm - og endelig det hus ved jernbaneoverskærningen i Todbøl, hvor han fik civilt tøj, efter at han var kommet ned over Store Todbøls roemark og op over jernbanen. Det var herfra, han fortsatte ad jernbane linjen mod Snedsted og Hørдум.

Oplysningen fik han under en fem minutters sam tale med Morice - navigatoren - som han aldrig har haft kontakt med siden. Morice undslap, da han blev kørt på Thisted Sygehus af Falck. Han nåede at forsvinde, inden tyskerne kom for at hente ham, og via Biersted Præstegård

ved Aabybro kom han til Sæby og derfra til Hveen. Jens Jørgensen kunne imidlertid fortælle, at næste morgen fandt to unge mænd, der ville over for at se Williams' fly, under deres tur over kæret en faldskærm. Det var tæt ved det sted, hvor Williams selv nedsædte jorden med sin faldskærm. Da de to unge mænd løftede op i faldskærmen, sad der en dømand i jorden nedenunder. Faldskærmen havde ganske simpelt aldrig foldet sig ud, hvorfor han som et projekt til var slæbt ned i jorden med enden ned og benene presset opad mod ansigtet.

Meget kunne jo tyde på, at det var denne mand, der senere blev begravet i Frederikshavn som Bill Champion. Det tyder det umiddelbart på i »Faldne allierede flyvere 1939-1945«, dog hedder det i et bilag i bogen, at Champion var »død ved forbrænding« og senere skudt.

»Liget er transporteret til Frederikshavn med en tysk lastvogn og henlagt i det tyske lighus (nordre mole)

den 9-11-1943. Den 10-11-43

har underskrivener lagt liget i kiste og har derfor

grund til at betvivle rigtigheden af den i den tyske

officielle dødsattest med

med faldskærm og landet i

havet.« Hvorfor skulle han

springe ud over havet -

som flyet vel ikke havde

været over, siden det fløj

ind over Danmark ved Es-

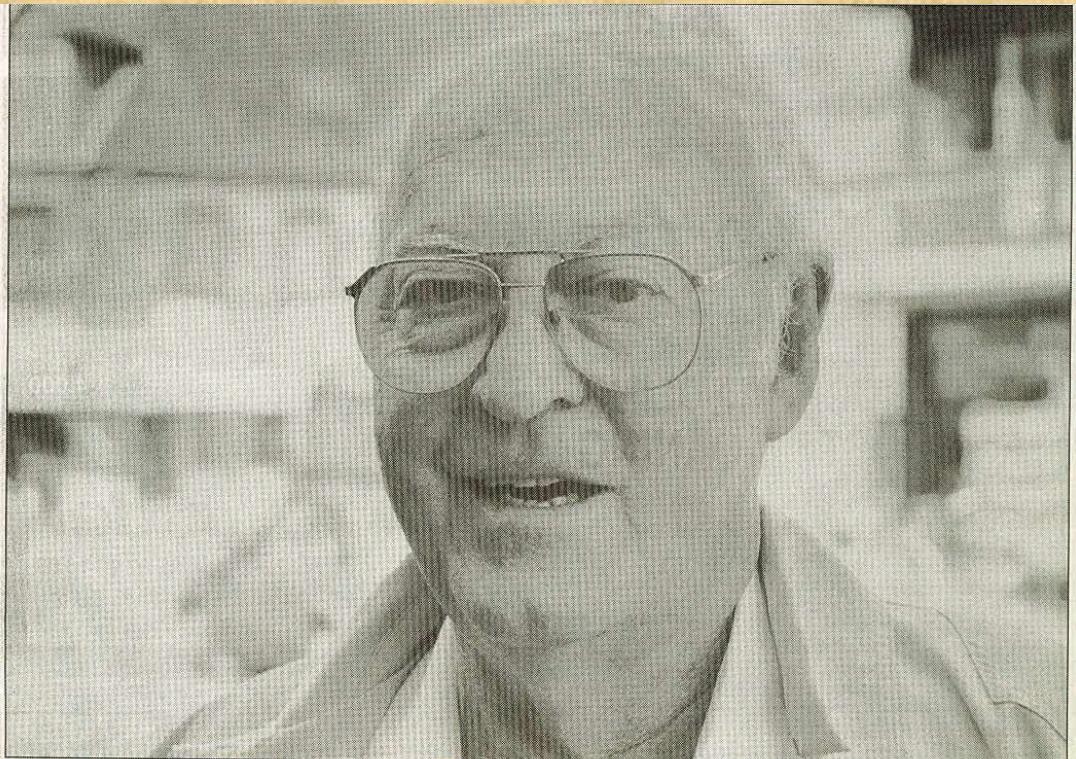
bjerg - når de seks øvrige

besætningsmedlemmer forblev i flyet og blev skudt ned i luftkampen med den tyske jager ved Beerstedgård?

Morice og McGregor - bombebusteren - er tilsyneladende kilderne til Carsten Petersens ret indgående beskrivelse af den nat i »Luftkrig over Danmark«. Her hedder det om Champion: »Sgt. W. J. Champion blev dræbt under luftkampen og blev den 13. november 1943 begravet på kirkegården i Frederikshavn. Han blev 25 år.«

At Champion skulle være dræbt under selve luftkampen, kan Gordon Williams imidlertid afvisse på det bestemteste. For han så ham passere forbi sig og springe ud, lige før han selv sprang. På det tidspunkt var Bill Champion ikke såret.

Thisted Dagblad har forsøgt at kontakte forfatteren Carsten Petersen, Århus, men det er ikke lykkedes. Hos Bollerup Boghandels Forlag i Ringkøbing, som har udgivet »Luftkrig over Danmark«, oplyser man imidlertid, at hans kilder som oftest er de officielle arkiver i Freiburg og London, og her ligger der formodentlig sprugtet ud med faldskærm og landet i havet. Hvorfor skulle han springe ud over havet - at skrive om sine oplevelser. Det var han dog på det tidspunkt ikke fysisk i stand til.



*Gordon Williams: Det har været en kæmpeoplevelse igen at være i Thy. Jeg har mødt stor gæstfrihed, og jeg har fået sat mange ting på plads om, hvad der skete, dengang jeg i 1943 blev skudt ned ved Kallerup Kjær.*

Arkivfoto

**Gordon Williams:** It has been a colossal experience to be in Thy again. I have met great hospitality, and I have got put many things right on what happened when I was shut down near Kallerup Fen.

1995.09.12  
Thisted Dagblad

**Krigsveteranen fra New Zealand:**

# Skoleelever i Thy er meget interesserede

**Skoleeleverne i Hurup, Snedsted og Thisted var meget interesserede tilhørere til beretningerne om Anden Verdenskrig, konstaterede den newzealandske veteran, Gordon Williams, inden han i dag til middag forlod Hurup for at rejse hjem igen efter to ugers ophold.**

Med 31 års erfaring som skolelærer fornemmer jeg hurtigt, om mine tilhørere er med eller ej. Det var de. Eleverne var meget interesserede i at høre mine beretninger om Anden Verdenskrig, sagde Gordon Williams til Thisted Dagblad i går, mandag.

I dag er hans rejst fra Karup Lufthavn via København og London samt Bangkok og Sidney til Brisbane, som er den nærmeste lufthavn ved hans hjem i Eudlo i Queensland i Australien. I alt vil rejsen tage ham 30 timer, inden han lander i Brisbane i morgen tidlig, torsdag.

I løbet af de godt to uger, han har boet hos Ingrid og Poul B. Jørgensen i Hurup,

har han holdt foredrag på skoler i Hurup, Snedsted og Thisted samt for voksenundervisningen i Humlum:

Skoleeleverne var meget interesserede. De lyttede intens, spurgte ikke så meget på engelsk, men de var med, fornemmeude jeg. Jeg var til gengæld imponeert over udstyret i danske skoler. Det gælder såvel inventar som bøger og pe-ere. Det er jeg ikke vant til. Og så de lave klassekotienter. Jeg har aldrig undervist i en klasse med færre end 29 elever, sagde Gordon Williams.

Tiden i Thy har været en kæmpeoplevelse for ham, der 4. november 1943 blev skudt ned af en tysk jager ved Kallerup Kjær, da han ved rorpinden i sit Stirlingfly var på vej på en mineudlægningsopgave.

Jeg er blevet klar over mange ting, som skete den nat, hvor jeg sprang ud med faldskærm, fik hjælp i form af civilt tøj og gik langs jernbanelinjen fra Todbøl til Hørnum. Og jeg har mødt flere, som oplevede luftkampen den nat, hvor et andet fly ved skudt ned ved Beerstedsgård, fortalte Gordon Williams.

Han har også hørt folk beklage, at han og flere af kammeraterne fra flyet ved overgivet til tyskerne. Men

det er egentlig ganske logisk, mener han:

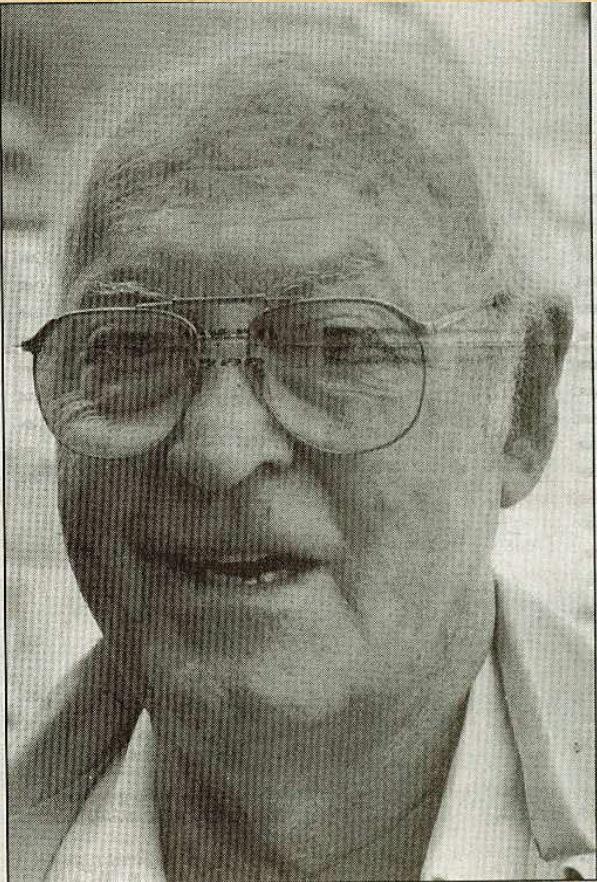
Da jeg sad på elværket i Hørnum den morgen, var jeg helt udset. Jeg husker dog, at man sagde til mig, at jeg ved at blive overgivet til tyskerne kun risikerede at komme i fangelejr. Ved at forsøge at hjælpe mig væk, ville de lokale derimod risikere koncentrationslejr og døden, og i øvrigt regnede ingen i november 1943 med, at krigen ville vare så længe, som den gjorde. Det lød meget logisk for mig. Endelig må man sige, at risikoet for tilfangetagelse stadig var stor, selv om jeg i første omgang kom videre, for tyskerne vidste jo, at vi var kommet ned, sagde Gordon Williams mandag.

Udover besøgene i skolerne har han talt for Rotaryklubben i Sydthy, har besøgt Nordvestjysk Folkecenter i Sdr. Ydby, Nors Hovedgård og flere landbrug samt deltaget i 25 års jubilæet i Thisted Luftavn. Så han var mættet med indtryk, da han sagde farvel til Hurup.

Den allersterste oplevelse var dog nok, at det lykkedes Poul B. Jørgensen at opspore hans gamle besætningskammerat, Morice, som nu bor i England, og som Williams ikke har set siden 1945. Da de fik

hinanden i telefonen, viste det sig, at Morice efter krigen giftede sig med enken efter en anden besætningskammerat, Bill Champion, som alle nu er sikre på mistede livet ved Kallerup Kjær, fordi hans faldskærm ikke foldede sig ud. Han ligger begravet i Frederikshavn, og Gordon Williams nædede også at besøge gravstedet dør.

Translation page 11



Arkivfoto

*Ungdommen i Thy fik forhåbentlig en bedre forståelse for Anden Verdenskrig, skriver Gordon Williams.*

**Hopefully** the youth of Thy will get a better understanding of World War II, Gordon Williams writes.

1996.03.20  
Thisted Dagblad

# Brev sendt »med robåd«

**Krigsveteran** sendte julehilsen fra Australien til Sydthy, men postgangen varede tre måneder

Den newzealandske krigsveteran Gordon Williams sendte 8. december en julehilsen fra Eudlo i Australien, hvor han nu bor.

Men den blev først 12. marts afleveret på modtageradressen Tjørnevænget 13 i Hurup hos Ingrid og Poul B. Jørgensen.

De var hans værter, da han i sensommeren besøgte Thy, hvor han 4. november 1943 blev skudt ned over Kallerup Kjær af en tysk jager. Gordon Williams var rundt på en række skoler i Thy for at fortælle om Anden Verdenskrig og hans oplevelser som pilot og krigsfange.

- Den pakke må da have taget den lange vej pr. robåd, siger Poul B. Jørgensen, der ikke hos

postvæsenet har kunnet få nogen forklaring på, hvorfor han først nu har fået julehilsenerne til de mange venner, Gordon Williams fik under sit besøg her.

Selv er han taknemmelig for, at han igen fik mulighed for at besøge Thy og genopfriske hukommelsen, og han håber, at med sine foredrag på skolerne har kunnet hjælpe ungdommen til en bedre forståelse af, hvad der skete for godt et halvt hundrede år siden.

Poul B. Jørgensen, der for egen regning havde inviteret Gordon Williams, har nu gjort regnskabet op.

Diverse bidrag fra skoler, legater, firmaer og private er løbet op 15.130,74 kr., mens de samlede udgifter inklusive flybillettet, kørsel og renter af kassekredit kun beløber sig til 13.428,81 kr. Det er derfor bestemt, at overskuddet på 1.701,93 kr. tilfalder Egnshistorisk Forening for Sydthy. dl.

# Letter sent "by rowing boat"

The war veteran sent he has not until now received Christmas greetings from the greetings to all the Australia to South Thy, but the parcel was three months on its way.

Gordon Williams himself is thankful that he once again had the opportunity to visit Zealandic war veteran Thy and refresh his memory, Gordon Williams sent a and he hopes that he with his lectures in the schools has been able to help the youth to a better understanding of what happened well more than half a century ago.

But it was not delivered at the receivers' address Tjørnevænget 13 in Hurup at Ingrid and Poul B. Jørgensen until March 12th.

They were his hosts when he in the late summer visited Thy, where he on the 4th of November 1943 was shut down over Kallerup Den by a German fighter. Gordon Williams visited several schools in Thy lecturing about World War II and his experiences as a pilot and a POW. Various contributions from schools, bursaries, companies, and private people have summed to 15,130.74 DKK, but all expenses, flight tickets, driving etc., amounted to 13,428.81 DKK. Therefore it has been decided that the surplus of 1,701.93 DKK falls to The

That parcel must have travelled the long way in a of South Thy. rowing boat, Poul B. Jørgensen says. The post office has not been able to explain why

Kopi af det brev, der blev sendt til Gordon Williams' mor, da han blev meldt savnet.

Copy of the letter sent to Gordon Williams' mother, when he was reported missing.

R.A.F. Station,  
Mepal,  
Nr. Ely.

75NZ/S1/3AIR

6th November, 1943.

Dear

It grieves me deeply to have to write to you in such sad circumstances as these. Your son had been with my Squadron for some time and had become very popular through his ever cheerful and willing disposition. He was an excellent pilot and great things were expected of him. He was keen at his job and showed skill in anything he undertook. His loss, as grievous as it is to yourself, is a heavy blow to the Squadron and to the Service.

On this fateful night, he and his crew were detailed to carry out an operational sortie against the enemy. I have no clue as to the cause of their non-return, as after leaving base no further signal was received from the aircraft. Knowing, however, the skill of your son as captain of this aircraft and that the other members of the crew formed such a valuable and skilful team, there is a possibility that they are in enemy hands. Any news which we may receive you can rest assured will be sent to you without delay.

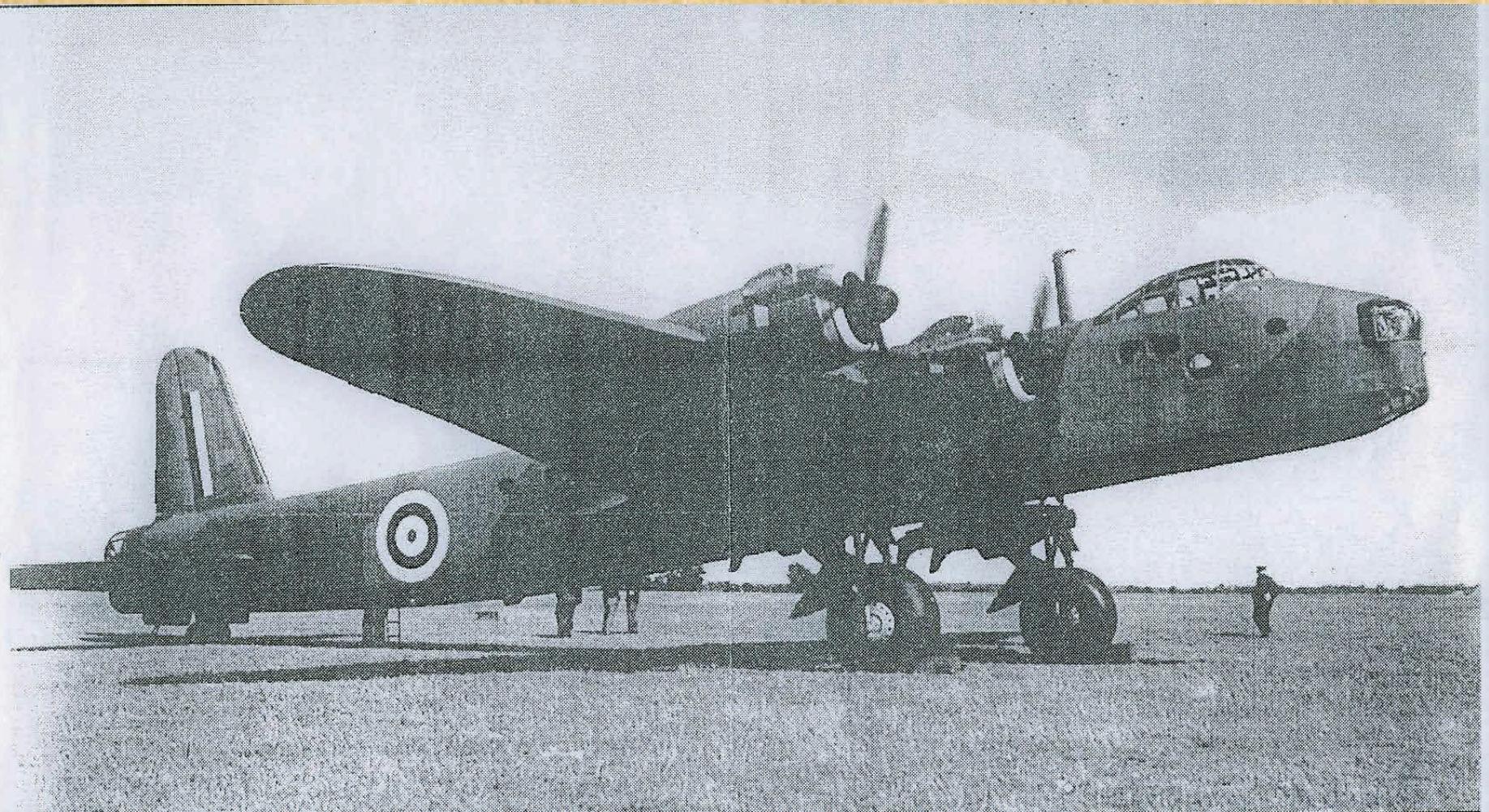
All the personal belongings of your son have been gathered together and are held by the Committee of Adjustment, Colnbrook, Slough. From that department they will be forwarded to you at a later date.

Please accept the deepest sympathy of all ranks of my Squadron and of myself, during this time of sorrow and anxious waiting. We pray with you for his safety and well being.

Yours

Wing Commander.

Mrs. D.E. Williams,  
Tawa Street,  
Melville,  
Hamilton,  
NEW ZEALAND.



■ The Stirling Aircraft Association commemorates the 50th anniversary of the first operational flight of the Stirling bomber from Oakington in February.

A special celebration dinner will be held at Slepe Hall Hotel, St Ives,

followed by a memorial service at All Saints' Church, Longstanton.

Members from all parts of the country and many parts of the world are expected to attend the function including some that flew on the first mission.

Three Stirling Bombers took off

from Oakington on February 10, 1941, to bomb the oil installations at Rotterdam. It was the start of a long war campaign by the Stirling aircraft. Today, the aim of the Stirling Association is to keep interest in the great machine alive and endeavour to find enough of

one to put on display. After the Stirling was withdrawn from main force bomber operations in November 1943, many were converted to Mk 1V glider tugs and Mk V transports. It towed gliders and carried parachute troops into the Normandy invasion and Arnhem.

# Tidligere RAF-pilot Gordon Williams død

**HURUP:** Den 19. december 2006 døde tidligere RAF-pilot Gordon Williams i Australien, oplyser Poul B. Jørgensen, Hurup, der siden 1975 har kendt Gordon Williams, der har været i Thy fire gange.

Første gang var natten til den 4. november 1943, hvor et bombefly fra Royal Air Force blev skudt ned over Midtthy. Flyets pilot var den dengang 21-årige newzealandske Gordon Williams, der var pilot i Royal Force's 75. newzealandske eskadrille, der var blevet beordret til Østersøen for

at lægge miner ud i forbindelse med at en tysk konvoj sejlede gennem Østersøen.

Ved et uheld blev eskadrillen beordret til flyve i en højde af 9000 fod over Danmark. Det skulle have været 900 fod - det vil sige under skydækket, hvor de tyske jagere ikke kunne beskyde bombeflyene. Resultatet var fatalt for de fire RAF-fly, der blev angrebet af tyske jagere. Kun ét fly vendte tilbage til basen i England - og flyet medbragte ligene af tre besætningsmedlemmer.

Flyet med Gordon Wil-

liams blev skudt ned over Kallerup, hvor besætningen sprang ud med faldskærme - herunder blev ét besætningsmedlem dræbt, da hans faldskærme ikke foldede sig ud. Et andet fly blev skudt ned over Beersted - og alle besætningsmedlemmer omkom.

Gordon Williams blev reddet - og endte i tysk krigsfangelejr.

## Møde med fortiden

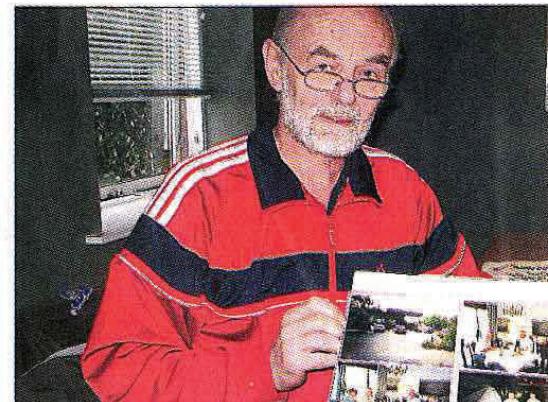
I 1975 vendte Gordon Williams sammen med sin kone tilbage til Danmark, hvor han ønskede at gense det sted, hvor hans fly blev skudt ned - og møde de mennesker, der havde været med til at redde ham.

Ved et tilfælde mødte han Poul B. Jørgensen ved dennes sommerhus i Humlum. Mødet førte til et varmt venskab mellem ægteparret Williams og ægteparret Jørgensen. Således havde Ingrid og Poul B. Jørgensen Valda og Gordon Williams boende under opholdet i Thy, hvor Gordon fik lejlighed til at møde en række mennesker, der havde været involveret i hans redning i 1943.

I 1995 fejrede Danmark 50 året for befrielsen. I den forbindelse tog Poul B. Jørgensen initiativet til at invi-



I 1995 nedlagde Gordon Williams en krans på krigskirkegården i Frederikshavn, hvor hans kollega fra RAF-flyet, der blev skudt ned over Thy, ligger begravet.



- Det har været en utrolig oplevelse at møde Gordon Williams, siger Poul B. Jørgensen, der her viser billeder fra scrapbogen, der indeholder en række artikler m.v. om Gordon Williams besøg i Thy. Foto Knud Erichsen

- It has been an incredible experience to meet Gordon Williams, says Poul B. Jørgensen, who here shows pictures from the scrap book, which contains a series of articles etc. About Gordon Williams' visits in Thy. Photo: Knud Erichsen

tere Gordon Williams til Thy, hvor han skulle fortælle om begivenhederne dengang. Det lykkedes Poul B. Jørgensen at indsamle penge til rejsen.

Historien gentog sig i 1998, hvor Poul B. Jørgen-

sen igen inviterede Gordon Williams til Thy. Denne gang havde han sin kone Valda med.

## Død

- Traditionen tro ringede jeg til Gordon 2. juledag

sidste år for at ønske ham tillykke med fødselsdagen. Men telefonen blev ikke taget - og efterfølgende erfarede jeg, at Gordon døde den 19. december - syv dage før sin 85 års fødselsdag, fortæller Poul B. Jørg-

ensen og tilføjér, at Gordons kone var død få år tidligere.

Af Knud Erichsen

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Translation page 11

In 1995 Gordon Williams laid a wreath in the war cemetery in Frederikshavn, where his colleague from the RAF-aircraft that was shot down over Thy, is buried.

# The fatal nought - too much.

New Zealandic war veteran who was shut down at Kallerup in 1943 seeks contact with people from that time.

Two misunderstandings were the direct reason why Gordon Williams from New Zealand was shut down at Kallerup the night of November 4th when he was steering his Stirling aircraft over Denmark in a height of 9000 feet.

The trip itself was due to a misunderstanding in the intelligence service which had observed a convoy in the Baltic Sea and reported it, after which RAF's 75th New Zealandic Squadron was sent off to drop mines. But at that time the convoy had already reached out into the Kattegat.

What was still worse, and which should turn out disastrous, was that the squadron via tele printer got the order to fly over Denmark in a height of 9000 feet. But it should have said 900 feet. The British aircraft would namely have been able to pass under the cover of clouds, while they were now full visible for the German fighters. The nought too much was decisive for Gordon Williams and his friends.

Only one of the four aircraft returned to the base in Mepal near Ely in Cambridgeshire, and that brought along the dead bodies of three crew members who were shot. Three aircraft never returned.

One of them was shut down near Beerstedgård in Central Thy by a German Ju88 fighter, and all

crew members were killed. Six of them lie buried in Frederikshavn, while the seventh crew member, Sergeant Copeland, according to the book "Luftkrig over Danmark" (Carsten Petersen, vol IV, Ringkøbing 1989) was never found.

The same book thinks that one plane disappeared over the sea.

The fourth plane was shot down at Kallerup by another German Ju-88 nightfighter. That plane had Gordon Williams at the stick, and at any rate six out of seven members of the crew survived, yet, one of them with a broken ankle.

The radio operator, Bill Champion, lies buried in Frederikshavn, according to "Faldne allierede flyvere 1939-1945" (Odense Universitets forlag, 1978). Yet, there is an uncertainty about his death.

Gordon Williams himself managed well. He saw light in a house in the neighbourhood, hurried to the house, and knocked the door. A man came out, and when he saw the RAF uniform, he hurried to pull the uninvited guest inside. He and the wife quickly found some clothes which Gordon Williams got over the uniform; after which the man went out to take in the parachute.

Gordon Williams would have headed towards Aalborg, but the man made it clear to him that it would be safer to go southwards, and Gordon Williams followed the advice. He followed the railway line and remembers that he passed Snedsted

Station but went on southwards.

At Hørðum he went to a farm to find a place to sleep. Suddenly a man pulled him on with a hay fork, Then he cleared out and arrived later at the power station of the town, where he again showed the RAF uniform. Hurriedly he was taken inside, and they called head teacher Christian Larsen. He advised to report it to the police, and police inspector Thousig from Hurup was sent for.

He brought Gordon Williams to the German headquarters in Thisted, to which three of his crew mates also arrived during the night. Some days later they went southwards by train and Gordon Williams remembers that they were in the Central Station in Hamburg, when the allies bombed the city.

They continued to a reception camp for POWs near Frankfurt on Main where they were interrogated for 5 days:

- I was very surprised when the Germans by hearing my name and my rank could tell that I had landed in Portugal in 1941. That was correct, but I got away again. That is a quite different story, though, but their intelligence service was obviously efficient.

After the interrogation the New Zealanders and other POWs were put on the train to the coast of the Baltic Sea where they ended in a POW camp near the town of Barth between Rostock and Stralsund.

It was one of Göring's propaganda camps, Gordon Williams tells. Two propaganda camps were shown to the press, so the whole world could see in what luxury a POW lived in Germany. That meant, among other things, that there were rinsing toilets in the camp.

Except for a five months' stay in a camp hospital Gordon Williams was in the Barth-camp until the end of the war. The Russians didn't come to the camp until about May 1st 1945, but later both Britons and Americans came. Gordon Williams and his friends took part in some of the festivities on the occasion of the end of the war, but on May 17th they were flown from Hamburg via Rotterdam to London.

The war was not over in the Far East, so Gordon Williams was offered to fly to Burma as a bomber-pilot, but he thanked no. Instead he got married, and in the end of October the newly-weds sailed via Australia to New Zealand. On January 21st 1946 he was at last demobilised from the World War.

## Who helped me?

The war veteran Gordon Williams (73) from New Zealand came to Hurup last Monday.

He's going to stay here for two weeks, and there is among other things arranged a series of lectures on schools and the like.

But time shall also be spent on studies in the dark points from the shoot down almost 52 years ago.

- I would like to know more about my friend, Bill Champion, who lies buried in Frederikshavn. But I would also like to meet some of those, who helped me at that time. Who was the married couple near the shoot down place in Kallerup, who were the people on the power station in Hørдум?

So Gordon Williams is asking. He can be contacted at Ingrid and Poul B. Jørgensen, Tjørnevænget 13, Hurup, telephone 97 95 16 63. Readers, who can contribute with new information are also welcome to contact Thisted Dagblad's Sydthy (South Thy) editorial office in Hurup on telephone 97 95 11 77.

It's the second time Gordon Williams is visiting family Jørgensen in Hurup.

In 1975 he was together with his wife by car on his way to Thy, when he at Humlum met Poul B. Jørgensen. He was down to look at his summer residence, and since the camping ground was closed, he took the married couple from New Zealand with him to Hurup.

Poul B. Jørgensen contacted police inspector Thousig, who at that time picked up Gordon Williams in Hørдум, and they had a talk together.

On the occasion of the 50th anniversary of the Liberation Poul B. Jørgensen had the idea to invite Gordon Williams to Thy to tell about the experiences he had back then, and for his own expense and risk he has invited him. In the meantime a temporary account has been opened in Unibank Hurup, where interested can contribute with amounts to the travelling expenses of 12.000 kr. The account is managed by bank director Poul Erik Mortensen and chartered accountant Jan Østergaard.

Gordon Williams was born in the country in New Zealand and would originally have been a farmer. But when he for three years had in vain tried to buy a farm, he got a job as a clerk the Ministry for Social Affairs.

After the war he was transferred to the police, where he got an education. But when the head wouldn't let him be promoted as promised, he became a teacher in the primary and lower secondary school, and that job he kept for 31 years. The damages from the war started to trouble him, and in 1975 he was forced to retire:

- But I'm doing just fine with my war pension and my disablement pension, he explains.

His first wife, whom he married in 1945, died about 25 years ago. Since he married again, and they will soon celebrate their silver wedding. She was, by the way, a widow after one of his good friends.

10 years ago they decided to move to Australia to be near his son, and here they have started a kennel for cats. Almost by chance, because there was an urgent need in the area.

## What happened to Bill?

Even if translation was necessary during most of the conversation there was quickly established a human understanding between the two, when Gordon Williams Wednesday met Jens Jørgensen, Arup.

For they talked immediately about the same: the air battles at Beerstedgård and Kallerup Den the night of November 4th 1943 and the two down shot allied planes.

The that time 25 year old Jens Jørgensen stood at the east gable of his parents' farmhouse on Todbøl Mark and saw all of it.

Jens Jørgensen could later on the day point out to Gordon Williams where his plane hit the ground and the place where Williams landed with his parachute and finally the house at the level crossing in Todbøl where he got civilian clothes, after he had come down over Store Todbøl's beet field and up across the railroad. It was from here he continued along the railway line towards Snedsted and Hørдум.

What neither of them could figure out for sure was this: what happened to Bill?

The radio operator William James Champion - called Bill - jumped out with parachute as the last but one, just before the pilot Gordon Williams. Since then Gordon Williams never saw him, but at a short meeting in London in 1945 he heard that Bill had survived the jump and had come into contact with the resistance movement, but later on he had been shot by the Germans because he had helped the resistance people with their radios.

He got the information during a 5 minutes' conversation with Morice - the navigator - whom he has never been in touch with since. Morice escaped when he was taken to the hospital in Thisted by Falck. He managed to disappear, before the Germans came to fetch him, and via Biersted Rectory at Aabybro he came to Sæby and from there to Hveen.

However, Jens Jørgensen could tell that the next morning two young men, who would see Williams' plane, found a parachute. It was close to the place, where Williams himself hit the ground with his parachute. When the two young men lifted up the parachute, a dead man sat in the soil underneath. The parachute had quite simple never unfolded, and he had hit the ground like a projectile with his behind down and the legs pressed up against the face.

Much could suggest that it was the man, who was later on buried in Frederikshavn as Bill Champion. It seems like that in the book "Faldne allierede flyvere 1939-1945", yet, it says in an enclosure that Champion was "dead by burning", and later on:

"The body was transported to Frederikshavn on a German lorry and placed in the German mortuary (northern mole) on 9/11-1943. On 10/11- 1943 the signer has put the body into a coffin and that's why there is a reason to doubt the official German death certificate and cause of death. The same day three English airmen were brought to the mortuary and laid into coffins, and therefore it's not possible to remember certain details about above mentioned. If

the death course could have been burning the body would without doubt have been brought here in a coffin.

The letter is dated in Frederikshavn December 15th 1945 and signed by Harding Qvesel. It is written to the head of the Parkcompany Vendsyssel, detective constable Kaj Mortensen. Sindal.

If the story that Bill Champion survived and was later on shot is true, it has to be another man's body which was buried in Frederikshavn, because here the day of death (the day of finding) is stated as November 4th 1943 and the place as Kallerup - consequently it must be the man in the soil.

Could he on the other hand be that Sergeant Copeland, who was missing from the shut down plane near Beerstedgård? Perhaps, even if it doesn't really fit in with Jens Jørgensens placing of the two planes in the sky that evening around eight o'clock. But in return the conclusion in "Luftkrig over Danmark" doesn't seem to be so likely, either. Here it is said about Copeland, "He has presumably bailed and landed in the sea". Why should he bail over the sea - over which the plane had not been since it entered Denmark near Esbjerg - when the six other members of the crew remained in the plane and were shot down in the air battle with the German fighter at Beerstedgård?

Morice and McGregor - bomb aimer - are apparently the sources of Carsten Petersen's quite detailed description of that night in "Air battle over Denmark". Here it says about Champion, "Sgt. W. J. Champion was killed during the air battle and was buried on November 13th in the cemetery in Frederikshavn. He was only 25 years old."

That Champion should have been killed during the air battle itself, Gordon Williams can turn down for sure. Because he saw him passing by and jump out, just before he jumped himself. At that time Bill Champion wasn't hurt.

Thisted Dagblad has tried to get in touch with the author Carsten Petersen, Århus, but didn't succeed. At Bollerup Bookselling's Publishing in Ringkøbing, which has published "Luftkrig over Danmark", they explain that his sources are often the official files in Freiburg and London, and here are presumably reports from Morice and McGregor, and also Gordon Williams was formerly asked to write about his experiences. Yet, at that time he was unable to do it because of his physics.

The war veteran from New Zealand:

## Pupils in Thy are very interested:

**The pupils in Hurup, Poul B. Jørgensen in Snedsted, and Thisted were very interested listeners to the narratives about World War II, the New Zealandic war veteran, Gordon Williams, stated before he today at noon left Hurup to go home again after two weeks' stay.**

- With 31 years experience as a schoolteacher I quickly sense, if my audiences are with me or not. They were. The pupils were very interested in listening to my narratives about World War II, Gordon Williams said to Thisted Dagblad yesterday, Gordon Williams said.

The period in Thy has been a great experience to him who November 4th 1943 was shot down plus Bangkok and Sidney to Brisbane which is the adjacent airport to his home in Eudlo, Queensland, Australia. Totally the journey will take him 30 hours before he'll land in Brisbane

many things which happened that night, where I bailed out, got civilian clothes, and walked along the railway line

than two weeks he has stayed with Ingrid and from Todbøl to Hørðum.

Hurup, I have given persons who experienced lectures on the schools in Hurup, Snedsted, and where another plane was Thisted plus to the adult education classes in Humlum:

- The pupils were very interested. They listened intensely, didn't ask so much in English, but they were with, I sensed. In return I was very impressed with the equipment in Danish schools.

It is both furniture and books and PCs. I'm not accustomed to that. And then the low class averages. I have never taught in a class with less than 29 pupils, Gordon Williams said.

Gordon Williams has been a great experience to him who November 4th 1943 was shot down by a German fighter at Kallerup Kær (Fen), when he at the stick of his Stirling plane was on his way on a minelaying task.

- I have become aware of many things which happened that night, where I bailed out, got civilian clothes, and walked along the railway line

And I have met more persons who experienced the air battle that night, in Hurup, Snedsted, and where another plane was shot down at Beerstedgård (Beersted-farm). Gordon Williams told.

He has also heard people regret that he and more of the friends from the plane were handed over to the Germans, but after all it's quite logic, he thinks:

- When I was sitting in the power station in Hørðum that morning I was quite exhausted. Yet, I remember that they told me that I by being handed

over to the Germans would only risk getting into a POW-camp. By trying to help me to escape the locals would on the contrary risk concentration camp and the death, and by the way nobody in November 1943 thought that the war

would last as long as it did. It sounded quite logic to me. Eventually one must say that the risk of capture was still great, even if I in the first place would get on, because the Germans

knew that we had come down, Gordon Williams reached to visit the burial place there.

## Former RAF-pilot Gordon Williams dead.

**HURUP:** On December 19th 2006 former RAF-pilot Gordon Williams died in Australia, Poul B. Jørgensen, Hurup, informs. Since 1975 he has known Gordon Williams, who has been in Thy four times.

The first time was on the night of November 4th 1943, where a bomber from Royal Air Force was shut down over Mid Thy. The pilot of the aircraft was New Zealandic Gordon Williams (then 21 years old), who was pilot in Royal Air Force's 75th New Zealandic squadron, which had been ordered to the Baltic Sea to lay mines, when a German convoy was on its way through the Baltic Sea.

By an accident the squadron was ordered to fly at a height of 9000 feet over Denmark. It should have been 900 feet - i. e under the cloud cover, where the German fighters could not fire at the bombers. The result was fatal for the four RAF-aircraft, which were attacked by German fighters. Only one aircraft returned to the base in England - and the aircraft carried with it the bodies of three members of the crew.

The aircraft with Gordon Williams was shut down over Kallerup, where the crew bailed out - one was killed, because the parachute did not open. Another aircraft was shut down over Beersted - all members of the crew were killed.

Gordon Williams was saved - and ended up in a German POW camp.

### Meeting with the past.

In 1975 Gordon Williams returned to Denmark with his wife. He wanted to see again the place, where his aircraft was shut down - and meet the people, who had helped to save him.

By chance he met Poul B. Jørgensen at his summerhouse in Humlum. The meeting led to a warm friendship among the married couples Williams and Jørgensen. Thus Valda and Gordon Williams stayed with Ingrid and Poul Jørgensen during their stay in Thy, where Gordon had the opportunity to meet a number of people, who had been involved in his rescue in 1943.

In 1995 Denmark celebrated the 50th anniversary of the Liberation. In that connection Poul Jørgensen took the initiative in invitation Gordon Williams to Thy, where he should tell about the events from then. Poul Jørgensen succeeded in collecting the money for the journey.

The story was repeated in 1998, where Poul Jørgensen again invited Gordon Williams to Thy. This time he brought along his wife Valda.

### Dead.

According to tradition I called Gordon on Boxing Day last year to congratulate him on his birthday, but the telephone was not answered - and after that I learnt that Gordon died on December 19th - seven days before his 85th anniversary, Poul B. Jørgensen tells and adds that Gordon's wife passed away a few years before.

Books mentioned in the newspaper articles:

- 1) Carsten Petersen: Luftkrig over Danmark. Ringkøbing 1989. Air battle over Denmark.
2. Falne allierede flyvere 1939 - 1945. Odense Universitets Forlag 1978.  
Fallen allied airmen 1939 - 1945

Falck is the Danish Rescue Service (Ambulance service) from Clemmen Brunsgaard: Krigsdagbog.

from Clemmen Brunsgaard: Krigsdagbog.  
**Clemmen Brunsgaard: War Diary.**

#### **November 5th 1943.**

Last night at around 8 o'clock two big English aircraft crashed, one of them on "sognefoged" (i.e. official performing certain judicial functions in the parish) Jens Larsen Jensen's field in Beersted. They had been in air battle and had been damaged. Near by dead bodies of three airmen were found. One airman, who had come down by parachute and who had broken one leg, was found in Gjersbøl and was taken to the hospital in Thisted by Falck\*. Here the Germans fetched him during the night. An unhurt airman was found in Kallerup. He turned up in a farm and gave in his name.

It is thought that there have been at least six men on each aircraft. The others have apparently bailed out, and it is so far not known where they have landed. The airmen had their pockets full of Dutch and French bank notes, and there were parcels with bank notes in the airplanes. The police from Thisted appeared first, and some C.B.s (civilian constables) picked up a part of the money for themselves. But when the Germans arrived, they had to hand all of it over. In the aircraft there were also printed propaganda-papers in Danish.

Both aircraft burnt and the huge fires could be seen far away most of the night. In Thisted they could clearly see them.

This morning a postman discovered that about one kilometer north of Hørдум railway station there were three big bombs not far from the railway line. Both evening- and morning trains had passed the place. One of the bombs was only 25 meters from the track and the train service was therefore suspended. Passengers and post was taken by bus between Thisted and Hørдум.

#### **November 8th 1943.**

Yesterday I was on a trip to Kallerup and Beersted, where the English airmen crashed. The aircraft in Kallerup is on a hill a little north east of the church. It is a four engine "flying fortress", a huge aircraft, but totally burnt out.

It has come relatively low from southwest and apparently not very fast, because it lies over the surface. Some of the engines have fallen out before the airplane hit the ground, and they are lying 50-100 meters from the aircraft itself. It is guarded by German soldiers, but must naturally be taken away. There were no killed at this aircraft. The whole crew must have bailed out.

The aircraft from Beersted, which was not far north-west of Beerstedgård, had been removed, but there were six big holes in the soil, where the engines and other big parts had dug down. This aircraft had come from the south, and it is to be seen that it has hit the ground with violent power. The bits have been spread over 3-4 acres, and far around the place the ground is almost covered in countless pieces of wood and metal.

Remains of burnt clothes were also to be seen, and a torn off foot had just been found. Three bodies were found in or close to this aircraft, but everybody was horrifyingly mutilated, and the pieces were spread all over the field. The Germans collected them all.

Presumably there have been 12-14 men in both aircraft, so 9-11 should be alive. One man was immediately taken in Kallerup, and another, who had broken a leg, was fetched by Falck\* in Gjersbøl. He was taken to Thisted

Hospital, but about 2 o'clock in the morning the Germans came to take him. They brought him to Aalborg in an ordinary car.

Next day another man appeared. He turned in at Peter Bojesen's in Gjersbøl, where he offered money - from all accounts 12000 DKR. - to be hidden, but because they dared not accommodate him, the "sognefoged" was sent for. He called the police, and as it is thought that the airman had hurt himself, they let Falck fetch him and take him to hospital. Here it turned out that the man was unhurt.

Not until now the police informed the Germans, but it lasted about one hour and a half before the Germans came to fetch the man, and in the meantime he had made himself invisible by escaping through a window. He has not been seen since, and today the police is instituting a search for him through big advertisements in the papers. It is a young Australian who is unable to speak other languages than English, and it is not likely that he can hold his own for very long. Yet, in Gjersbøl he said that he had both a compass and a radio transmitter with him, and that he would try to get to the coast to get to England. The other captives are also Australians.

\* Falck is the Danish Rescue Service (Ambulance service)