



NZ Bomber Command Association (Inc)

Patron: Sir Richard Bolt KBE, CB, DFC, AFC, pff
President: Ron Mayhill DFC, MA (Hons)
Vice Presidents: Frank Prebble DFC, pff (635Sq)
Bunny Burrows (7, 622, 487 Sq)

NEWSLETTER December 2012

President's Report:

We are once more honoured to have Sir Richard Bolt as our Patron. Some how, this important position has not been featured in recent times.

This has been a momentous year for us with the commemoration trip to Britain for the dedication of the magnificent memorial in Green Park, and the unveiling of its remarkable sculptures by the Queen. Ten senior members of the Royal family attended to give official recognition to the achievements and sacrifices of Bomber Command.

As the Queen remarked, "Well done. It has been a long time."

Indeed, too late for most of our fellows, many of whom had become disillusioned by the post-war vilification of Bomber Command. At last the public have been better informed and have a more balanced view of events.

I was sorry to miss the Commemoration Service in Wellington, mainly for those who were unable to travel overseas, as I was back in Britain to see my family, but our V.P. Frank Prebble was there to serve us well.

Also in September five of our RAF lads went to England on sponsored tour.

During the June trip, I had several talks with Richard Bolt about keeping alive the strong bonds between the RNZAF and NZBCA, with a trophy to be awarded annually. Our popular Chief of Air Force, AVM Peter Stockwell, a good friend of Bomber Command, is having discussions with the Defence Council on the nature of the award.

It will certainly be a significant trophy, designed by Weta Workshops, thanks to the generosity of Mr Ian Kuperus of Tax Management, who not only made possible the subsequent trip to Britain for our ex RAF members, but also gave a donation of \$10,000.

Bomber Command is so fortunate in having such a strong support group, headed by our Chief Executive, Peter Wheeler and his great team, who do so much work behind the scenes.

A Merry Christmas to you all, and may you press on regardless in the New Year.

Ron Mayhill, President

2012 has been exceptional, beginning in March the rededication of the Memorial Room at MOTAT, followed by the Annual BCA service at the Auckland War Memorial in June. The ongoing planning with NZDF and VA about London, and the trip itself, the Wellington BC service and then the RAF boys off to London as well.

The Mosquito Airshow in September involved our Mossie men as VIPs and the year finally rounded out with a Xmas lunch. ... Its time for a break!

Grandslam

The Wednesday Boys have finished "The Bomb". It's a full scale model of a 22000lb Grandslam and fits (just) under our Lanc. at MOTAT.

In conjunction with a new exhibitions team at MOTAT, the Association has placed replica VC, DSO, DFC and DFM medals in the Memorial Room.

The ops room is undergoing a revamp to mirror 625 Squadrons Ops Room at RAF Kelstern in 1944. Even the weather chart will depict the actual day. BCA member Graham Turner DFC flew on 625 and his name is chalked up on the duty list. Other displays will be developed during next year.



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A POW's Diary

Doug Giddens (WOP, 103 Squadron) became a POW in 1943 and kept a tiny diary with some interesting entries. Pages list letters, books, parcels received eg. Books May 1943 - Dec. 1944 (11), Clothing Feb. 43 - Dec. 44 (9), Cigarettes Mar. 43 - Jan. 45 (47), Mail in: Lots taking 1 to 4 months in transit; total letters in 1942 = 220.

"The March of Time" Doug's title. "On 22 Jan. 45 told to be ready to march in 2 hours as the Lamsdorf Stalag was to be evacuated due to Russian advances. Given English Red Cross parcel at gate, halted along road to collect 1/2 loaf, 4 oz margarine from Germans to last us 2 days. Covered 24kms that night, slept in barn.

23 Jan. 24kms. Slept in brickworks. Freezing.

24 - 27 Jan. Covered 90kms to Reichenbach. 28 Jan. 20km. Slept rail station. Beet soup.

29 Jan. Fell out with frost bitten toes at Jauer. Taken to Polish civilian camp, treated well.

First meal for days - soup and bread. 30 Jan. left Jauer on cart. 12 km to small village. 31 Jan. Passing numerous civilian convoys on way. 3 Feb. Arrived at Goldberg, taken to farmyard where we slept in barn. Found bags wheat which we boiled - filled a hole!

4 Feb. - 5 Feb. Covered 60 km on lorry to Gorlitz. One night in cow manger.

6 Feb. - 13 Feb. Filling in time at Stalag VIIIA Gorlitz. Outlook not too bright. Had feet examined. Met Wally Debenham and had quite a yarn. Russians all moved out of camp on 14 Feb. and Americans after them. 15 Feb. We moved at 10am. 22 km to Lobau, then 16 - 19 Feb. we marched 105 kms to big German camp at Konigsbrucken. Issued with soup and rations, slept in tents. 20. Feb. This morning at Kamenz, examined by Germans, felt bad, went by lorry to lazarette, particulars taken, had hot bath, slept in bed for a change.

21 Feb. Issued with 1/2 parcel this morning, moving out today. Walked to station and returned. 22 Feb. Still at lazarette Schmorkau. 23 Feb. Everyone leaving this morning, travelling by box car. Passed through Dresden in evening. 24 Feb. Arrived Leipzig 2am, marched from station to temporary lazarette in chocolate factory then taken by bus to another lazarette in town, in hotel called 'Goldene Lowen'. The next lot into the choc factory following night were bombed and 50 killed. (RAF bombing?) 25 Feb. Explosion of ammo at the station - sabotage? 26 Feb. Left Leipzig 6pm in box car, arrived Halle midnight on 27 Feb. Walked to a temporary lazarette. 28 Feb. Waited around for accommodation and de-lousing.

1 Mar. - 2 Mar. Good air raids. Managing to settle down. Very little grub. Feet healing.

3 - 7 Mar. Air raids every night lasting 2 - 2 1/2 hours. 8 - 11 Mar. Lots of alarms.

12 Mar. Went out on town to Hamensdorf. 13 Mar. Boys left for lazarette. 20 went to get potatoes. 1/4 milk parcel issued. 14 - 17 Mar. Lots air raids. 18 Mar. 1/2 US parcel issued. 3 alarms. 19 Mar. Left Halle Hospital 6.30am. Arrived station 7am. 5 air raids. Left 5pm. 20 Mar. Arrived Falkenburg 9.30pm last night. Left 8am. Muhlberg Camp 4B. Searched, de-loused, and given rations. Billeted in RAF Hut 148. 21 Mar. To clothing store - pullover, shirt, trousers and boots. 3 air raids. 2 US fighters chased Jerry over camp, shot power lines down and put bullet holes IN hut. 22 Mar. Re-registering this morning 8.30. Glorious day. Air raid in afternoon. 23 Mar. Air raid. First sleep in bed. Another glorious day.

24 Mar. Air raids. Lovely weather. Settling down in new quarters. This camp is not as good as Lamsdorf. 25 Mar. First cards written home since January. Lamsdorf boys still arriving. Met WOP Hanson - nationalities of all sorts - Russians, Poles, Serbs, Italians, French, Danes, etc. 26 Mar. Lovely weather. 27 Mar. Russian shot dead raiding potato cart and 2 Brits injured. I realised 3 cigarettes for 2 boxes of matches. 28 Mar. Last of parcel finish. Weather is clouding over. Showers tonight. 29 Mar. Windy and wet today. Water carrying. I give the war 2 - 4 weeks to finish. Parcels arrived. 30 Mar. Good Friday. One-eighth English parcel issue. 31 Mar. All quiet. 1 April. Coal carting from Muhlberg. About 6km each way. What a job! 2 - 3 Apr. Usual routine. Coal carrying again. Strafing by Mustangs. Rotten weather. 4 Apr. Muhlberg again and strafed this morning. News is real good. 5 Apr. Nothing today. Heavy bombing Leipzig way last night. 6 Apr. Lettercard writing. Weather cold and wet. Ray drew 1/4 can bacon. Myself 1/4 piece sausage. 7 Apr. Nice clear day, cold winds. Meat from Danish parcels issued. 8 Apr. Sweeping up. Did spot of washing. Lovely day and all quiet. 9 Apr. 13 Red Cross trucks moved in. Medical supplies, food, cigarettes. Great jubilation. 10 Apr. Parcels issued, 2 between 3 men plus 1 American and 1 Canadian. Big eats. 1 Apr. Last night much bombing Berlin and Leipzig areas.

12 Apr. President Roosevelt died. Coffee this morning!

13 Apr. Much activity outside camp. Can hear guns in distance. Russians over this evening.

14 Apr. Nice day again. Can hear rumbling all day. Mustangs over.

15 Apr. Heavy bombing last night. This morning attended memorial service for President Roosevelt. Cold and cloudy. Mustangs over again. 20 cigarettes issued. Ruffled chocolate for 28 cigarettes!

16 Apr. Mustangs, Thunderbolts and Lightnings all round strafing and bombing. Went out on wood party this afternoon. Had to turn back as Thunderbolts were strafing ammo train about 2 - 3000 yards away. Close shave.

17 Apr. Mustangs over again, strafed wood party this morning. 5 killed, 11 wounded. Mistaken for Jerry troops as convoy had passed along road earlier. Bullets came through different huts - very close shave. Mustangs, Thunderbolts and P38s have been over all day. Weather fine. Bought lighter for 6 fags and used last of Red Cross meats today. Troops are 12 miles from here. 18 Apr. 4 new fliers shot down over Leipzig. Interesting talks. Fighters over again. Also heavy bombing on Falkenburg this evening.

19 Apr. This morning bombers over again (Fortresses). Falkenburg and various other places. Good bombing results from what we could see. Also fighters over strafing - an overload tank came down on Dutch compound. Also the 5 English and 1 Russian killed on Tuesday were buried. 11 were injured that day. This evening fighters came over and strafed ammo train about 2 miles away at 6 pm. Terrific explosions and it burned for over 3 hours.

20 Apr. Mustangs and Thunderbolts around all day, strafing barges down on the Elbe. Big fires and explosions at Reica going all afternoon. In NW sounds of artillery.

21 Apr. 14 cigarettes issued. Bombing all round this district. Princess Elizabeth 19!

22 Apr. No 23 barrack wrecked this morning. Russian POWs are coming into camp in great numbers bringing small tents with them. Many POWs turned away - about 3,000. 7 parcels issued between 180 men. We drew 4 biscuits and one-third tin of ham. Russian POWs say the Russian Army will be here by 5am tomorrow.

23 Apr. Russian Army arrives in camp this morning while we are on roll call. Flags all over camp, much ju-

bilation. We are told Americans will be here at noon. We are now free men in a sense. Germans left during the night. Russian POWs are out looting and sabotaging since early morning. Things of every description were brought out.

24 Apr. Our boys go out this morning to get something to eat. And what eats. Still waiting for the Yanks. Camp is just one big hive of activity. 25 Apr. Same thing in the eats on a bigger scale. Everyone making cakes, pies, roasts, etc. American 69th arrives in camp.

26 Apr. Cooking - rice, semolina, pies, etc. Also chicken and lamb chops!

27 Apr. Plenty of cooking. Quite a storm tonight. Have been out and around during last two days on a bike sightseeing - and what sights!

28 Apr. Mussolini taken prisoner. Chopped up chicken for tea with semolina and fruit pudding. Good eats. 29 Apr. Russian executed!

30 Apr. I went on butchering party - killed 3 steers, skinned, gutted and quartered them. Brought home so plenty of meat.

1 May 45 May Day in camp. Russian planes came over and landed outside.

2 May Fall of Italy. Yanks leave Camp 103. 3 May Berlin reported finished and Hitler believed dead. Russians tighten up on camp. Went for walk today.

4 May Ray went out today and brought home young suckling pig. Made a deal with the pork for chickens, eggs and cigarettes. We are still waiting to move out and go home.

5 May Breakfast cold sliced beef and cherry jam. Lunch pork chops. Tea cleaned up a chicken a piece. Good day.

6 May Pork chops and eggs for breakfast. Told to be ready to move from camp. We moved at 1400 hrs for Reisa 18kms, crossed the Elbe about 5pm, arrived Reisa 6pm.

7 May Slept in garage last night. 8 May Waiting to move on. Have been out scrounging grub today. Rumours the war is over. 9 May The War is over. Great day.

10 - 12 May Nothing doing in the camp. 13 May Have been here a week, some getting discontented. No fags. Not much grub. 14 May All quiet.

Many Russian troops have left town. 15 May 26 Today! What a place to spend it. Went to village, collected eggs, jam, butter etc. for the asking.

16 May Ray and I out again today and brought a meal home. 17 May Have had enough. We decide to pack up and find the Yanks. Set off 9.30 from Reisa. Through various places to Wormsdorf, staying night. Went 25kms. 18 May Left Wormsdorf 9am. Went 7km. Then on to main high-

way to Wurzen. At 5.30 just short of Wurzen, talked Russians into letting us cross bridge. Climbed over bombed railway bridge over Elbe and met first Yank patrol at Machern. Gave us a 'k' ration package and told us a lorry would be coming. It arrived in 20 mins, took road to Halle via Leipzig, arrived US HQ Dresden about 8.30pm. Registered and shown rooms to sleep in. Given more cigarettes, had a shower and to bed.

19 May Breakfast in Mess consisted of porridge, stewed prunes, white bread and butter and US coffee. Dinner was potatoes, meat, greens and gravy, fruit salad, bread and peanut butter and coffee. Tea was stew, fruit salad, bread, peanut butter and tea.

20 May Good eating again today. 9 transport planes arrived. We did not make this trip so went to pictures this evening - news items, Laurel & Hardy in "Always in Trouble" and Dick Powell in "It's Murder Sister".

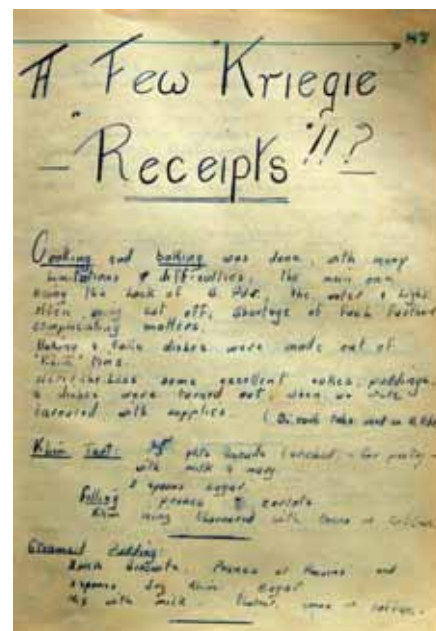
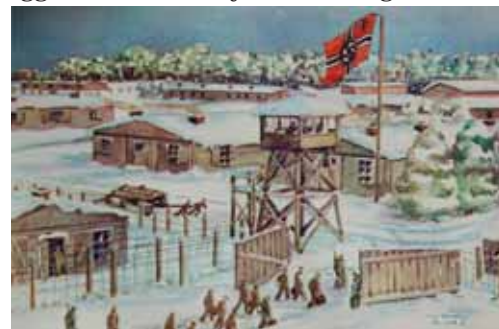
21 May No planes arrived today so went for look around hangars, buildings, etc.

22 May Up at 5.30 for kitchen duty, helped ourselves to breakfast and what a breakfast! Told to stand by as we may be leaving today. Transport arrived 4.15pm. Left Halle 5.15 and arrived drome Merseberg 6.15. Departed in DC transports 6.30. Arrived Reims, France, 9.30, taken to US HQ by trucks. Fed by German POWs after which we were deloused again and issued with Yank clothing, American cigarettes and sweets. We also had kit from British Red Cross with cigs, toilet gear, etc. Bedded down in tents for night.

23 May Up early, quick wash, put in charge platoon of boys. Breakfast not bad. About 9am we set off for the drome a few miles out of Reims. Arrived RAF drome, tea and cakes, talked to crews from Lancasters. Took off 12.30, quite a nice trip over, landed at Dunsfold, given quick delouse again, more cigs and had a royal welcome from women of the Red Cross. Plenty of food, newspapers, etc. Given \$1 sterling for a start and then boarded a wagon for Horsham railway station (looking like a lot of tramps) for Brighton where we arrived about 4pm. Particulars taken etc Clothing parade, had walk about and a few drinks, felt quite merry and so to bed. Finally, on leave for a month from 25 May 1945.

**D.C. Giddens, NZ 412222, Wireless Operator (WOp) 103 Squadron
POW from early 1943**

(As hand typed by Bill Simpson on his trusty Imperial some years ago for the BCA News and records the hardships POW faced in the last months of the war) - the pictures are from Trevor Strong - today living in West Auckland who has a great collection of his days at Barth POW Camp.



From The Other Side

Some answers in a letter from Luftwaffe night fighter pilot Peter Spaden to the late Bill Mackley

I joined the German Airforce (Luftwaffe) in Oct. 1940.

In 1939 til 1945 every German man had to go to the forces, in most cases he was compelled to the army. My father had told me about his terrible experience in 1914-1918 on the western front as infantry-man, he was heavily wounded there and had not a long life. So I applied voluntarily with 18 years to become a pilot and officer in the Luftwaffe. I was also interested in flying and had already registered in the technical University in Hannover for aerodynamics before the war broke out.

When joining the Luftwaffe I was 18 years old, my training as night fighter lasted more than 2 years - the first night fighter-missions against British bombers started in June 1943.

Pilot in Me 110 (3 crew) and later on Ju 88 (4 crew).

I was shot down by British bombers and night fighters four times - parachuted over Germany - wounded, shorted leg - in hospital - recovered - flew again until capture of Munich airfield in April 1945 by US troops. P.O.W. in France until winter 1945.

There was a good relationship among the crew and with other German crews - I lost a rear gunner in Me 110 over Berlin, while the radio-operator and I were able to jump out - the young man was wounded and we could not help him in the burning and diving 110 - these and other facts brought us together - the survivors still meet every year - there were and are true friendships.

Ground-crews were very helpful, they shared our successes and repaired our aircrafts under difficult circumstances - but there were no personal contacts between officers and mechanics - later on in Airline business as Cpt. I treated my mechanics much friendlier.

The accommodation was very good, even at the end of the war - we night fighters had privileges (single room, food, dresses etc) the common officer could only dream of - however you needed this comfort - in some cases you had air battles over German cities night after night, at the end 1000 British aircraft against 20 or 30 night fighters - we German pilots had no limited number of missions - I have more than 100 missions - we flew until we were dead, wounded or collapsed - when the doctor did put you out because of a break-down you got 4 weeks vacation in a special pilots sanatorium in the Alpes and then back in the air - the recreation facilities (movies, shows, music) were good but often interrupted by alarm take-offs - I guess they were more important for the ground-crews than for us pilots - they were not important for my morale.

We talked mostly about air-attacks and how to shoot a bomber down - there were always interesting lessons about new tactics, spec weapons, new radar equipment etc. Only a few number of pilots were married, the most unmarried - family life was no discussion, women were not important for us - if someone would like to have a girl he went into town, entered a cafe and talked to a lady. The German girls liked flyers. Of course I had girls, but this was very loose, in the mess we did not talk about girls - food, drinks no problem - no talks about politics, the situation was clear we had to win the war and to shoot down as many British bombers as we could .

When the USA entered the war, my father told me that we could never win the war - he remembered 1916 - I did not believe him - I thought we were doing the right thing in building a new Europe under German leadership - in correcting the treaty of Versailles where the Allied took away so much German land like Sudetenland, Sudtirol, Memelland, Westpreussen and the German town Danzig - I and I think millions of young German boys and girls were full of these ideas -crazy and extreme nationalistic as I know today but I did not know at that time.

At the 20 July 1944 - the assignation against Hitler - we officers were spoiled, but when the British came again and were burning our towns night after night we went up in the air again and tried to shoot them down.

I remember that I visited Pforzheim after one night-attack by several hundred Lancasters from a population of about 80,000 within 20 minutes 18,000 mostly women and children were burned to death - I can not describe what I saw in this burning, stinking town - I was so helpless when I heard the survivors crying in the cellars - after the war I realized that in London and Warsaw were the same pictures, the same innocent people.

Night fighting was very stressful, after some flights I landed still trembling and very excited. But as a young man and a fighter pilot you can overcome this stress by activities. I think this is quite different to a bomber pilot who in some way is inactive in his large bomber. Very stressful was the waiting at the ground in the aircraft in full combat dressing with oxygen mask before take-off. We waited sometimes for hours in the cold night ready for immediate take-off and were really happiest when the alarm came and we could do something.

So I believe in doing something, in being active, I could overcome fear. On the other hand I confess frankly that if there were more than 3 Lancasters and Mosquitos in my sight I moved away in the dark looking for another single object.

L.M.F. was common among German night fighters. I know quite a number of German night fighters who attended 20 or more night battles but never reported to have shot down a bomber, or if they reported the debris of the 4-mot was never found. In other words: they just flew away from the hot spot! I think fighter pilots can be easier cowardly than bomber crews. But in Germany that time there was always the danger that fighter command would send you to the infantry against the Sowjets if you had no successes for a longer period of time. In this conflict few had no successes for a longer period of time. In this conflict few of my good friends failed during missions in the night. They had to shoot down a bomber in order not to be a coward, they were afraid and had problems to attack because the British opened up fire immediately when they saw a night fighter.

For my person I was ready at every take-off to attack. I thought about my parents and my little sisters in Essen. On return I was relieved when I had shot down a bomber and was unhappy when I had no success.

I'm sure that other German night fighters were afraid immediately before a flying mission. I saw too many crashing after airborne because of fear and stress they mishandled the aircraft in the dark and during bad weather conditions.

Several times during landing with a burning engine and hanging on the diving plane at the elevator over burning Berlin - I thought I would not make it. I tried to make a perfect landing with one engine on fire and tried to get away from the elevator - in both cases I succeeded in being active until the last moment. I remember that over Berlin I prayed and cried for my mother. This long moments over Berlin diving with the aircraft 3 or 4 thousand feet I shall never forget they come often back in terrible night dreams, the older I get the more terrible memories from the war come back in nightmares. I was so afraid over Berlin.

There are still other frightening missions - I crash landed a Me 110 in a forest - short of fuel - my mistake - the aircraft 90% wrecked - we 3 survivors moved away from the burning aircraft - were sitting and looked at the flames - we did not talk, we were completely out of our mind - we all said nothing, some passers by helped and brought us to a hospital where we recovered and joined our squadron weeks later. We have been in a deep shock.

After another night mission, standing on the runway, I saw a JU 88 with 4 friends of mine making a landing without gears - the aircraft caught fire immediately, we ran for help to get them out of the burning cockpit. When approaching the aircraft the ammunition went up and endangering every approaching person. Even the fire guard could not help - the four boys cried help, help for a terrible long time before they were burnt to death. I still see the moving bodies in the burning cockpit and hear the cries my whole life on.

The best time in the war was when I shot down three Lancasters over Heilbronn within 10 minutes.

Today I'm very sad and unhappy that I killed so many young men.

I needed years to realise this. In 1978 or 79 a British researcher gave me details about a Lancaster crew I had shot down : 10 boys between 18 and 20



years - my own children were the same age - by sudden I felt what I had done - tears came into my eyes - I thought about the feelings 10 parents had for their dead sons - how terrible these parents must have suffered.

I came from a catholic family and we went to church each Sunday. Praying helped me very much in the war to alleviate the stress and horror. I did not pray every day, but thanked God often for being still alive. I already mentioned that over Berlin I prayed to God to help me.

Alcohol played a role after the missions - excessive drinking occurred after successes also as a relief. I did not drink alcohol before I joined the Luftwaffe. In the officers mess older officers forced me to drink "ex" - I hated this but got used to it after some time. I became a heavy drinker in the last years of the war and had still problems after the war. But I suppose this is a common terrible problem in all forces in the world.

I did not like to talk about the war - it did not help either - now surviving was important: we needed water, bread, coal or wood for the winter - the two years after the war were terrible. The war was far behind and almost forgotten - we had to rebuild the house, prepare the garden for some vegetables and fruit, we were so hungry.

I believed in Hitler and never asked questions, although my father was very sceptical and told me we would never win the war. I believed in new weapons like jets which I saw and the V1 and V2 rockets.

I had and have no personal animosities towards British or their allies - we German night fighters admired the British pilots f.e. over Berlin when they were making loopings to avoid the flak - I call several of former Lancaster pilots as my friends and they are joining our yearly night fighter meetings. Jimmy Hudson, a crew member of a surviving crew I shot down over Heilbronn visited Heilbronn with me. We both are good friends since years and we both never will understand that we tried to kill each other. It seems to be some centuries away. All bad dreams, maybe it never happened!

This letter got longer than I thought. You moved an old man - I mentioned many personal things I normally don't talk about but your questions were so clever and I wanted to tell you the truth. My truth - if this is helpful for you I don't know. *Peter Spaden 1999*

Mosquito flies again

Late September saw the first flight of the completely rebuilt Mosquito FBVI KA114 from Ardmore. The airshow that followed included nineteen ex Mossie men as special VIP guests of honour. The gala dinner that followed had the Mosquito as centrepiece for the tables. A marvellous event made possible by the aircrafts owner Jerry Yager and the Avspecs team.

Thank you



We Cheered the Bombs

About Judith Rosenberg courtesy NZTM



My Aunt Judith was hiding with her parents in Munich 1943 onwards; they were not allowed in the communal bomb shelter because they were Jews, and every time a bombing raid occurred, they cheered each bomb blast, because it meant the end of the war was nigh (and helped to cope with the fear). One morning the janitor said there was an unexploded bomb on the roof and called for volunteers to remove it. With nothing to lose, Judith and mother Lina and father Max collected an incendiary bomb from the roof in a washing basket and put it in a park opposite. The inhabitants of the building (who knew they were sheltering Jews) as thanks, invited them to join them in the shelter.

My family declined, for they would no longer be able to cheer the bombs!

They survived the concentration camp and emigrated to Canada. My Aunt has only now told her story after the appeal by Stephen Spielberg for Jews to speak up.

via Carolyn Welch

Numbers

Bomber Command boys (especially the Navs) all seem to enjoy numbers so here's a few more:

of 100 Volunteers:	55 Killed	2 Injured
	13 POW	2 Evaded
	27 Survived	
Aircraft Losses:	4171 Lancasters	2627 Halifaxes
	1970 Wellingtons	891 Stirlings
Losses:	1078 Berlin	928 Training
	521 Missing	463 Essen
	440 Hamburg	386 Cologne

In a previous war - Passendale

846 New Zealanders killed in the first four hours
2700 by the end of the battle
12500 on the Western Front to 11.11.18
18188 in WWI, from a population of 1.15 million

Losses:

In January 2009 the RAF issued an amended Roll of Honour taking in casualties to VE Day 1945. The figures do not include losses during training.

RAF 39804	
(including other UK dominions and colonies 27)	
RAAF 4089	RCAF 10183
RNZAF 1703	Polish 977
French 218	Indian 3
Norwegian 34	South Africa 12
WAAF 41	FAA 12
US 68	Army 10
Civilian 4	
Total Losses: 57205	

Medal News

All readers will be aware of the long running and contentious Bomber Command Medal issue.

During August the Canadian Government authorised the striking of a special 'Bomber Command' bar to be worn on the ribbon of the Canadian Volunteer Service Medal.

In Australia the BCA have initiated a similar request of their Government.

The British, following some years of appeals their Parliament and innumerable sub committees (with little interest being shown by UK BCA) and the MoD, a further review is underway.

Here in New Zealand the feeling seems to be, it's all too late. But is it?

Small Print

Well yes, it's small, but there was so much news I asked Carol to cram it ALL in.

MY FAULT SIR!

But no red endorsement this time please.

Archives

We have come across some great photos and documents for NZBCA archives over recent months. Some being included in the newsletter. So please unearth any photos, letters, menus, sketches you have hidden away, may we copy them.

Charitable Trust

The NZBCA Trust is now operating under its registration.

All donations are tax deductible and we have had sufficient funds to open a dedicated bank account.

To help it along we have greeting card packs of 10 (showing the London Memorial) at \$15 and RAFBC Memorial ties at \$10. The latter were donated to us by Doug Radcliff of the RAFBC Association for fund raising and brought back in October by member Jon Pote. Delivery is included in the price.

Our Thanks

Firstly to NZ Post for their generous donation of 750 community envelopes which means this letter didn't cost \$360 to post out.

And to our printers Longley Printing Company of Henderson and Carol who carefully does the page layout and assembly all at a very modest cost.

Email

We are trying to email this and other news directly to save costs but also to provide updates. If you didn't receive an email copy please contact us.

Printed copies are always posted to veteran members.

Also, if you have a neighbour or family member who doesn't mind receiving messages let us know their contact.

Christmas Get Together

Sixty Auckland veterans, friends, and family enjoyed a pre-Christmas lunch together on Sunday 1st December at Pt Chevalier R.S.A. Good food and company and thanks Len Black for two whopper Christmas Plum Duffs that were raffled. Thanks to Phil Furner for organizing this lunch.

A formal get together for all members and family is planned early next year at RNZAF Whenuapai.

Royal New Zealand Air Force Station,
 WERAROA,
 Thursday, Nov. 16TH, 1939.

SPECIAL ROUTINE ORDER NO. 1

By

R MARSHAL A. AIRSCREW, B.F., W.E.F., G.T.S.

Pilot	F/Lt. A.L.T.I. Meter
Deputy Officer	F/O. B. Navi-gata
Next for Duty	P/O. C. Half-Roll
" "	F/O. A.N. Aileron
" "	P/O. W.C. Undercarriage
Deputy N.C.O.	Sgt. D.H. Phew-selage
Next for Duty	Cpl. C.M. Strut
" "	Sgt. R. De. Port
" "	Cpl. L.I.S.T. O'Starboard
" "	Cpl. I.M.A. Boss
" "	Cpl. Percival Gull

TAXIING ORDER.

All pilots will parade with their machines at 2025 hours. Chocks away at 2030 hours.

AND

It is expected that the band will be standing by to assist pilots to set their course. Any pilot requiring assistance will report to the Bandmaster at 2020 hours to get a compass bearing.

AERODROME CIRCUIT

All pilots with their machines will observe a left hand circuit of the aerodrome.

STRETCHER BEARERS

Stretcher bearers will be standing by to render assistance when required.

END OF PARADE

Parade will be at 2030 hours and finish at 2359 hours. Machines to then be replaced in hangars and pilots to report by 0100 hours.

PARADE

All ranks will attend a parade at the Mess Room at 2025 hours, machines to be in readiness, and the following programme of training will be carried out:

TAKE OFF
 RECONNAISSANCE
 FORMATION
 SIDE SLIPS
 LEVEL FLIGHT
 STEEP TURNS
 ENEMY RAID
 AEROBATICS
 LANDING FOR REFUEL

REFUELLING

TAXIING
 STALL TURNS
 CRAZY FLYING
 BLIND FLYING
 SETTING COURSE FOR HOME

Waltz
 Gay Gordons
 Foxtrot
 Palais Glide
 Onestep
 Maxina
 Quickstep-Excuse Me
 Medly
 Waltz-Supper

Mess Parade

Slow Foxtrot-Novelt
 Waltz-Monte Carlo
 Quickstep-Streamer
 Destiny Waltz
 Waltz

Bomber Command Then and Now

Boulton Paul Overstrands of 101 Sq. in the late 1930s, Avro Lancasters of 617 Sq in 1945, Panavia Tornado of 9 Squadron 2011. This one flown by a NZBCA member.



Wellington Programme

Bomber Command - NZ Memorial Service

On September 25th a National Service was held at the Cenotaph in Wellington to honour those who served in RAF Bomber Command.

The colour parade was attended by the Prime Minister, Minister of Defence, Minister of Veterans Affairs together with Military attaché's and Ambassadors from Commonwealth and Allied nations. Vice President Frank Prebble DFC pff (635 Sq) represented the NZ Bomber Command Association.

Veterans were flown to Wellington for the service which was followed by lunch in the reception room at Parliament Buildings.

This service was significant as New Zealand has become the only country in the Commonwealth where the Government has formally acknowledged and 'saluted' those who served.



Christmas Programme

WESTCOTT

CHRISTMAS EVE

- 16.00 hours: Christmas Tree and Party for Children, in W.A.A.F. N.A.A.F.I.
19.30: Station Dramatic Society — "LOVE IN A MIST."
22.00: Male Voice Choir Carol Singers visit Messes.

CHRISTMAS DAY

- 07.30 hours: Holy Communion (Church of England).
08.00 to 09.00: Breakfast.
09.45 to 10.45: Netball—W.A.A.F. v. R.A.F.
Football in Fancy Dress:
Officers' Mess v. Sergeants' Mess.
10.45 to 12.30: Commanding Officer's visit to Sick Quarters, D./F. and Transmitting Stations and Oakley.
11.00: Christmas Service with Carols (Westcott Parish Church), to be followed by Holy Communion at 11.45 hours.
11.00 to 12.15: Sergeants visit Officers' Mess.
12.30 to 13.30: Dinner in Sergeants' Mess and Airmen's Mess. C.O.'s Greetings. Station Bands will play. Dinner served by Officers.
14.00 to 16.30: Cinema Matinee.
14.45 to 16.15: Programme of Music in Station Library.
16.30 to 17.30: Tea.
19.00 to 23.30: Social Evening. Dance and Cabaret (Concert Party) for Airmen (Corporals and below) and W.A.A.F. (all ranks) in N.A.A.F.I. Institute. Running Buffet.
20.00 to 23.59: Officers visit Sergeants' Mess.

BOXING DAY

- 20.00 hours: All Ranks Dance in N.A.A.F.I. Institute.

OAKLEY

CHRISTMAS EVE

- 20.00 hours: Concert by Westcott Concert Party.

CHRISTMAS DAY

- 03.30 to 09.30 hours: Breakfast.
09.15: Christmas Service with Carols—to be followed by Holy Communion.
10.15: Football Match: Officers v. The Rest. Treasure Hunt.
11.15: Officers visit Sergeants' Mess.
12.00: Sergeants visit Officers' Mess.
13.00: Airmen's Christmas Dinner.
15.00: Cinema.
17.00: Tea
19.00: All Ranks Social and Dance in Social Club.

BOXING DAY

- 20.00 hours: Unit Dramatic Society presents "LOVE IN A MIST."

THURSDAY, 28th DECEMBER

- Party for Mess and Kitchen Staff and those employed on essential duties on Christmas Day at Westcott and Oakley, 20.00 hours in Oakley Social Club.



Wally Halliwells Christmas,
EFTS servicing crew Rhodesia 1943

ASHLEY & SON, LTD.,
THORNTON ROAD,
EAST SHEEN, S.W.14.

Christmas 1944

CHRISTMAS FARE

BREAKFAST

Assorted Cereals and Milk
Fried Egg and Bacon
Bread, Butter and Marmalade
Tea or Coffee

DINNER

Roast Turkey and Ham, Apple Sauce
Sage and Onion and Sausage Stuffing
Roast Potatoes
Brussels Sprouts
Christmas Pudding, Rum Sauce
Mince Pies
Biscuits and Cheese
Fruit Minerals Beer Cigarettes

TEA

Cold Pork
Lettuce, Beetroot, Celery
Christmas Cake
Fancy Pastries
Tea Bread Butter Jam

CHRISTMAS GREETINGS FROM THE STATION COMMANDER

You will surely enjoy this
Christmas Fare and the programme
of entertainments I would like
to thank you all for the fine
work you have done during
the past year and wish you
"A very happy Christmas at
Westcott and Oakley."

P. S. Lee
Group Captain

Bomber Command Tribute Is Ranked Top Tourist Site

The classical memorial in London's Green Park was unveiled by the Queen just over four months ago

Tuesday November 6, 2012
By John Ingham

THE £7.5 million Bomber Command memorial has become one of Britain's top tourist attractions.

Last weekend - one week before Remembrance Sunday - it was ranked Number 1 out of 883 attractions in London by Trip Advisor which is based on public feedback.

Just four months after being formally unveiled by the Queen the classical memorial in London's Green Park is drawing a steady flow of visitors from around the world.

Of the 123 Trip Advisor reviews, 106 were excellent and 14 very good. Only one visitor rated the memorial, built out of Portland stone and with a stunning statue of a seven-man crew just back from a mission, as terrible.

One visitor described it as a place to "visit, remember and give thanks".

He wrote: "Bomber Command was practically vilified after the war and ignored for too long. Many have passed away with no memorial to the vast role they played in defeating Hitler."

Daily Express readers raised £500,000 for the memorial, a sum matched by Daily Express owner Richard Desmond

"This is a touching memorial. That you have the opportunity to visit it is the most compelling reason for doing so."

Another described it as "wonderful, absolutely first class".

He added: "It is moving, stirring and SUCH wonderful sculptures.

We think in a short while, it will be mobbed and felt delighted to see it in such a small group."

Another reviewer referred to the tributes including bouquets and personal memories of loved ones who were lost in action.

He said: "This new monument was great to see as there were many personal remembrances left by friends and family to those lost during the war. Reading the notes, viewing the pictures of those who made the ultimate sacrifice made it very real and memorable."

Another praised the "amazing detail" of the statues including "the zips on the flying boots, braces hanging down their backs and most of all the expressions on the faces captured superbly".

He added: "The poppies and stories placed around the base are truly moving."

To help visitors get the most out of the memorial the RAF Benevolent Fund, which is caring for the monument in perpetuity, will shortly launch a mobile phone app which will provide a guide.

The app includes interview footage, including a talk with a girl whose father died when his plane was shot down over France.

After the war, a French man sent her her father's wallet complete with her last letter to her father, written when she was just 12-years-old.

An RAF Benevolent Fund spokesman said: "The number of people who have taken the memorial to heart has surpassed our expectations. It is wonderful that so many people are learning more about Bomber Command."

The memorial commemorates the 55,573 volunteers of Bomber Command who died taking the war to Hitler.

Bomber Command suffered the heaviest casualties of any British unit in the Second World War, with nearly half its men lost.

But the crews were denied their own medal or memorial after the war as politicians tried to distance themselves from the controversial campaign.

So veterans, by now in their 80s, got together about four years ago and decided to build their own memorial.

They were backed by Bee Gee Robin Gibb, who died just before the unveiling, and fellow pop star Jim Dooley of The Dooleys.

Mr Dooley, Fundraising director of the Bomber Command Association, said: "We're delighted by the public response which far exceeds our expectations."

"Robin and I wanted an interactive memorial where you could go inside and recapture the atmosphere of a crew returning from a raid with all the emotions they endured."

"Visiting the memorial is certainly a moving experience."

"Veterans from all round the world are coming - from America, New Zealand, Canada, Australia and many other Allied nations."

"People are leaving flowers, wreaths, photos and messages."

"The memorial deserved to get to number 1 - it is London's finest memorial in decades."

Daily Express readers raised £500,000 for the memorial, a sum matched by Daily Express owner Richard Desmond.

Other backers included Lord Ashcroft, who donated £1 million and mobile phone tycoon John Caudwell who donated more than £2 million.

The Government waived £1 million in VAT on the construction of the monument and donated £600,000 to the cost of the Royal unveiling ceremony.

Trip Report 2012

The NZBCA RAF Bomber Command commemoration tour 2012
Sponsored by Ian Kuperus founder NZTM

The tour, referred to in last month's Aviation News, exceeded the expectations and even the dreams of all involved. The five RAF Bomber Command veterans, Des Hall (F/E on 463 Squadron Lancasters), Wally Halliwell (engineer in Bomber Command and elsewhere), Eddie Leaf (R/G on 90 Squadron Stirlings), Dougie Williamson (F/E on 75 (NZ) Squadron Lancasters and PoW) plus Harry Cammish (F/E on 50 Squadron Lancasters and evader with a home run) were seen off at a banquet at Mangere, attended by Lt Col Tim Woodman, the UK Defence Attache (who has taken a keen interest in this venture) and staff of TMNZ, sponsors of this venture plus some of their clients with family connections to Bomber Command.

Our VIP Status was confirmed as our first pilot, Captain Peter Becket of Cathay Pacific, chatted to everyone and later showed them around the cockpit of our A340 before we took our seats for a pleasant flight to Hong Kong and two nights rest before going on to England. Even so it was a tired party that arrived at the RAF Club in Piccadilly late on Saturday night but the welcome and wonderful surroundings, walls adorned with the work of the best aviation artists, rapidly restored us.

Next day saw some wild weather. At noon, the first of several singular honours paid to the group that week; we were joined by Liam O'Connor (architect of the Memorial), Tony Iveson (who flew his Bomber Command tour with 617 Squadron, helping to sink the Tirpitz, having already fought in the Battle of Britain in a Spitfire), and Wg Cdr Nick Olney, the RNZAF representative in London. After being fully briefed (and presenting Liam with the first of several copies of 'Kiwis do Fly' we were able to offer as gifts thanks to Peter Wheeler and the NZBCA) we braved the weather to visit the Memorial, barely a hundred metres away. The gale and lashing rain gave us the Memorial almost to ourselves, but 'the lads' were magnificent, laying a wreath with great dignity, being interviewed for TVNZ 'Close up', and talking to the few hardy souls also visiting. Truly these are exceptional men, and they now have an exceptional monument in the architecture and sculpture. The stone landmark compares with any in London (it has been the third most visited memorial in London since June) with its magnificent columns and open roof, whilst the seven man crew are accurately modelled with every detail of their equipment shown. Some hang their heads, faces showing utter exhaustion, others scan the sky for a returning aircraft, hoping that all will return that night. A quote from Pericles, a statesman of ancient Greece over two thousand years ago, is engraved on the plinth; "Freedom is the sure possession of those alone who have the courage to defend it". Very importantly, all the victims of bombing in all countries, overwhelmingly civilians, are remembered on the balustrade. As we made our way back to shelter, our umbrellas were destroyed; when Sir Arthur Harris said "They have sown the wind: They shall reap the whirlwind", perhaps he was thinking of this day.

The following day we drove to the Air Forces Memorial at Runnymede, the other major commemoration of the tour. Again the weather was unkind; again we had the magnificent surroundings



to ourselves; again 'the lads' laid their wreath with great dignity. Over twenty thousand airmen and women (even some ATC cadets) who have no known grave are commemorated here. This Memorial was opened by Her Majesty early on in her reign. She said "As only free men can, they knew the value of that for which they fought; and that the price was worth paying". 'Over twenty thousand' may sound glib. It becomes very real when, as Harry did, you point to a name and talk about that person, and the last time you saw him. On the banks of the River Thames below the Memorial, modern democracy was born in 1215. The men commemorated on the hill above defended it in its most vulnerable years, 1939 - 1945. On this day commemoration melded seamlessly into revisiting history. Some of the support group who were less familiar with England were a little awed to sit in the nearby small church of St Andrew the Apostle, where William the Conqueror used to hear mass nearly a thousand years ago. Windsor Castle was not far away. A beautiful replica Hurricane in Windsor serves to remind us of a local person, Sir Sydney Camm, a prolific designer of aircraft from the 1920s via the immortal Hurricane through to the Harrier, only just relinquished by the RAF through no fault of its own.

The RAF Museum was visited on Tuesday, and one of the most memorable events of the tour occurred there. A group of eight-year olds, clipboards in hand, teacher hovering, were by Lancaster R5868. I answered a few of their questions, then asked the teacher to gather all of her class whilst I fetched our veterans. There followed an unforgettable question and answer session, the children sitting on the carpet, the veterans in military stance, the Lancaster's nose towering over them, answering many questions with complete rapport. Dougie told them of the horrors his generation had experienced, and that it would become their responsibility to ensure it never happened again. The children understood perfectly. Quite unforgettable.

Over in the Battle of Britain Hall, an Me 110 lurks. Seventy years ago, Eddie saw one emerging from the night gloom just behind his Stirling. Both opened fire at the same time; Eddie's aim was better, and his crew lived to see another day. To see that shape again was a confrontation with the past that visibly shook him. That afternoon our group met up with a similar number of veterans living in England. Experiences were exchanged across the table, and generous gifts for the NZBCA handed over.

On the Wednesday, we headed for Lincolnshire, and lunched in the White Hart at Holton cum Beckering where the men of 12 and 626 Squadrons from nearby RAF Wickenby ate their rationed food and drank the weak beer during the war. Today it is a lovely rural pub, but one room has the appropriate photographs and pages from the ORB. On the way there we had by chance passed a remaining section of runway at the former RAF Winthorpe, home of 1661 Heavy Conversion Unit, a runway Harry had flown off during his training. Afterwards we visited Wickenby airfield, where part of the runway is still in use for light aircraft. The old watch office still serves as a control tower, the upper floor a museum. Anne Law, a trustee of the group that have shouldered running of the museum now that the veterans can no longer do it, gave us a presentation and later our chaps stood on the balcony, looking across the runways as they and their colleagues had done many years ago. John Tarbuck, one of the 'Wednesday Bomber Boys' at Mo-

TaT, completed a full tour with 626 Squadron from those runways. There is an aircraft restoration business there, 'The vintage Skunk Works'. Wally and the engineer discovered each other was a 'Halton Brat', albeit separated by many decades. As we left Wickenby, a wreath was laid at the Icarus memorial beside the road, commemorating over a thousand lost from that airfield alone.

On Thursday morning most visited Lincoln Cathedral, which has some RAF Squadron Standards amongst other historical treasures, before heading out to the former RAF East Kirkby, now the Lincolnshire Aviation Heritage Center and home of Lancaster B VII NX611 (sister of MoTaT's NX665). We arrived in time to be warmly welcomed by Harold Panton, one of the brothers who own and operate this icon. Their older brother Chris was killed in a Halifax on the Nuremburg raid, and this is their memorial to him. Soon NX611 started up, the first time most of the group have witnessed that spectacle for very many years. In 57 and 630 Squadron colours, Merlins warmed and run up, NX611 taxied out to take eleven lucky people for a taxi around the grassed runway, coming up to near take-off power at times. Back by its hangar, the Merlins were run up to high power individually before being silenced.



Once Fred Panton had been found (he had been taking visitors around the airfield on a Queen Mary trailer), the lads were introduced and two more signed copies of 'Kiwis do Fly' presented. Then came one of the remarkable coincidences of the tour; an elderly bemedalled gentleman was being escorted by an airman in flying kit. Clearly he was worth greeting, and soon we were talking to Wg Cdr Trent, cousin of Leonard Trent, one of New Zealand's three Bomber VCs. Around three-thirty, NX611 started up again. This time the eleven aboard were all from our group, Wally, Des, Dougie and Eddie all conquering the dreaded main spar to be 'up front'. It was raining now, water pouring off the wings into the propwash as





Lads with Fred (left) and Harold (right) Panton and Lancaster B VII NX611 at Lincolnshire Aviation Heritage Museum, RAF East Kirkby

the Merlins sang once again and they taxied out onto the grass for some simulated take-offs. With the rural background it was a time warp experience of seventy years ago, and the highlight of the tour. Later, as the Lancaster was towed back into the hangar, veterans still aboard, one was sitting in the pilot's seat and was heard to say to himself "we really were heroes weren't we". From anyone else it would have been an unpardonable 'line shoot', but from that man it really was the unquestionable truth. As elsewhere, a wreath laid in the memorial chapel ended our visit. With another coincidence, as we emerged so a Spitfire IX flew low over us, steeply banked left then right. More Merlin magic.

That evening we held an RAF Dining-in night at the splendid Petwood Hotel, the late wartime mess of 617 Squadron when they were based at nearby RAF Woodhall Spa. We dined in their bar, walls laden with memorabilia, the very room where Tony Iveson had been bar officer and Les Munro had supped ale. Over the bar was a five meter pine pole. When 617 Squadron flew to Russia carrying tallboys to drop on the Tirpitz when the weather was right, several could not find Yagodnik and landed out on the tundra. Once given a course for the airfield, Nicky Knilans struggled to get his Lancaster airborne off the rough ground, light on fuel but still carrying a six ton bomb. As the aircraft cut a swathe through the adjacent forest, that pole joined him in the cockpit, becoming a treasured squadron souvenir. Squadron Leader Chris Pote of IX(B) Squadron (which was also in Russia for that raid) joined us for the meal. He talked about Bomber Command today, telling the veterans what their successors were doing at that very moment in Afghanistan. Today only five squadrons that have a Bomber Command heritage remain in operational service, IX(B) and 617 Squadrons being two of them. On the table was a selection of IX(B) Squadrons silver, solid (and very heavy) models of the Wellesley, Wellington and Lancaster plus the Squadron's silver bat with their motto "per noctem volamus" ("By night we fly"). A rare privilege indeed.

Our last engagement was a visit to the RAF Memorial Flight at Coningsby on the Friday. As we drove there, we passed RAF Waddington where Des and Harry served. It is still operational and has an Avro Vulcan on display. The Vulcan was Roy Chadwick's last design before his untimely death in an Avro Tudor (and the last four engined bomber in the RAF, being phased out in 1982). At RAF Coningsby, we knew that a Spitfire was to take-off and fly past at the former RAF Westcott (very appropriately the wartime home of 11 OTU, where many kiwis crewed up on Wellingtons). By the time we arrived on a bitterly cold morning, the Spitfire had departed early to try and beat the weather but was soon back having failed to get to Westcott and unable to give us more than a simple flypast under the leaden and turbulent skies. The welcome by the Memorial Flight Staff was as warm as the weather was cold, and we accepted that they had done what they could for us in that

weather. That, however, was to underestimate the Memorial Flight, and indeed everyone we met in England. Flt Lt Parkinson, who had just been flying Spitfire Vb AB910, re-appeared with a smile on his face; "I've got an auth": An authorisation to give us a private display as soon as the weather cleared a little. He duly fired up the Griffon of PR XIX PS915 to give us a masterclass display centered on our small group huddled together on the grass beside the dispersal. A fantastic honour, rarely accorded. The Memorial Flight has aircraft of supreme provenance; Spitfire Vb AB910 has well a hundred combat sorties to her credit, was over the beaches of Dieppe four times, destroying a Dornier 217, and over Normandy on D-Day twice; Spitfire Mk IX MK356 was also over Normandy that day, and one of the first Spitfires to land on liberated territory a few days later. Spitfire IIa P7370 still bears hastily repaired battle damage to its stabiliser, sustained in combat over Kent in 1940 (the wing repairs were sadly lost during a recent reskinning). All of these aircraft are substantially original, not rebuilt except for 'reasonable wear and tear' Lancaster PA474 is in excellent health, recently repainted as KC-A 'Thumper Mk III' of 617 Squadron towards the end of the war and good for another fifty years flying. Her Merlins were run whilst we were there.

A dozen tired but very happy people headed back to London that afternoon, to go their various ways the next day. Thanks to the generosity of Ian Kuperus, five veterans had received their belated recognition and we 'assistants' had come to marvel at their achievements both in the Second World War and even today when they left the rest of us trailing behind in their wake.



Our RAF Veterans with Tour Leader John Pote (background)

Sqn Ldr Jonathan Pote MBE, Tour Leader

Our sincere thanks Jonathan for organizing such a wonderful tour



The full group plus Memorial Flight members in front of Spitfire PR XIX PS915 ('The Last') applies as much to the veterans as the aircraft itself Lancaster PA474 behind. Photos courtesy NZTA.