



NZ Bomber Command Association (Inc)

Patron: Sir Richard Bolt KBE, CB, DFC, AFC, pff
Honorary Chaplain: The Venerable Neville Selwood Archdeacon Emeritus of Dunedin
President: Ron Mayhill DFC, MA (Hons)
Vice Presidents: Frank Prebble DFC, pff (635Sq), Bunny Burrows (7, 622, 487 Sq)

NEWSLETTER December 2013
NZBCA Charitable Trust 2561560
Web Site: www.nzbombercommand.co.nz



President's Address

Officer's Mess Whenuapai 7th November

"I have the honour and pleasure of presenting this very special Trophy, The NZBC Memorial Trophy to a very special Air force, the RNZAF, that nurtured most of our veterans.

The sculpture represents WWII Bomber Command Aircrew in full battle dress, parachute harness, mae west and oxygen.

The idea of a trophy came from one of our veterans, our most distinguished member and patron, Sir Richard Bolt, on the RNZAF 737 on its way back the wonderful trip last year to see the Queen unveil the remarkable Bomber Command statue in Green Park.

The trophy was to show our gratitude to the RNZAF and further cement the strong bonds between us.

I have received a message from Sir Richard apologizing for his absence.

"Among the many who were moving overseas to fight in WWII were some six thousand who were destined to be Bomber Aircrew based in the UK.

They were not just New Zealanders serving in RAF Bomber Command, they were in fact serving members of the RNZAF who were called upon to operate in Bomber Command; probably the largest RNZAF contribution of aircrew to serve in any single campaign in the war, and sadly almost a third of whom were lost just doing what had to be done.

If our trophy can remind future generations of RNZAF personnel of this hugely significant part of our service history, then all our veterans will be very well pleased."

Thanks to a significant contribution from Mr Ian Kuperus of Tax Management NZ, that idea developed into this handsome trophy that also honours our huge losses, the almost two thousand New Zealanders who lost their lives in Bomber command.

This bronze statuette took a full year in the designing and making and somehow the talented craftsmen of Weta Workshops got it just right.

Chief of Air Force, Peter Stockwell, please accept the NZBC Memorial Trophy to be awarded within the RNZAF at your discretion and may it help further cement the strong bonds between us and may it keep alive the memories and spirit of Bomber Command."

NZ Bomber Command Memorial Trophy Presented

At RNZAF Base Auckland, November 7, President Ron Mayhill presented Chief of Air Force AVM Peter Stockwell with the bronze

aircrew statue designed and produced by Weta Workshop. The function held in the Officers Mess was attended by twenty veterans together with family and friends.

The idea of a Memorial Trophy was raised during last years trip to London when our Patron Sir Richard Bolt felt that an enduring legacy for today's Air Force would be very worthwhile.

We were fortunate that Richard Taylor of Weta Workshop took up the challenge again (having already produced our bronze aircrew memorial in 2008).

Ian Kuperus of Tax Management NZ had personally sponsored six ex RAF



PTO



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Membership is free to RAF Bomber Command Veterans. Family and friends are most welcome as associate members (\$15 fee).

Contributions to the NZBCA news are always welcome.



legacy with the BCA trophy."

The statue was blessed by RNZAF Head Chaplain Squadron Leader Anthony Hawes. On receiving the trophy AVM Stockwell announced that this trophy would be awarded annually amongst operational squadrons for excellence in carrying out their duties. In his acceptance speech the AVM stated that it will inspire future generations with the memory of the loss and hardships faced by the veterans, yet never gave up.

aircrew to London in September and willingly became our sponsor as he explains: "I was moved by the stories of the veterans and their commitment and sacrifice. It was great to travel with them and learn something of their war experience and lives since the war. They are men who have who stepped up to the plate in a critical phase of our history and have continued to live their lives making the most of the opportunities that they have had. They are a great inspiration to future generations and it is a privilege to be able to support them and see a lasting

PHOTO CREDITS HELEN RIDLEY



Song of the Sunday and Wednesday Mobs (MOTAT Old Boys' Society)

NOW WE HAVE A POET. Not only is WDH a long term Lancaster toiler but also he lays claim to the title of Bard of BCA. If any of you don't understand some of the verses just ask. He calls it "The Song" but does not offer the musical theme - yet!

Hooray! Hooray! It's MOTAT Day,
The Good Ol' Boys are off to play.
Their ladies, left behind in peace
Just hope the games will never cease.

The fellows toil 'till half past nine
With tales of aches and pains and pine
For long forgotten skills and arts,
And double-jointed working parts.

Somethings old and somethings new
Is how the ancient aircraft grew
Into today's majestic sight,
Though never more to taste the night.

Never more to flex its wings
And leave behind dull earthly things,
But now, glowing with cosmetic pride
It takes the public for a ride.

'Can it fly?' the young ones ask,
Not realising what a task

It's been to help the monster look
Just half as old as Captain Cook.

They scraped off paint, they tied on bits,
They tarted up where the Pilot sits,
They gave the Navs a box of tricks
To help them get a MOTAT fix.

The Wireless Ops are happy too
To see their bits and pieces new.
Agleam with coloured knobs and spouting
(They'll never reach as far as shouting)

The Gunners 'neath their perspex domes
Could down more Huns by throwing stones.
But that's not what turrets are about;
The real fight's climbing in with gout.

The BA's situation irks;
He's got some gear that really works.
His bombsight gadget's safe and sound -
But stuck just ten feet off the ground.

That only leaves two Engineers
To occupy their Ol' boy years.
One toiled at base, the other flew,
Now little's left for them to do.

They've joined the other Good Ol' Boys
Who like to play with his history's toys.
And if perchance they come to harm,
And lose more of their boyish charm
By splitting scalps on inside formers,
Or scone themselves on bomb door corners,
Well who's to say (a Mob wife might)
'It serves the silly bugger right.
If he'd stuck to games out on the patio -
But No! For god's sake let him go!

Here's one last thought for MOTAT wives,
Who care a bit for spouses' lives,
If the Lanc. survives its weekly op
This crew at least comes out on top.



MOTAT and NZBCA

A National Bomber Command Centre

For over three decades the NZBCA and MOTAT have been linked in good and bad times. Completion of the Lancaster and associated displays in 2002 saw the hand over of the collection and archives to MOTAT. This was covered in a trust deed that also included a fund of \$120,000 for maintenance of the material in perpetuity.

Of course the process didn't cease in 2002 and even today Wednesday mornings will see three or four veterans looking after the exhibits. Mean time, the NZBCA collection continues to grow with donations of maps, binoculars, caps, pins, copies of log books, a mountain of paper and 12,000 copied photographs. The question is where should it all go. While the Air Force Museum at Wigram is a logical place, the fact is at MOTAT we have the Lancaster and if you have visited recently, the Memorial and Ops rooms have been upgraded. Touch screen displays installed and recently a Bomber Command Memorial website launched.

With the NZBCA now a registered Charitable Trust funding for future upgrades and development will not need to rely solely upon members efforts. So perhaps now is the time to discuss the

matter with the MOTAT Board to formally recognise and promote MOTAT as the country's Bomber Command Centre and add the additional material to the existing archives.

We do have the NZBCA Memorial in place at the Auckland Museum, where after a public outcry, their management agreed to provide limited display space. The initial agreement was for five years and so potentially this \$120,000 memorial sculpture may need to be moved.

Food for thought, let us have yours.



Honorary Chaplain

A long time member of our Association and once a navigator on 75 Squadron Lancasters, Neville Selwood has kindly agreed to become the Association's Honorary Chaplain. Neville lives in Dunedin and remains very active in church and RSA services.

Thank you
Neville.



Light Relief For

LIGHT RELIEF FOR CHRISTMAS 1944 THIS SIGNAL WAS SENT TO ALL PATHFINDER STATIONS FROM HQ 8 GROUP IN THE FORM OF SIGNALS SENT TO ORDER OPERATIONS, e.g. 'C' WOULD DETAIL THE NUMBER OF AIRCRAFT FROM EACH SQUADRON AND THE REST OF THE SIGNAL WOULD GIVE THE METHOD OF THE TARGET MARKING INCLUDING TARGET INDICATORS AND BOMB LOADS.

OAK T OAKINGTON
GRY T GRAVELEY
BOL T BOURN
GSD T GRANSDEN
DCW T DOWNHAM
LTS T L/STAUGHTON
UPW T UPWOOD
WTN T WYTON
WBD T WARBOYS.

V GPH GPH 66/25 '0' '0'

FROM PATHFINDERS 1130A
TO ALL P.F.F. STATIONS
SECRET QQY BT

C. XMAS PUD AT 1930 (DURATION T.F.N.)

22/105 + 24/109 + 14/139 + 15/128 + 15/142 + 14/571 +
14/608 + 14/692 + 8/162 + 15/7 + 16/35 + 16/135 +
16/405 + 16/582 + 16/635 + 6/1409 + ANY CDDS AND SODS
OF 1655

D. METHOD. WILL BE UNCONTROLLED MUSICAL CHAIRS.

(1) BLIND (DRUNK) MARKERS.

WILL FURTIVELY MARK THE A/P WITH LIGHT AND DARK BROWN T.I'S FROM TIME TO TIME.

(2) MASTER AND MISTRESS.

WILL ATTEMPT TO CONTROL THE PARTY (AND THEMSELVES) BUT IF CONDITIONS MAKE IT IMPOSSIBLE, THEY WILL RETIRE FROM THE FESTIVITIES.

(3) LONGSTOP. (THE DRUNKEN ? -----)

WILL SEE EVERYONE ELSE OFF AND FINALLY STAGGER INTO THE GLOOM SINGING LOUDLY AND UNMUSICALLY.

(4) BACKERS UP.

WILL DROP IN AT THEIR OWN DISCRETION.

(5) SUPPORTERS.

WHO MUST BE ON TIME, BUT WILL NOT KEEP SOBER.

WILL DROP EVERYTHING AND RUN AT THE FIRST SIGN OF ATTACK.

(6) THERE WILL BE NO EARLY RETURN OR CANCELLATION.

ALL CREWS WILL TURN TO PORT AFTER ATTACKING THE TARGETS.

(M) BOMBLOADS.

2 X 12 FIRKINS + 6 NOGGINS + 1 LONG DELAY (6 TO 36 HOURS)
ALL T.I'S FUES VERY LOW.

(N1) ROOT.

BASE - BAR (A/P = PIG'S EAR) - BASE.

(N2) GEE WHIZ

(LAVATORY CHAINS NORMAL)

JAV - JOHNNY WALKER.

(N3) THE VILLAGE INN WILL BE OPEN.

BT 1130A

As it's
coming up
to Christmas
here's a signal
from AVM
Bennett, in
charge as AOC
S Group.



ROYAL AIR FORCE

★ UPPER HEYFORD ★

Christmas Day Menu.

CORNFLAKES. PORRIDGE.
TEA. COFFEE.
BREAD AND BUTTER. MARMALADE.
FRIED EGG AND BACON.

ROAST TURKEY. ROAST PORK.
SAUSAGE MEAT SEASONING.
APPLE SAUCE.
ROAST POTATOES. BRUSSEL SPROUTS.
CHRISTMAS PUDDING. BRANDY SAUCE.
APPLES. ORANGES.
BEER. MINERALS. CIGARETTES.

COLD HAM AND TONGUE.
CHRISTMAS CAKE. MINCE PIES.
TEA. BREAD AND BUTTER. JAM.



Christmas 1942



Honorary Aircrew Membership

When the RAF Heraldic Trust designed and registered our NZBCA lapel badge, the blue field design was to be worn only by veteran aircrew, while the black field was for post war and associate members.

However, war still continues in many areas and our airmen continue on operations. One, the son of a current member continues to fly with RAF Strike Command as pilot of a 1X(B) Squadron RAF Tornado. His operations at night over Iraq and Afghanistan continues the tradition of crews sixty or more years ago. While technology is vastly different with GPS and laser guided bombs, the snafu and gear failure are no different, just high tech and quicker so that airmanship remains the key factor.

In recognition that the challenges and dangers to current air crew are no different, the Executive have awarded an Honorary Aircrew Membership to Squadron Leader Chris Pote OC B flight, 1X(B) Squadron RAF Marham.



Extract from Christmas Arrangements, 1942.

CHRISTMAS EVE :

18.00—22.00 hours Airmen's Mess—Dance for all Ranks, including W.A.A.F. and relations or friends.

CHRISTMAS DAY :

07.30—08.30 hours Breakfast

07.30—08.00 hours Church of England Holy Communion in Station Chapel. *N. Gray*

08.15 hours Roman Catholic Service in the Station Church.

09.15 hours Carol Service conducted by the Station Chaplain—in the Station Church.

10.00 hours Comic Football : Officers v. Sergeants.

Sergeants v. Airmen.

Netball : W.A.A.F. v. Mixed.

All teams will assemble on the parade ground and be played to the Sports Field by the Station Band.

12.00 hours Station Commander visits Sick Quarters.

12.30 hours Christmas Dinner in Airmen's Mess. R.A.F. and W.A.A.F. Officers and Senior N.C.O.'s will wait on Airmen and Airwomen.

12.35 hours The Station Commander on behalf of the Officers gives Christmas Greetings to all in the Airmen's Mess.

16.00 hours Tea.

19.00—01.00 hours Station Ball in Airmen's Mess—for all ranks, including W.A.A.F. and relations or friends. *[Signature]*

BOXING DAY :

Normal Mealtimes.

10.30 hours Station Military Band to play on Parade Ground (weather permitting).

14.00 hours Organised Games on the Sports Field.

19.00—22.00 hours Airmen's Mess Social for Airmen and Airwomen, and relations or friends.

19.00 hours Dinner for all Mess Staffs and Station Band in W.A.A.F. Mess. To be waited on by W.A.A.F.

CHRISTMAS GREETINGS FROM THE STATION COMMANDER:

*I know you would all much
rather be at home so I will
wish you the next best thing
at Happy Christmas
at Upper Heyford.*

*J. A. Smith
[Signature]*

and Christmas
arrangements for
Mel Banks on 106
Squadron.

Bomber Command Memorial sculptor wins top award

Last night, Philip Jackson was awarded the Marsh Award for Excellence in Public Sculpture for his sculpture at the heart of the Bomber Command Memorial in Green Park, London. Malcolm White, Chairman of the Bomber Command Association, collected the award on Philip's behalf. In this blog, Malcolm tells us more.

The Marsh Awards seeks to acknowledge excellence and to celebrate new work that demonstrates originality, aesthetic quality and sensitivity to its site and also increase awareness, which is exactly what Philip Jackson's depiction of a Bomber Command crew returning from operations does.

When we first approached Philip, we wanted a figurative piece that would represent and do justice to those who died flying in Bomber Command during the Second World War.

The Memorial was already six decades late and to be successful it had to be appropriate and a fitting legacy to those 55,573 air-men who died.

Working extremely long hours and on a sensitive and complex project, not only did Philip deliver on time and on budget but he also interpreted the brief well; demonstrating empathy with those he sought to represent, and the story that had to be told.

Philip has delivered a beautifully crafted sculpture with a sensitivity that is beyond measure. I remember the day when I saw the first clay figure in Philip's studio; I was reduced to tears.

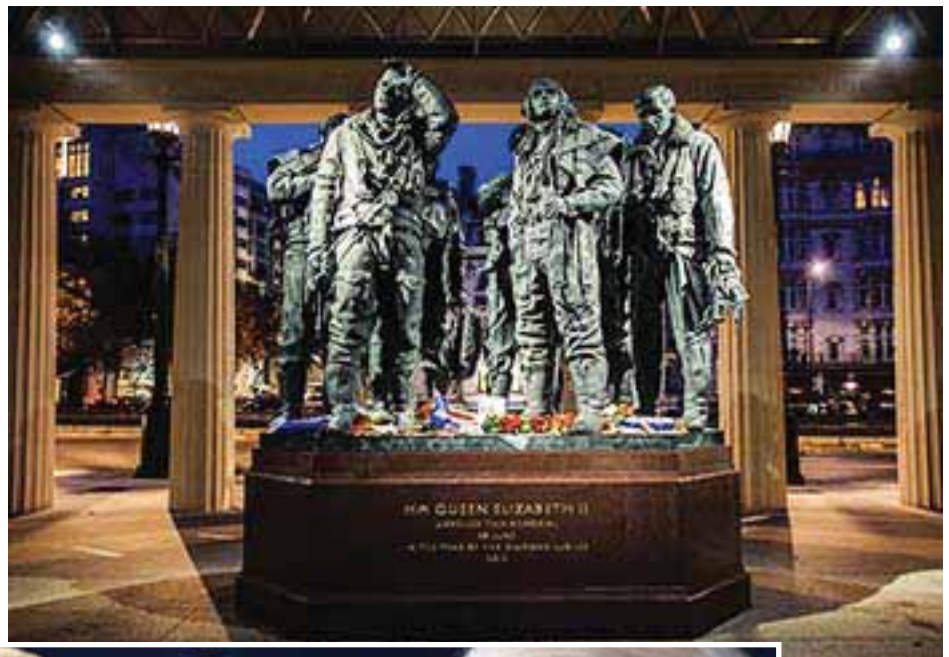
As an ex-airman I can relate to the posture and emotions of each and every one of the seven comrades, who while welded together in bronze are also joined by something far deeper. Philip refers to it as pathos. I agree.

Those who pass by the Memorial also seem to share the same feeling for Philip's remarkable piece of work - work delivered by a sensitive, caring and skilled man; and a sculpture which will dominate London's cultural landscape for generations to come.

Under the RAF Benevolent Fund's guardianship it will continue to receive the care it deserves, so that the memory of those young men will not be forgotten.

Through the process I met a man who I admire and who I value as a friend. It was therefore a great privilege to accept the award on Philip's behalf. For more information or if you'd like to donate to the upkeep of the Memorial, please visit www.rafbf/bcm.

Malcolm White



RIP Tony Iveson

While its not usual to include Last Posts in this newsletter, the recent death of Squadron Leader Tony Iveson was significant to many of our members.

Tony was an RAF pilot who fought during the Battle of Britain as a fighter pilot. He was one of the rare breed to transfer to Bomber Command. As a flight commander in 617 Squadron he led Arthur Joplin's section on the successful November 1944 raid on the Tirpitz.

Tony became President of the RAF Bomber Command Association and did much to ensure the London Memorial proceeded. He visited New Zealand regularly and was always pleased to help in any way. God speed Tony.

***Tony with Les Munro
617 Sqdn
at Classic Flyers.***

***Tony with fellow 617
Squadron pilot Arthur Joplin
and our Grandslam***



The Heavies

Some ninety years separate the aircraft of the First World War and today.



From the Handley Page 0400

Speed and Range 80mph 1300 miles
Ceiling 10,000 ft
Bomb Load 7,500 lb

and the mighty Avro Vulcan

Speed and Range 600mph, 2600 miles
Ceiling 55,000 ft
Bomb Load 20,000 lb



to the Avro Lancaster

Speed and Range 233mph 2700 miles
Ceiling 28,000 ft
Bomb Load 12,500 lb



... and the Mediums



The De Havilland 4

Speed and Range 114mph, 250 miles

Ceiling 16,500 ft

Bomb Load 450 lb

The De Havilland Mosquito

Speed and Range 300mph, 1500
miles

Ceiling 29,000 ft

Bomb Load 4,000 lb



The Canberra took on most of the roles flown by Mosquitoes a decade before. The RNZAF 14 Squadron flew a fighter bomber model for many years.

Speed and Range 500mph, 3400 miles

Ceiling 48,000 ft

Bomb Load 8,000 lb

Today's Tornado Canberra

Speed and Range 1,460mph, 1600 miles
Ceiling 50,000 ft

Bomb Load Lots of clever ones.
New NZBCA member Chris Pote
demonstrates its low level speed.



From Newsletter 62 in 2000

'Everyone must remember those darned bikes without which getting around dispersed sites or to the village pub was nearly impossible.

Too often your issue bike would disappear from the parking rack so you'd just take the next one to it! Owning your personal bike seemed to be the answer but I had at least 3 stolen. On one station in 1943 a nice racket developed with a team of MT mechanics filching bikes and altering them somewhat and re-selling. This came unstuck when two officers identified parts of their old cycles on others.

The WAAF'S LAMENT TO HER BICYCLE

A pest upon thee, willful faithless steed.
A curse upon thee. Canst'not give me peace?
Shall I from thy fell wiles be never freed?
Shall this damned mending of thee never cease?

If thou couldst speak and shoot a line no doubt
Thy plaint would be neglect and lack of care,
Of oil when thirsty thou hast gone without.
Thinkst thou that I have all the day to spare?

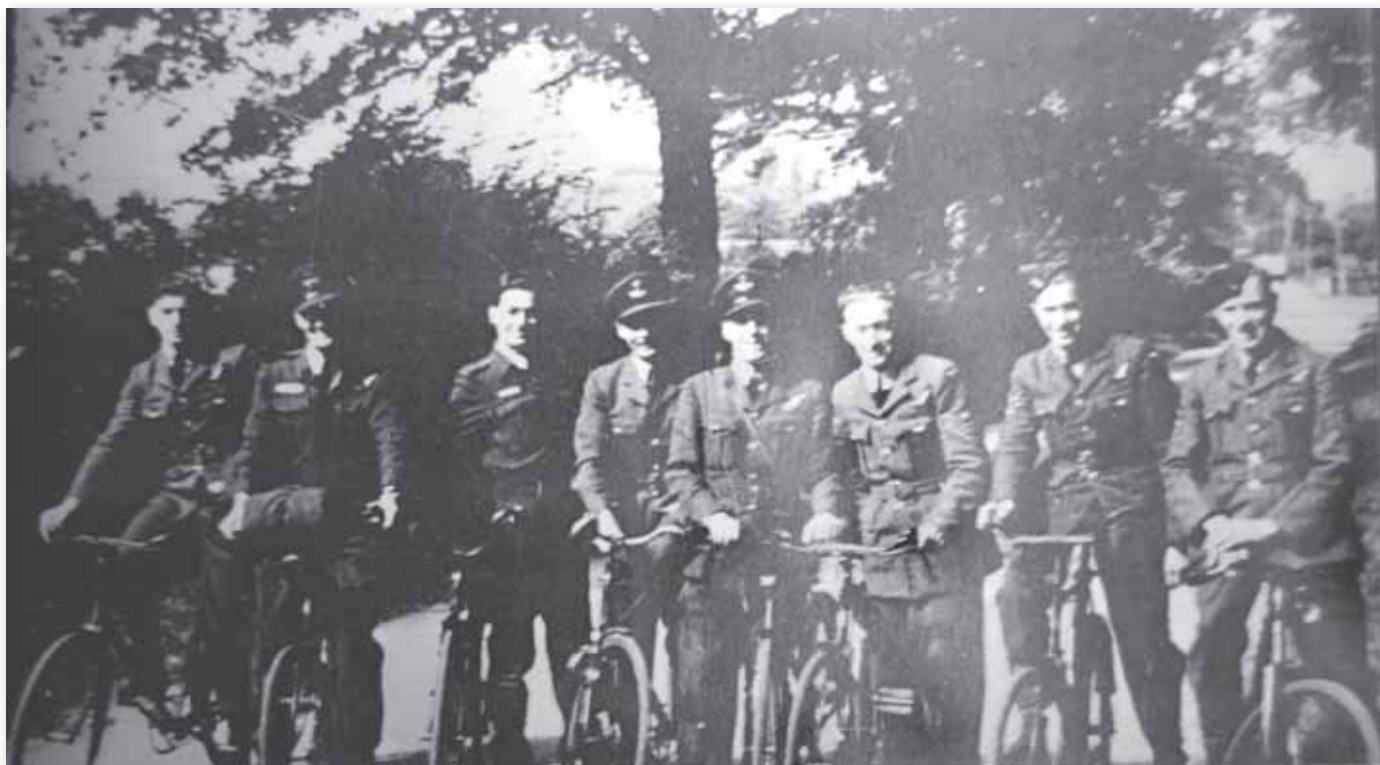
Thinkst thou that I have nothing else to do
But tend thy rusty mud encrusted frame?
Duty forbids me. Thou art English too
Surely then thou hast learnt to play the game.

I dream of magic bicycles at night.
Tyres puncture proof and soft air-cushioned seat
And lamps that never lose their light,
A brake that stops me dead within two feet.

And then I wake and look at thee again
And hate thy vicious inconstant ways
And now once more, while pedd'ling through the rain,
Vow to walk or bus all my remaining days!



Westcott 11 OTU



Aircrew while training at OTU Westcott—Oakley.

Left to Right: Ron Maryan, Air Gunner; unknown; Eddie Robertson, Pilot, N.Z.; Hec Richmond, Bomb Aimer, N.Z.; Tony Herrold, Nav., NZ; Phil Smith, Air Gunner, Frank Tibby, W. Op..

**WAAFs at play –
ready for football.
Lucky Coach!**



**WAAFs at work
on an Oxford at
4 AFU**



**Prime Minister
Winston Churchill to
Minister of Aircraft
Production,
in a memo dated 8
August 1940**

In the fierce light of the present emergency the fighter is the need, and the output of fighters must be the prime consideration till we have broken the enemy's attack. But when I look round to see how we can win the war I see that there is only one sure path.

We have no Continental army which can defeat the German military power. The blockade is broken and Hitler has Asia and probably Africa to draw from. Should he be repulsed here or not try invasion, he will recoil eastward, and we have nothing to stop him. But there is one thing that will bring him back and bring him down, and that is absolutely devastating, exterminating attack by very heavy bombers from this country upon the Nazi homeland. We must be able to overwhelm them by this means, without which I do not see a way through. We cannot accept any lower aim than air mastery.

TEN LITTLE BOMBER BOYS



Ten little Bomber boys off to strafe the Rhine,
One went to Hamburg and then there were nine.



Nine little Bomber boys, one of them was late,
Went and taxi-ed out too fast and then there were eight.



Eight little Bomber boys all their engines revving,
One retracted undercart and then there were seven.



Seven little Bomber boys, one knew all the tricks,
Cut through the balloon barrage and then there were six.



Six little Bomber boys eager to arrive,
One over-boosted and then there were five.



Five little Bomber boys crossed the hostile shore,
One flew level through the flak and then there were four.



Four little Bomber boys, one came down at sea,
Didn't know his dinghy drill and then there were three.



Three little Bomber boys homing on the "Q",
One took QDR for QDM and then there were two.



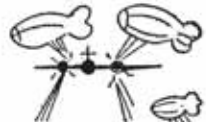
Two little bomber boys not thinking of the Hun,
Forgot about intruders and then there was one.



One little Bomber boy eager to be done,
Overshot, did not go round and then there was none.

No little Bomber boys left to shoot a line
Of those huge fires left burning at those targets on the Rhine,

And ten expensive aircraft will never fly again
With their ten expensive aircrews who took so long to train.



W. HOOPER
RAF.

