



NZ Bomber Command Association News

June 2017

Patron: AVM Peter Stockwell ONZM, AFC
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Vice Presidents: Bunny Burrows (15, 622, 487 Sqn), Keith Boles DFC, pff (109 Sqn)

NZBCA CHARITABLE TRUST 2561560

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From our President

Greetings All. Winter is a good time to keep indoors and do a spot of remembering.

In those early days after the war some of us joined the RSA and Brevet Club, others just wanted to forget.

In Auckland it was John Barton who first aroused interest in the group of derelict aircraft rotting in the long grass behind Motat. One was a sorry looking Lancaster with birds nesting inside and another the remains of a Mosquito.

It was the very energetic Bill Simpson who organised the NZ Pathfinders Association and 'Save the Lancaster Fund'. In time, falling numbers prompted him to invite all ex Bomber Command to a reunion in the Parnell League rooms.

During the festivities Bill asked if we wanted more reunions and such was the response he circulated a data sheet for Name, Rank, Number and contact details.

Next day I got a phone call, "I want you to be Secretary", and at my hesitation, "You live near me, and you can read and write can't you?". I was obviously Secretary material, Tom Hindley became Treasurer and Ken Dalzell Auditor.

We had a committee for a rapidly expanding NZ Bomber Command Association with members ranging from Invercargill to Ahipara in the Far North.

There followed many memorable reunions at Western Springs with 100 veterans and more attending.

Bill produced Newsletters, Membership Lists and AGMs, Committee re-elected unopposed. Investigations began for a Hangar and we were fortunate to have volunteer engineers from George Beca and the Airways. The Wednesday Boys were soon stripping the Lancaster paint and enjoying their companionship.

All this time the media and new books were decrying the bombing of cities and the inept Bomber Campaign.

I can well remember highly decorated Graham Mandeno exclaiming in anguish, "Was it all in vain?"

At last in 2010 came a remarkable 'volte face' in media reports, books, and public thinking, resulting in the magnificent Green Park BC Memorial and the ambitious IBCC in Lincoln. Both were supported, not by Government but by public donations. At last people understood that WW2 was total war against a huge Evil, a war that had to be fought and had to be won.

What a pity it came too late for most ex Bomber Command to witness.

Best wishes to you all, *Ron Mayhill*

Where's The Wednesday Boys Song

Still no details

Memorial Service



Over two hundred friends and family attended this year's memorial service on Sunday June 11. Eighteen veterans were special guests along with aircrew from the RNZAF, RAF, RCAF and RAAF, diplomats from Holland and Poland and the Mayor of Auckland Phil Goff.



The service was conducted by senior NZDF Chaplain Group Captain Anthony Hawes and organised by NZBCA Board member Jonathan Pote MBE. As a doctor Jonathan served in the Gulf War and brought special meaning to his eulogy on the Bomber Boys.

Our thanks to the AWMM and the many who helped during the service and later at MOTAT.



SPECIAL NOTICE

Our operational twin, 5 Squadron RNZAF have invited Association members to RNZAF Whenuapai on Tuesday 27 June 2017, as their special guests.

A notice has been sent to you.

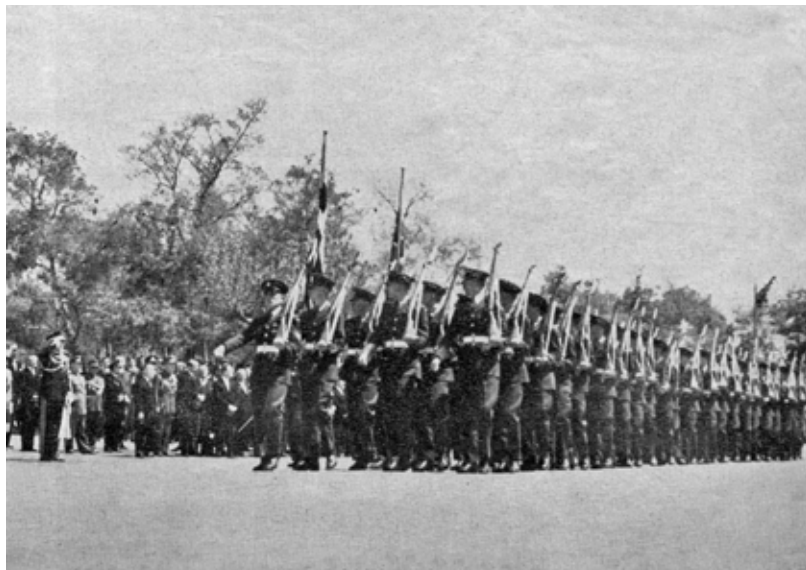
RSVPs will be essential for security purposes.

Back in 1954

I had the honour to be given a part in the ceremonies in Athens which were connected with the unveiling of the Commonwealth War Memorial. Appropriately enough this was to be unveiled on Anzac Day. I was in command of the R.A.F. guard of honour, and, besides the R.A.F. contingent, there were guards of honour from the Navy and the Army, and each was accompanied by its own full-strength band. The whole British contingent was got together in Malta some 3 weeks before the ceremony for training we went from Malta to Athens on an aircraft-carrier and trained each day on the HMS Theseus flight deck on the passage. Once in Greece we all trained again for several days, in company with large detachments the Greek forces and their bands. Training was carried out on a large plain several miles from Athens and were hosted by the Greek Forces living in their tents, barracks, and eating their food, sometimes most unpleasant! We were informed that the arrangements for the ceremony itself, which was to be performed by the King of Greece, were in the hands of a Greek Army brigadier, but we never saw the gentleman. We were not allowed into the city, nor did we have an rehearsal of the parade itself.

On the grand day we marched several miles to the Square where the ceremony was to take place. We were all dressed in winter uniforms, Unluckily, as it was a boiling hot day. I think about a thousand troops formed up in this small square, which was about the size of a rugby pitch. It was to quite a solemn occasion with a large assembly of dignitaries from all over the Commonwealth and representatives of the Allies and the British Forces, and members of various Royal Houses, etc. Once we had all settled down, the Brigadier in charge of the ceremony appeared on the rostrum by the memorial and began giving his orders to the parade. Unfortunately, he spoke in Greek, and it was at this point things began to go wrong. None of the British forces could follow his instructions and, somehow or other all the guards of honour came to the "Present arms" position before the official speeches began, and stood like this for something like 15 minutes before the actual unveiling was attempted. After a while men began to faint and a fair bit of grumbling started amongst the British parties. Immediately alongside my R.A.F. lot was the Army guard made up of members of the 51st Scottish Highlanders. The Highlanders have the highest reputation for toughness in action, but I can assure you they were not so tough that day. Some 42 of them from their 100-strong guard of honour "bit the dust". The R.A.F. and the Navy fared somewhat better. I am

not sure about the Navy but my R.A.F. had only lost 36 at the conclusion of the ceremony. After speeches, the King of Greece came to the fore to unveil the war memorial, which I think was a figure or group of figures on top of a column, the whole being draped with flags of the various nations. I say: "I think it was a group of figures", because we never did see the memorial - as the harder His Majesty pulled, the more stubbornly the



drapes seemed to hold on. At last, after pulling from out in front, from the left, then the right, the poor Royal person gave up in disgust and walked away. All the Forces were still at the "Present arms". There was a lot of confusion, with First Aid parties scrambling around, taking off the fainted personnel and kicking their rifles into the gutters. The subsequent march-past and saluting a veiled war memorial are beyond my memory. However, there was some recompense. We were informed the next day that the Greek Army Brigadier had been reduced to the rank of Captain.



Dick Broadbent (NZ391339)
DFC mid, flew tours with
40 sq, then as a flight
commander with 75 sq. He
served postwar with the RAF
until 1963. He and former
75 flight commander, Geoff
Rothwell, went into the motel
business in Kerikeri and ran
NZBCA Northland branch for
many years.

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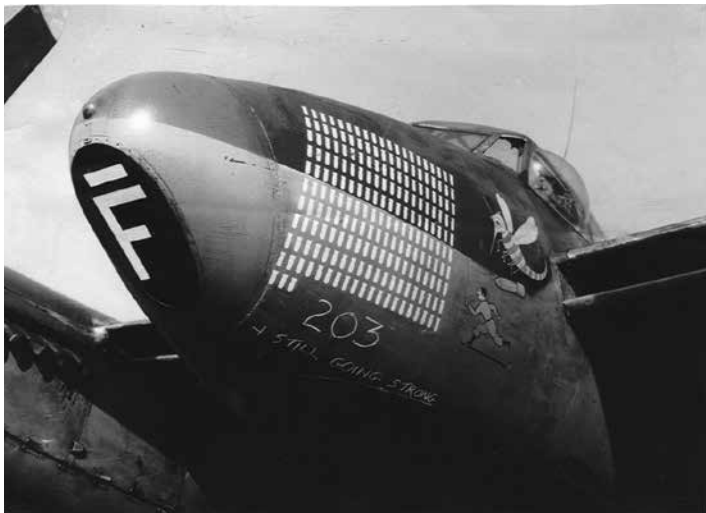
Contributions to the NZBCA news are always welcome.

Family and friends of Bomber Command servicemen and women are very welcome to become members. contact us for details



AT THE-NEW-ZEALAND-
BOMBER-COMMAND-
ASSOCIATION

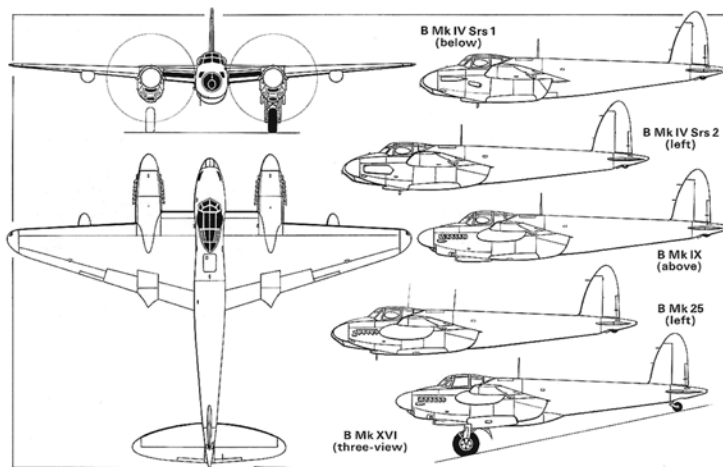
De Havilland Mosquito



RAF Bomber Command flew various marks throughout the war until the 1950's from the B IV to B32

There were also the radar equipped fighter versions used by 100 Group targeting Luftwaffe Nachtjager aircraft.

A BIX (LR503 F for Freddie) of 109 and 105 Squadrons holds the record for most operations by an Allied bomber with 213 sorties to its credit. Mosquitoes had the lowest loss rate of any aircraft in RAF Bomber Command many crews putting up over 50 ops. Always the favourite of our veterans new versions can now be seen at Ardmore, the product of Warren Denholm and his team at Av Specs.



**Mossie men at MOTAT, Keith Boles (pilot 109 pff),
Bunny Burrows (nav 487 sq) Reg Mitchell (pilot 488)
and Sonny Gespard (nav 75 sq.)**

Westcott Sees New Life with Rockets

The home of 11 OTU has seen redevelopment and a return to its post war status as a rocket test base



"The opening of this new test facility at Westcott marks an historical moment for the European Aerospace industry and for the UK research and development in rocket propulsion. This facility will enable the ground test of the SABRE engine cycle, opening the way to the first flight tests, and to a new era.

"The European Space Agency is proud of this partnership with industry and the UK Space Agency, to which we bring our technical competence, which has supported the SABRE development to this stage, and we are confident, to its future flight success."

The construction of the SABRE engine test facility is a significant milestone. The company has already successfully undertaken testing of the engine's pre-cooler and thrust chamber technologies, and will undertake further ground-based high-temperature testing of the pre-cooler early in 2018.

The test facility is located in the Westcott Venture Park, a location with a strong history of rocket propulsion research, having been used to test various UK rocket projects since 1946, including the Blue Streak and Black Arrow programmes.

In 2016 the UK Space Agency selected Westcott as the UK's National Space Propulsion Test Facility and the site is now home to a number of space propulsion and satellite technology companies.



The International Bomber Command centre will be unveiling a memorial spire in Lincoln next April and invite all veterans to attend. Details from events@internationalbcc.co.uk

Who dropped the last bombs on Berlin?

Richard Stowers

Recently in November 2016 I met up with Elliot Young at Waihi Beach, New Zealand, and during a conversation over a bottle of red wine, it transpired that both our fathers and my father-in-law were bomber pilots during the Second World War. Further, Elliot shared that his father, now passed away, along with his Australian navigator, were the very last to bomb Berlin in April 1945. However, this honour had already been bestowed upon another aircrew. But after extensive research by both myself and Elliot, we have managed to uncover the exciting truth behind one of the last bombing raids of the war.



David Young, left, Mac Skinner

The first raid on Berlin was made on 25/26 August 1940, when 95 Hampdens and Wellingtons were dispatched to bomb Tempelhof Airport near the centre of Berlin and Siemensstadt, of which 81 ineffectually dropped their bombs in and around Berlin. On the night there was thick cloud over the target, and most of the bombs fell in country areas south of the city. Although damage was slight, the psychological effect on Hitler was huge. Early raids on Berlin prompted Hitler to order the Luftwaffe to target British cities rather than airfields and air defences, at a time during the Battle of Britain when British air defences were critically close to collapse.

Extensive bombing of Berlin continued for nearly five years, with the city being subjected to 363 air raids by the RAF Bomber Command, the USAAF 8th Air Force, and even a minor role played by the French Armée de l'Air and Red Air Force late in the war. British bombers dropped approximately 45,517 tons of bombs and the Americans 23,000 tons. Between November 1943 and March 1944 alone, Bomber Command made 16 massed attacks on Berlin, costing more than 500 aircraft. Bomber Command lost about 2,690 men over Berlin and nearly 1,000 more become prisoners of war.

The last Allied bombing raid on Berlin took place on the night



Mac Skinner's log book.

of 20/21 April 1945, at the time the Russian Army was entering the outer suburbs of the city from the east. In all, 76 Mosquito bombers made six separate attacks on the city during the night, including eight aircraft each from 109 Squadron based at RAF Little Staughton near St Neots, Cambridgeshire, and nearby 105 Squadron based at RAF Bourn near Cambridge, also in



David Young's log book.

Cambridgeshire. Both squadrons belonged to the Pathfinder Force. All 76 aircraft returned home safely.

So which bomber and aircrew had the distinction and honour of dropping the final bombs on Berlin?

For more than 70 years that honour was bestowed upon two airmen of 109 Squadron – Flying Officers Arthur C. Austin, pilot, and P. Moorhead, navigator – flying Mosquito bomber XVI MM 929. Their bomb load comprised four 500-pounders, and their recorded time of release was 0214 on the morning of 21 April (British time). They arrived back at base at 0430.

But new evidence has come to light which clearly gives the honour of dropping the last bombs on the German capital to two young airmen of 105 Squadron – pilot Flight-Lieutenant David Watson Young of New Zealand, and his navigator Pilot-Officer Malcolm (Mac) Bailey Skinner of Australia. They were flying Mosquito bomber XVI PF 407 "A" on the night with a similar bomb load of four 500-pounders, but because of a minor delay in the initial stages of the raid, they happened to release their bombs 12 minutes later than Austin and Moorhead at precisely 0226.2.



On the night, the eight 109 Squadron Mosquitoes took off from Little Staughton roughly over a four-hour period: M.P. Fellowes and A.A. Howley at 2029, J. McIntosh and J. Neve at 2030, H.M.J. Smith and W.R. Wade at 2140, J.R. Brown and M. Bowman at 2145, A.J. Murray and D.J. Hudson at 2355, R.V. Watson and A.N. Robbins at 0001, and A.C. Austin and P. Moorhead at 0010, and D.S. Bell and A.N. Mogg at 0013. A quick observation tells the eight bombers took off in four pairs. (National Archives, Air 27/856.)

The eight 105 Squadron Mosquitoes at Bourn also took off over a four-hour period: R. Burrell and J. McCulloch at 2035, then T.P. Lawrenson and D.W. Allen at 2037, J.C.H. DeLisle and J.F.O.C. Delori at 2130, C.F. Muller and P. Hall at 2145, F.N. Briggs and P.C. Davies at 2359, E.J. Williams and L. Isaacs at 0001, R.H. Potts and J.R. Lake at 0008, then D.W. Young and M.B. Skinner at 0035, nearly half an hour after the previous bomber, and 22 minutes after the last 109 Squadron Mosquito. (National Archives,



Reich Chancellory



Berlin

Air 27/828.)

Apparently Young and Skinner were taxiing just prior to take-off, when they observed that a magneto on one of the engines was malfunctioning. So they quickly made their way back to dispersal and switched to Mosquito "A", a 'standby' aircraft which was fully fuelled and bombed up. Their original take-off was delayed by about 20 minutes. Once they climbed away from the airfield they encountered a cold front moving in from the North Sea. To avoid icing on the wings, they quickly climbed to 30,000 feet, a luxury for operational crews on Mosquitoes. Nearing Berlin, they dropped to 28,000 feet in preparation for their 10-minute run-in to the target, and dropped their bomb load at precisely 0226 before heading home. They landed at 0444 on the morning of Skinner's 20th birthday, completing the operation in just 4 hours 9 minutes – a remarkable achievement for a bomber flight to Berlin and back during the Second World War. The distance in a straight line is about 570 miles (917km), or 1,140 miles (1,834km) return, but the actual course flown by Young and Skinner would have been longer and vectored to avoid enemy defences, with the final approach to Berlin made from the south to synchronise with their Oboe navigational equipment.

After the operation, the intelligence officer of 109 Squadron assumed, because of the scheduled times of take-off, that the last of his squadron's aircraft was the last to return from the target, and consequently the last to bomb Berlin.

Realising the misreckoning after an article was published in some British newspapers, Young and Skinner corresponded with newspapers with no success, then pursued their Intelligence Officer to rectify the situation, resulting in a counter-claim being made on 4 June 1945. A signed certificate was issued by the squadron intelligence officer claiming that the last bombs were dropped on Berlin at precisely 0226 by Young and Skinner (see illustration of certificate), 12 minutes later than Austin and Moorhead.

Skinner later stated, "Flying Officer Arthur Austin, 109 Squadron, was reported in The Daily Mirror on 10 October 1945 to have dropped the last bomb at about 2.15am. He was probably briefed to be the last one but as we had to change aircraft because of engine trouble, and then encountered a cold front causing delay, we evidently usurped position by at least 10 minutes."

DETAILS TAKEN FROM CERTIFICATE

Bomb load of 4 x 500 MC (Medium Capacity), Fused at 0.025 secs (to explode immediately on impact), Tail Delay (the bombs were 'armed' by a spinner fuse in the tail); Aiming Point of Alexandre Platz (Alexandreplatz public square), Centre of Berlin; Height 28,000 ft (when bombing); IAS (Indicated Airspeed)

166 knots; TAS (True Airspeed) 260 knots (the difference is related to the lack of pressure at height); Time of Release of 0226.2 (means plus 2 seconds at 2.26am); Computed Error of 50 yards (is based on the Oboe run result. Each Mosquito flew to a point 50-plus miles south of Berlin, turned north and switched on the Oboe set which was received in Britain by two stations

– 'tracking' and 'releasing' stations. As the aircraft neared the target the navigator received a series of Morse 'A's if it flew too near to England, and 'N's if it flew too far way. The 'clear' middle corridor was about 50 feet wide and the Mossie's wingspan was only 53 feet! Also, the navigator received signals at set intervals as the aircraft neared the target, then a series of 5 dots to which the navigator released the bombs or markers. In theory there was zero error but there was always small errors. 50 yards was considered a "very good" result); Airborne Time of 4 hours 10 minutes (total flying time).

Young and Skinner teamed up for a total of five operations together, all in the last weeks of the war and all in Mosquitoes. Targets were Reisa on 13/14 April, Wismar on 14/15 April, Berlin on 20/21 April, Schleissheim airfield on 23/24 April, and Husum airfield near Kiel on 2/3 May, the last Bomber Command operation of the war. On 30 May they took a Mosquito on a 'cooks' tour around major German cities, viewing from the air the devastation caused by Bomber Command.

David Young (NZ413927) was born in Hamilton, New Zealand, on 21 August 1921. He did his initial air force training in New Zealand before travelling to Britain. For over two years he trained first navigators at 1515 BAT (Beam Approach Training) Flight at Swanton Morley, then pilots at 14 'P' AFU (Advanced Flying Unit) at Dallachy in Invernesshire, Scotland. Then he himself trained for operations before joining 105 Squadron in early 1945. After the conclusion of the war he returned to New Zealand and became a commercial pilot flying for New Zealand National Airways Corporation (NAC), and an airline inspector for the New Zealand Civil Aviation Authority (CAA). On retirement he had tallied up more than 20,000 hours flying time. He died in Wellington on 23 June 1980, and is survived by his wife Lillian and children.

Mac Skinner (AUS435581) was born in Ingham, North Queensland, on 21 April 1925. After joining the Royal Australian Air Force, he trained in Australia before travelling to Britain where he continued training as a navigator-bomb aimer before being posted to 105

Squadron where he 'crewed up' with Young. After the war Skinner returned to Australia in January 1946 and rejoined the staff of the Bank of New South Wales, two months before his 21st birthday. Now in his nineties, Skinner resides with his wife Joyce on the Gold Coast of Queensland. © R. Stowers



Mac Skinner today resides on the Gold Coast of Queensland.

Lancaster Appeal

With the Lancaster now up for a few repairs lets recall when the Pathfinders Assn was established.
The appeal that started it all and became the foundation for the world class Aviation Display Hall now at MOTAT.

Ph: Ak 580-467



PRESIDENT
Wg. Cdr. W.J. Simpson DFC
VICE-PRESIDENT
Sqn Ldr. G. Sanders DFC

NEW ZEALAND PATHFINDER ASSN.

P.O. BOX 25-043, AUCKLAND

SECRETARY

PATRON
Air Marshal Sir Richard Bolt, KBE, CB, DFC, AFC.

6th October 1982

'BOMBER EXHIBITION' APPEAL

SIR KEITH PARK MEMORIAL SITE, MUSEUM OF TRANSPORT & TECHNOLOGY, AUCKLAND

The Lancaster at MOTAT is one of the very few left intact worldwide. Unfortunately, it is exposed to salty sea breezes and will simply rot away if not protected under cover in the next year or two. This would be a great tragedy.

There are no firm proposals to house the Lancaster although MOTAT has been examining ways of placing all of the 'Big Three' (including the 2 Flying Boats) under cover. However, there is little prospect at present that MOTAT will raise funds, with all its other projects, to complete buildings for the 'Big Three' in time to save them. The N.Z. Pathfinder Association has studied the problem of the Lancaster and obtained the agreement of the MOTAT Trustees to a separate project which must be undertaken urgently.

The Pathfinders believe that it is not sufficient merely to raise a building around the Lancaster and leave it at that. Our suggestions, which have been sympathetically received by the MOTAT Trustees, are that the building should also house the Mosquito which is in process of restoration at MOTAT. The two Bomber aircraft should then become the focus for a 'Bomber Exhibition' to be established in the same building, illustrating among other things the vital roles these famous aircraft played during World War II and the very special place they hold in the hearts and memories of so many airmen.

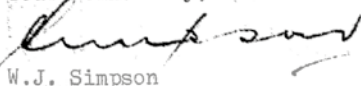
The first major step, therefore, is the erection of a single building to house the Lancaster and Mosquito. This would entail a building of about 9000 sq.ft. in size and initial cost estimates suggest a required sum of \$125,000 - \$150,000. The total concept would follow in time, but we believe that now is the time to press on with the aim of raising a sum close to \$200,000 which would ensure completion of the 'Bomber Exhibition'.

Where do we find such a large sum? The NZ Pathfinder membership of about 90 has just begun its own campaign and has already raised several thousand dollars for the project, but we cannot hope to do it alone. As the initiators of the 'Bomber Exhibition'

However, if some 4000 individuals could be encouraged to contribute on average as much as the few Pathfinders have so far produced, a total of \$200,000 would be no problem at all. Surely there must be at least that number of ex-Bomber and other aircrew or just people with a soft spot for the Lancaster and Mosquito. There are many ways to raise money apart from personal donations and we need people to come forward and start or assist with such schemes. All personal donations to the fund will be eligible for tax deduction claims and receipts will be issued.

We hope you can help. Please write today with suggestions or offers of help and don't overlook that cheque, payable to the NZ Pathfinder Assn (Bomber Project). No sum is too small and your contribution will be protected and put to very good use.

Yours sincerely,


W.J. Simpson



NZBCA Celebrates Thirty One Years

It's a chance to look back to see the formation of Bomber Command NZ with Bill Simpson and issue Number 1.

INTRODUCTION

NEWSLETTER NO.1
April 1986

We have the makings of a Bomber Command Association in New Zealand, having sought comments over past months through the NZ Pathfinder Association sponsorship of the B.C. Commemorative Medal (401 ordered to date). A firm initial list of about 550 ex-BC people has been compiled and, with other addresses so far supplied, 800+ of this letter will go out. The questionnaire sent in response to Medal enquiries, although not all fully completed, produced a 90% vote in favour of an Association and a Reunion.

On 3rd March, a dinner was held in Auckland attended by about 80 representing 48 Squadrons and a pleasant evening resulted. This was the first get-together for Bomber people in NZ since the war apart from periodic reunions of ex-75 Squadron members. The enthusiasm was such that two or three a year will be held in Auckland alone and numbers are expected to grow as the word gets about.

The gathering voted to form an Association and to consider a larger Reunion. A later meeting of 15 representatives led to the formation of an inaugural committee consisting of:

President: W.J. (Bill) Simpson, Secretary: R.D. (Ron) Mayhill, Treasurer: Tom Hindley.

Plus a loosely-knit and informal committee to be called upon as needed. It was hoped that small regional committees under Vice-Presidents would eventually be formed around other main centres to organise local activities and to provide feedback for newsletters to keep everyone in touch. It is hoped to keep these interesting and sent out on a regular basis.

Incidentally, 1986 is the 50th Anniversary of the formation of RAF Bomber Command and this seems an appropriate year for launching our own NZ association. The NZ Fighter Pilots Assn has just made a good start with 150 members and is expected to grow.

AIMS OF THE ASSOCIATION

The aims of the Association should mainly be concerned with fostering comradeship between those with the common experience of having served in the biggest Command in RAF history, of having achieved much with honour and, in our fellowship, to pay homage to all of our colleagues lost in the longest sustained campaign of WWII. In maintaining what we hope will be a happy association and no doubt indulging in a little harmless nostalgia about those vital years, we should remind ourselves and later generations how much the sacrifices made in Bomber Command contributed to the ultimate victory and to the years of freedom since. That the risk was high cannot be denied when 56,000 died including at least 2,000 New Zealanders.

We might reflect on a few points from a recent article by AVM Don Bennett who led the Pathfinder Group - 'Bomber Command crews made up the only force to keep pressure on the Fatherland for the duration. At Dunkirk they sank the invasion barges and stopped any attempt to land on British soil. Then they mounted a crescendo of bombing of strategic targets of increasing severity and importance. They added support for naval targets in heavily defended ports and Norwegian targets which menaced Arctic convoys to Russia. They destroyed Krupps by massive blind bombing at a time that saved Stalingrad. They destroyed the second largest city in Germany - in one week. When the V1 and V2 threatened our existence, they destroyed Peenemunde and blew up the buzz-bombs on their pads and in their bunkers. They carried the brunt of the destruction of the railway marshalling yards of NW Europe and, when the Normandy invasion came, they honoured a guarantee to The Supreme Command that all the heavy guns would be silenced. While continuing to bomb the Fatherland, they dropped many tons on German tactical targets to ease the way for our troops. Yes, Bomber Command has much to be proud of....'

To do justice to the 5½ years of the bombing campaign is impossible in a few short paragraphs, but those who survive should be proud to have played their small part in this great contribution to final victory and should not be afraid to let the facts be remembered. Our numbers may diminish but we can still be heard and one of our Assn aims might be to put the record straight and educate our countrymen a little about the often misrepresented air war in Europe. This is a vital part of our NZ history, particularly as we lost nearly as many in Bomber Command alone as we lost at Gallipoli. Yet where is this remembered? If we can commemorate the Battle of Britain every year when losses did not approach those of one single raid (Nuremburg), maybe it is time for the bomber boys to be given some small recognition of their contribution and sacrifice. More later.

Let us remember that our true reward lies in our own knowledge of what was achieved. We should try to make our association a happy one of comradeship and loyalty to those with whom we shared those fearful days whether they survived or not and wherever they now live, in NZ or overseas. One of our aims will be to keep in touch with the newly-reorganised 'parent' Bomber Command Association in the U.K.



75 (NZ) SQN, RAF

glen@nz75squadron-accessories.kiwi.nz



75 Squadron Collection

Secretary Glen Turner has produced a wide range of ties, pins, plaques and posters for the Squadron from Wellington to Skyhawk days.

Glen's contact is 3 Pain Street, Bulls 4818, for a catalogue
glen@nz75squadron-accessories.kiwi.nz

New landing techniques



Donation Requests

The International Bomber Command Centre in Lincoln has been very active sending out requests for funds to veterans.

Please note this is a privately run organisation and in no way affiliated to the NZ Bomber Command Association or the RAF Bomber Command Association. It does not support the official memorial in London.

Calendar

Things to plan for -
a reminder will be sent out

MID YEAR

5 Squadron (P3K Orions) host us for a tour and lunch.

Remember 5 Squadron is the RNZAF heavy bomber squadron and have adopted the NZBCA as their veteran partner.

CHRISTMAS LUNCH

A long way to go.

A line from Vic Viggers

FOR THE 'LINE SHOOT' BOOK, A tale from Vic Viggers. Praise the Lord.

On "101 Sqn, the Gp Capt 69 flew with Vic's Lancaster crew on what was felt to be an easy target to be counted as a one-third op. This was Mailly-Le-Camp on 3.5.44, a short 5.40 jaunt or so they thought. They arrived over target to the brightest noisiest reception and the RG (a God fearing gent who rarely swore) was giving evasive action almost continuously as night fighter activity was rather disconcerting. He called the skipper (the late F/Lt DH Todd DFC of Palmerston North) and said "Toddy, the bastards are everywhere" whereupon the guest Gp Capt cut in and said "Don't worry rear gunner the Lord is with us" and back came the reply "He may be up your end but there's no sign of the buggers down here".

(Note: 42 Lancs were lost -11.6% of the force, incl 4 from 101 Sqn. 460 (Aust.) Sqn, Binbrook, lost 5 of 17 Lancs.)

A navigator's poem

At Mepal our briefing's a wonderful sight
The Sprog navigators all shitting with fright
They don't hold with loops or use astro at all
Their only way home is a bloody gee crawl
At least from their logs it would so appear
That they just guess a course for the skipper to steer
With D.R.M. setting and blue end in red
It's no wonder they're always so late into bed.

When all's said and done they must know their stuff
When the Vis has clamped down & the Met is all duff
With H2S fixes and DR as well
And API winking like a bat out of hell
And revise ETA they just alter course
And hope to be still with the rest of the force
But when 'H' hour comes round & TI's go down
You can bet Seventy-five will be raining bombs down.

When coming back home with the crew all asleep
The Nav working backward to fill in his gaps
Across the North Sea they erratically roam
Believing the Nav when he says "Soon be home".
And when at long last the poor bastards arrive
A sweet voice from control says turn '25'.
Jim Haworth



Navigators from 7 squadron look to see where they will take their skipper, Robin Craw.