

Niet alleen Nederlandse scouts waren in Nederland slachtoffer van oorlogsgeweld. Ook onder de geallieerden waren veel scouts. Sommigen gaven hun leven en kwamen in Nederland om. Bijvoorbeeld omdat ze op onderweg naar of van Duitsland neergeschoten werden of omdat ze tijdens de bevrijding van Nederland gesneuveld zijn.



Robert Edward Roos is geboren op 30 november 1923 in Mount Forest, Ontario, Canada. Hij was de zoon van Dr. Edward A. Roos en Frances M. Roos uit Mount Forest, Ontario, Canada.

Hij ging in Mount Forest naar school en was zijn hele jeugd al geïnteresseerd in vliegtuigen. In zijn vrije tijd maakte hij modelvliegtuigjes. Robert was scout bij de Mount Forest Group.

Roos nam dienst op het moment dat hij 18 werd. Hij haalde zijn wings in oktober 1942 en ging naar de UK waar hij verder getraind werd. Warant officer Roos diende in de Tweede Wereldoorlog bij de Royal Canadian Air Force. Hij was Bomb Aimer bij het 10e squadron van de Royal Air Force. In de nacht van 29 op 30 december 1943 was hij met een Halifax II onderweg van vliegveld Melbourne, UK, naar Berlijn, Duitsland voor een bombardement. Om 10 voor 7 's avonds werd het toestel neergeschoten en het stortte neer nabij Ruinerwold. Alle 7 bemanningsleden kwamen om. Roos werd 20 jaar.



Vier van hen, waaronder Roos, werden geborgen en begraven op de Algemene begraafplaats in Ruinerwold.

Hij ontving de 1939-1943 star. Deze werd uitgereikt bij het afronden van 10 vluchten naar Duitsland of bij 3 maand actieve dienst.

Meer informatie

[search T/R number \(studiegroepvluchtoorlog.nl\)](#)

[Casualty Details | CWGC](#)

[Cemetery Details | CWGC](#)

[Warrant Officer II Robert Edward Roos \(1923-1943\) - Find a Grave-gedenkplek](#)

[Robert Edward Roos - The Canadian Virtual War Memorial - Veterans Affairs Canada](#)
[The Scouts Roll of Honour | Scouts](#)
[Roos, Robert Edward - TracesOfWar.nl](#)
[Erehof Ruinerwold - Wikipedia](#)
[Robert Edward Roos | Oorlogsgravenstichting](#)

Flight Sergeant Listed Missing

Flt Sgt. Robert E. Roos, 20, only son of Dr and Mrs. E. A. Roos, Mount Forest, is missing after a Dec. 29 raid over Germany. In his latest letter home, he said he had received the 1939-1943 Star, a medal given airmen on completing 10 trips to Germany or for finishing three months of operations. "I am now wearing it," he wrote, "but it isn't for gallantry or anything like that." Since July, the young observer has been with a Halifax Bomber Command squadron and has bombed such targets as Kassell, Hanover, Ludwigs- haven, Frankfurt and Stuttgart. Twice his bomber barely managed to return to its base, riddled and chewed with shells.

Flt Sgt. Roos was educated in Mount Forest and enlisted in the air force when he was 18. After training at Trenton, Jarvis and Malton, he went overseas in November, 1942. He celebrated his 20th birthday a month before he was reported missing. Mrs. C. F. Stevenson, 352 Glen Mounp Dr., is an aunt.



Last flight of Halifax OLA

By BESSEL J. VANDENHAZEL, Nipissing University College

Nine Halifax bombers from the RAF Bomber Command airmen in northern England failed to return from a raid on Berlin during the night of December 29-30, 1943. Four were shot down by German night fighters, such as the deadly Junkers 88, others by anti-aircraft guns located in tank towers and on railway cars.

The Halifax was a four-engined bomber, that usually carried a crew of seven. Her service ceiling was about seven km (22,000 ft) and her range of 1,500 to 1,600 km was adequate for return flights deep into the heart of Germany. Though the Halifax was primarily built as a heavy bomber, she also saw service as a glider, tank transporter, para-troop carrier and as a carrier of agents and arms dropped to anti-German resistance groups.

Number 10 squadron was stationed at Melbourne, Yorkshire. Throughout 1943 the airmen had participated in raids on both French and more than 30 German targets that ranged from the industrial Ruhr to Berlin and from the pocket cities of Peenemünde to the oil plants and urban targets near the Czechoslovakian border.

Losses had been high. Entries in the squadron log books list some of the causes: struck by lightning, landing gear collapsed on landing, aircraft overabundant runway and crashed into hangar, hit by incendiaries over target, crashed on collision, ditched into sea after fighter attack and mid-air collision. However, the most common entry seen in the "Halifax File," published by Air Britain, reads "PR from ONS" (failed to return from operations). It is now known that of the 70,283 RAF airmen killed in action in World War Two, 8,913 were RCAF members serving with Bomber Command.

From where came the men that volunteered to crew the Halifaxes? Why were they prepared to fly at night in unheated aircraft, at temperatures of minus 40 Celsius, wearing electrically-heated suits that provided only a bare minimum of warmth?

They were young men from the towns and velds of South Africa, from the sheep farms and mines of Australia, from the trucking firms and offices in England and from the Prairies, forests and cities of Canada. They had answered the call of duty and adventure to fight tyranny in Europe. Many failed to return from their missions.

Halifax Squadron 10 also consisted of a typical mix of young men from all corners of the British Commonwealth. Halifax JD314, affectionately named OLA by her crew, had been delivered to the RAF in July of 1943 and was piloted by Sgt. Paul Green, 22, who hailed from Newcastle, England. OLA's navigator was Sgt. Andy Colbourne, 29. The upper gunner was Sgt. Don Appleby, the rear gunner, Sgt. David Grant from Australia, the flight engineer Sgt. Wally Hall was from Wimbeldon, England and the Air Bomber was Sgt. Bob Roos, 20, of the Royal Canadian Air Force.

Bob Roos was born at Mount Forest, Ont., where he attended elementary and secondary school. All his life he had been fascinated by planes. He spent hours building model planes and hanging them in his room. One of the models with a suspension of about one metre, hung from the ceiling of his bedroom, turning over so slightly all the time it was there when he left home and it was there some years after he was killed.

The twin-engined night fighters, mostly Junkers 88 and Messerschmitt 110s had a crew of three: pilot, a radar-radio operator and an observer. These crews were at readiness in their dimly lit bases at Loosdrecht airfield in the north of the Netherlands. They were kept informed of the progress of the enemy bombers by intercom broadcasts. When the Halifax raiders reached the Dutch coastline, the German air-crews strapped themselves in their seats and fastened their take-off posts.

OLA left off the radio operator received the latest information on the bomber's course, height and probable destination from his ground controller who then directed the fighter to the bomber stream. The fighter's observer kept his eyes open for the exhaust flames of their potential target.

After the controller had brought his night fighter on a course that intercepted Halifax OLA, the fighter's radar operator took over and brought the pilot into visual contact with the bomber.

Although OLA's radar operator ignored the fighter's jet and Paul Green took evasive action after a gunner had sighted the parmer, the attack could not be avoided. "Kettledrum, kettledrum," shouted the pilot of the night fighter to his ground controller when he had OLA in his sights and pressed the button of the cannon that slammed its projectiles into the wings and body of the Halifax.

None of the crew members survived the crash when OLA hit the ground near the town of Ruinerwold, in the Netherlands, about 40 km west of the German border.

On Dec. 30, 1943 Wing Commander J. Saiton, Commanding Officer of the RAF station at Melbourne, signed letters to the relatives of the missing crew members. All were similar to this one: "It is with the deepest regret that I have to confirm the sad news already called to you by the Air Ministry that your son, Flight Sergeant Robert Edward Roos failed to return this morning from an operational flight over enemy territory. The aircraft in which he was the Air Bomber left base last night and no further messages were received from it after that time. I do not wish to raise false hopes, but there is every possibility that the crew had to abandon their aircraft and land in enemy territory and are prisoners of war. In this event he will, in due course, be permitted to communicate with you. May I offer you my deepest sympathy during this time of anxious waiting, and express on behalf of all members of the Squadron the fervent hope that we may soon have good news of him.

In the cemetery near the town of Ruinerwold, there is a war memorial consisting of a large central brick wall decorated with wrought iron and flanked on both sides by three tombstones. Four carry the names of airmen, the inscriptions on two of the headstones simply state: "An Airman of the 1939-1945 War." The memorial is lovingly cared for by the people of Ruinerwold, who have not forgotten that these airmen sacrificed their lives so that they and their children could live free from dictatorial tyranny.

On the evening of Dec. 29, 1943, Halifax OLA took off from Melbourne to take part in the Battle of Berlin, a series of bombing attacks that took place between November 1943 and March 1944. OLA's crew was again captained by Paul Green, a veteran pilot at the age of 22. When over the North Sea, heading east for her Berlin destination, OLA appeared on the German early-warning screens in a Himmelschicht (at the shoreline of German-occupied Holland). Soon after, the Halifax's altitude and direction of travel were known to the operators of the Würzburg radar set in the regional German control centre. A dense network of radar stations, airfields and flak batteries covered the 1,000 km strip from Denmark, through the Netherlands, Belgium and eastern France.

This defensive radar system had been developed by night fighter chief Major General Josef Kammhuber. Known as the Himmelschicht system, it took a heavy toll of the RAF night bombers until July of 1943 when "window" was introduced as a counter measure. "Window" was the code name for this strips of aluminum foil, which when dropped from aircraft, reflected the German radar waves and saturated the radar screens with huge false targets. By December of 1943, however, German night fighter tactics had been reorganized and the use of "window" was no longer quite as effective in confusing the night fighter pilots.

Flight Sergeant Bob Roos, Air Bomber of Halifax OLA.

The day Bob turned 20 in 1942, he left home to enlist. His basic training was taken at Manning Depot in Toronto and flight training at the Wellingtons at Trenton, Ont. It was a period marked on Oct. 27, 1942 when Bob received his wings at Malton Airport for Colonel R. W. E. Colbourne. While in England, Bob received advanced training in bomb aiming and was then transferred to Melbourne Airfield in Yorkshire. He is remembered as always having been an excited tourist, even in the midst of World War Two. He sent home pictures of the Queen and the tourist sites in England.

Final mission

In the evening of Dec. 29, 1943, Halifax OLA took off from Melbourne to take part in the Battle of Berlin, a series of bombing attacks that took place between November 1943 and March 1944. OLA's crew was again captained by Paul Green, a veteran pilot at the age of 22. When over the North Sea, heading east for her Berlin destination, OLA appeared on the German early-warning screens in a Himmelschicht (at the shoreline of German-occupied Holland). Soon after, the Halifax's altitude and direction of travel were known to the operators of the Würzburg radar set in the regional German control centre. A dense network of radar stations, airfields and flak batteries covered the 1,000 km strip from Denmark, through the Netherlands, Belgium and eastern France.

This defensive radar system had been developed by night fighter chief Major General Josef Kammhuber. Known as the Himmelschicht system, it took a heavy toll of the RAF night bombers until July of 1943 when "window" was introduced as a counter measure. "Window" was the code name for this strips of aluminum foil, which when dropped from aircraft, reflected the German radar waves and saturated the radar screens with huge false targets. By December of 1943, however, German night fighter tactics had been reorganized and the use of "window" was no longer quite as effective in confusing the night fighter pilots.

Downed in Holland

Dit verhaal is onderdeel van *Scouts in de oorlog*, een verzameling verhalen als eerbetoon aan al die (oud) scouts die zich ingezet hebben voor onze vrijheid en hulp aan de medemens van die slachtoffer werden van oorlogsgeweld, in Nederland en het verre oosten. Met de verhalen willen we inspiratie bieden aan de scouts van nu, in hun wekelijkse activiteiten en als voorbereiding op hun bijdrage aan lokale herdenkingen. Kijk op <http://vrijheid.scouting.nl> voor meer informatie en alle andere verhalen.