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| 137 RAF (FC) | MN126 SF-‘X’ | Typhoon Mk. IB | 1944-08-04 ± 16.48 hrs. (local time) | Oosterschelde area, Prov. of Zeeland / in the S.W. part of the Netherlands, near Colijnsplaat village etc. (thus far outside our own research area, but the pilot is buried later in the Vlieland / Flylân isle cemetery, Prov. of Friesland / Fryslân) RAF station Manston, on Thanet island, in N.E. Kent (UK); took off ± 16.05 hrs. (same afternoon, Fri. 4 th of Aug. 1944) |
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(reconnaissance and anti-shipping mission across the North Sea, with 4 planes of No.137 ‘Horse Head’ Sqdn.; already their 4th operation of the day, and over the Zeeland delta waters again / nearby the island of Noord-Beveland etc. (Oosterschelde / De Krammer), and against two Merchant Fleet coasters - likely each 400-500 tons vessels - which were under escort originally of at least one Kriegsmarine M/V. (diesel powered), numbered SAT 12, which was a so called ‘Schwere Artillerie Träger’ (of 2,000 ton, according to the RAF sources); in fact it was the in 1937 Dutch build M/V. ‘Globe’, ever a cargo ship / coaster (314 ton only !), of a shipping company in the Prov. of Groningen / NL., but captured by the Germans in Sept. 1941, and rebuild / armed in Hamburg city (at the ‘Schiffswerft’ / shipyard of J.J. Sietas GmbH.), and in those moments..... already burning and sinking (at least 6 men killed aboard), in ‘De Krammer’ area of the Oosterschelde, after earlier rocket attacks etc., by No. 137 Sqdn. Typhoons; whatsoever, he and his colleague pilots were trying to ‘finish the job’ now, by attacking the remaining ships of the convoy; but it wasn’t very successful, because of the heavy and accurate ‘ack-ack’..... while he went in for a 2nd attack then, his a/c. was badly hit by return fire, resulting in a crash into the sea soon, in between the enemy ships and the nearby mudflats, in front of the island coastline; his mates returned safe on the home station later, after searching first for him / his craft, thus over the crash site for a while (still under fire !); however, no parachute etc. was observed.....; by the way, the pilots who landed safe in England at the end, were: P/O. E. Asworth (flying MN627), P/O. J. Gates (piloting MN995) and F/O. H.T. Nicholls (in the JP663, which a/c. was damaged by debris and/or enemy fire)

- Global **weather** conditions at **crash site** in Zeeland (on sea level) **Fri. 4th Aug. 1944** (KNMI station Vlissingen / Flushing / Zld.):

Sunshine ± 12.8 hrs. Almost no clouds (1/10) and no rain. Clear skies / excellent visibility. Wind - E.N.E. (min. / max.) 3.1 - 5.2 m/sec. (6.9 - 11.6 mph.).

Temp. (min. / max.) 15.8 - 25.7° C. (60.4 - 78.3° F.). Atm. press. ± 1023 hPa.

- Global **weather** conditions at **Vlieland** coastline (on sea level) **Mo. 11th Sept. 1944** (KNMI station Eelde / Gron. - records of station De Kooy / N.-H. alas not available):

Sunshine ± 2.2 hrs. Overcast ca. 70% (7/10 clouds), but no rain. Visibility rather good. Wind - W.N.W. (min. / max.) 1.5 - 3.1 m/sec. (3.3 - 6.9 mph.).

Temp. (min. / max.) 6.4 - 9.8° C. (43.5 - 49.6° Fahr.). Atm. press. ± 1031 hPa.

(RCAF) F/O. **Holder J.C. ‘Jim’** - KIA - (Oost-)Vlieland village, churchyard
(James Caulfield) of St. Nicolaas (gen. island cemetery), on

- Pilot -
R/25779

Kerkplein (Church Square), Allied plot of Honour (Gemeente Vlieland) - grave 73
his human remains were found washed up near the Vliehors beach, 4 - 5 weeks later;

recovered from the tidal zone, Monday 11th Sept. 1944, and transported to the village for identification etc.; buried Wednesday 13th September 1944 (time unknown, but likely in the early morning) only child / son of John Richard 'Jack' Holder (b. 1895 - d. 1978, aged ca. 83) and of Gladys Holder née Johnson (who died already in 1930 !), living near Drumbo village, close to the Nith river, in the Blenheim township of Oxford County, Ontario / Canada; his 'pioneering' parents were married in the nearby city of Waterloo, S.W. Ontario, in the 1920's; his father is buried in Richwood (rural community) in Ontario also - where he was born ever - laid to rest in the cemetery of the United Church of Canada, on Township Road; but if he ever visited his son's grave in the Netherlands.....?

James self, who was known as 'Jim' as well as 'Jimmy' (Holder), was born in 1922, at Galt town (which is today part of Cambridge city) in Ontario / Canada; alas nothing is know till now about his education, his earlier employment, etc.; nevertheless, he enlisted in early 1943, and started his (pilot) training at # 6 SFTS (Course 72, April 30, 1943) on Dunnville airport, n. Dunnville city, in Ontario also (on the mouth of the Grand River, in Haldimand County); there he was flying Tiger Moth, Yale and Harvard planes (in the so called British Commonwealth Training Program - BCTP); and his class of LAC's was rather successful then (!); the chief instructor and commanding officer, Group Captain Valence H. Patriarche (AFC), pinned up his wing too (in June 1943) and announced that his class had established a record: 'You've topped the field throughout and many of you had marks of over 90 per cent, on all subjects'; and then, after a short leaf, he said 'goodbey' to his father, likely at the railway station of Drumbo..... and was transported overseas (by ship !); but when he exactly arrived in the UK, that isn't known yet, and also, when he was posted with No. 137 Sqdn. and started operations etc.; after a 'dreadful message' (likely by telegram) to his nearest family first, his 'missing overseas' was reported / published in the 'Ottawa Journal' of Aug. 31, 1944, as well as in other, more local Canadian newspapers; but when his 'final faith message'(KIA indeed !) came upto his father's address.....? (perhaps after the war ?); today, he is mentioned (too) at the 2nd Cenotaph - for local WW2 + Korean War casualties - erected in front of the original 'Great War'(WW1) Memorial, at the Garden of Remembrance, in his birth town of Galt (part of todays Cambridge city) in Ontario / Canada - his name etc. is inscribed on the front panel, left, and can be found digital too, via the website related to that cenotaph; and he's mentioned of course too in the Book of Remembrance (WW2) - page 337 (1944), at the Memorial Chamber / Peace Tower (part of the Canadian Parliament Building) in Ottawa (Ont.), on Parliament Hill

Note1: his beloved mother, Gladys Holder (née Johnson), died already in 1930 (!), thus when he self was aged ca. 8 years only; alas, no further info could be traced about it, till now,

despite of intense research done underwhile (and in which more ‘dramatic happenings’ in his family were found by the way, like a car crash c.q. train collision, killing several members, and the drowning of another ‘young mother’ in his family, in an attempt to rescue a child from thin ice.....!)

Note 2: an older family member of him / his father, William Bryon Holder, serving as Private (serv. numb. G/27159) with the 10th Independent Machine Gun Company, of the ‘New Brunswick Rangers’ (RCIC), was lost also, and in the same period of the war and rather close to the crash site of his Typhoon aircraft (!); he was KIA at Sept. 14, 1944, on the Scheldt estuary (Westerschelde), in the Antwerp city area of Flanders / N.W. Belgium, and interred later in the Canadian War Cemetery there, nearby Adegem village, in grave III.A.9 (born in 1915, he came from Long Reach, in King’s Co., New Brunswick, Can.)

Note 3: this same fighter unit, No. 137 Sqdn., moved to airfield B.78 - Eindhoven / Welschap, thus in the liberated Southern part of the Netherlands (Prov. of N.-Brabant), soon after Operation ‘Market Garden’ (the Battle of Arnhem); and from there the squadron continued their many ground support operations, most rocket and gunfire attacks, since Sept. 22 (1944), and under command of their very popular (Norwegian) S/L. Gunnar Piltingsrud (DFC), however..... he was killed 2 days later, on 24th Sept. (just across the German borderline, over the Labbeck / Xanten area; he’s reburied later in his home land).

- read ‘[Strijders, Onderdrukkers en Bevrijders](#)’ (Dutch hist. record book) of Frisian researcher / author ‘Jack’ Kooistra (edition 2, published 2008) - page 396 (chapter 4)

- visit [www.....](#)