



NZ Bomber Command Association (Inc)

Patron: Les Munro (617 Sqn), CNZM, DSO, QSO, DFC
Honorary Chaplain: The Venerable Neville Selwood Archdeacon Emeritus of Dunedin
President: Ron Mayhill DFC (75 Sqn)
Vice Presidents: Bunny Burrows (15, 622, 487 Sqn), Keith Boles DFC, pff (109 Sqn)

NEWSLETTER December 2014
NZBCA CHARITABLE TRUST 2561560
WEB SITE: www.nzbombercommand.co.nz



From the President

It's with great sadness I record the recent passing of our Patron, Dick Bolt, who has served the Association since its foundation and our Vice President Frank Prebble. Both men enjoyed successful and significant careers post war. God speed gentlemen.

We are very

fortunate to have Les Munro and Keith Boles step up into these important roles in our Association. Welcome to you both.

I am delighted that Les Munro, CNZM DSO QSO DFC JP has accepted the important office of Patron of the NZBCA. As a highly honoured and decorated New Zealander and the last remaining 'Dambusters' pilot, he is renowned in this country and overseas and will give great distinction to our Association.

On a sadder note, it was my honour to attend the funeral of our former Patron, Air Marshall Sir Richard Bolt KBE CB DFC AFC in St Paul's Cathedral, Wellington on the 1st August.

He was laid to rest with full military honours, the magnificent service complete with the RNZAF Band, Lone Piper, Last Post, three volleys from the RNZAF Firing Party, and Escort Guard.

All traffic was stopped as the funeral procession made its way to the HQNZDF, with the slow-marching Escort Guard and haunting, slow, loud beat of the drum.

Richard Bolt was one of us, albeit a most distinguished one, who rose to great heights, but who never lost the common touch, even humble and ever friendly. He was of great help to me on the 2012 trip to Britain, and in the designing of the NZBC Trophy; a good friend and a man to admire and respect.



Our Patron - Les Munro

Les will be well known to you all and remains very involved with the 617 Squadron Association and of course the continuing interest in the Dams raid.

Not so well known was his leadership during D-Days Operation Taxable nor the community service post war in the King Country. Today Les is a keen supporter of Tauranga's excellent Classic Flyers museum.



Vice President - Keith Boles

Keith is an original member of the Association serving with founding President Bill Simpson as a pilot on 109 pff Squadron. After surviving the fall of Singapore (where he had no aircraft to fly), Keith served as an instructor in the UK for many months before completing 50 ops flying Oboe Mosquitoes from Little Straughton. Now he "flies" a suitably number plated Holden.

Air Marshal Sir Richard Bolt – obituary

Air Marshal Sir Richard Bolt, died recently aged 91. He served with RAF Bomber Command Lancaster bombers and post war became Chief of Air Staff and Chief and Chief of Defence Staff.

Dick Bolt arrived in England in 1943 to complete his training as a bomber pilot. On the first of a number of operations over Germany with No. 51 Squadron, his Halifax suffered more than 50 shrapnel hits. He later served with the Pathfinder Force, converting to Lancasters and joining No. 35 Squadron. By the end of the war he had completed 37 operations.

In April 1945 Bolt flew during Operation Manna, dropping food parcels to the starving Dutch population - "For once," he observed, "we were not killing anyone." He also flew one of three Lancasters on a night-time low-level sortie dropping medical supplies into a POW camp north of Berlin, then joined Operation Exodus bringing POW's back to Britain. At the end of the war he was awarded the DFC.

The son of George Bolt, one of New Zealand's greatest air pioneers, Richard Bruce Bolt was born in Auckland on July 16, 1923 and educated at Nelson College. He joined the RNZAF aged 18 and completed his basic flying training at Wigram before sailing to Britain.

Post war, Bolt returned to New Zealand and joined No. 2 Squadron ferrying Mosquito aircraft from Britain to his homeland. He held a series of staff appointments until 1953, when he became a flight commander on a transport squadron supporting operations during the Malayan Emergency. Two years later he was given command of No. 40 Squadron, flying the Hastings on routes in the Far East and Pacific.

By July 1955 he was back in Britain, commanding the RAF's No. 24 (Commonwealth) Squadron, also equipped with the Hastings. The post alternated between RAF and Commonwealth squadron commanders, and Bolt was the first New Zealander to fill the appointment. Two years later he returned home as the Transport Wing Training Officer, and in 1959 he was awarded an AFC. He went on to fill important staff jobs, including Air Adviser to the New Zealand High Commission in Canberra, before completing the Imperial Defence College course in London.

Bolt commanded the RNZAF's Operations Group, which included strike aircraft as well as maritime patrol, transport and helicopter squadrons. In 1972 he was the Assistant Chief of Defence Staff (Support) and two years later became head of the RNZAF as the Chief of Air Staff. This was followed by promotion to Air Marshal and Chief of Defence Staff. At the time inter-service relations were not good, but Bolt's experience, confidence and communication skills enabled him to produce a Defence White Paper that brought an increase in the overall defence budget.

Bolt retired in 1980, but retained a close interest in the RNZAF. Never afraid to be outspoken, he was deeply concerned about successive defence cuts and, in 1985, he was joined by 17 other retired service chiefs who warned the then Labour government about the declining capability of the country's defence forces. In response, the Prime Minister, David Lange, branded them "geriatric generals".

In 2001 the government introduced dramatic cuts to the RNZAF, which included scrapping its combat air capability and disbanding its strike squadrons. Bolt again protested forcefully, and was not surprised when the government accused him and other defence chiefs of trying to "refight the Second World War".

Bolt returned to London in 2012 to attend the unveiling of the Bomber Command Memorial by the Queen.

He was appointed CBE in 1973, CB in 1977 and KBE in 1979.



**Air Marshal Sir Richard Bolt,
born July 16 1923, died July 27**

Courtesy of Daily Telegraph London 2014.

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

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.

In Brief

KEEPING IN TOUCH

A membership list was included with our last newsletter to help you all keep in touch.

For those in Nelson area **Graham Pullyn (03 547 8272)** does a great job organising branch lunches.

In Christchurch ring **Gordon Moller (03 317 2997)** for news of a local get together.

While in Tauranga keep in touch with **Les Munro**.

Neville Selwood in Dunedin has seen the sad closure of the local Beret club with membership having fallen to only a few.

And up North give our President **Ron Mayhill** a call on **(09 570 2213)**.

In Wellington the Beret Club is very active ring, **Peter Nalder on (04 973 7218)**.

ARCHIVES

Lancaster tours for veterans and families now occur every week and the interest in Bomber Command and the RNZAF just continues to grow. Emails and letters arrive every day and thanks to our archives, most can be answered positively. So please if you have photos, cuttings, clippings or logbooks we can copy, PLEASE call me (**Peter 09 416 5302**) as what you have in that shoebox is now historical and may just hold a clue to a request by someones family.

As an aside there are already three television documentary makers due to start on RAF Bomber Command programmes early next year. Who will be our star this time?

D DAY AWARDS

The call for D Day veterans to register has gone out again by the French Government, who want to honour ALL servicemen. "The Government of France wishes to recognise the selfless acts of heroism and determination displayed by all surviving veterans of the Normandy landings and of the wider campaigns to liberate France in 1944, by awarding them the Legion d'Honneur.

Those on Operations May - August 1944 should advise the Medals Unit, NZDF, Trentham. They will pass details onto the French Embassy.

FOR THE 'LINE SHOOT' BOOK 9 (NZBCZ NEWS No. 12)

A tale from Vic Viggers Praise The Lord. On 101 Sqn, the Gp Capt. flew with Vinc's Lancaster crew on what was felt to be an easy target to be counted as a one-third op. This was Maily-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 bugger 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).

RAF BOMBER COMMAND CLASP

Many will be aware of the difficulty in successfully applying for this award. In what seemed an act of pettiness by the UK MOD (after being forced to issue one following widespread international criticism), they imposed a 120 day on Operations requirement. Despite Army clasps requiring 24 hours in a battle zone or Battle and for Britain pilots - one sortie!

Our NZDF has now (with the Governor Generals assent) re-defined the requirement to be:

'One Operational sortie while posted to a Bomber Command Operational Unit, HCU or OTU and having spent 120 days service on / before 8 May 1945 on an operational unit, HCU or OTU'.

So if you now qualify, please apply to the Medals Unit NZDF.

The original UK MOD requirement stupidly meant some who had completed a full tour didn't qualify, nor those who had been lost on Ops, nor POWs.

The Canadians solved the problem by producing their own clasp to be worn on the Canadian Defence Medal. The UK MOD response was if you have a Canadian one you can't have one of ours as well!

The Australians had faced the 1939 - 45 Star 120 day rule decades before when the UK wouldn't recognise the battles over Darwin and in PNG / Solomons as war zones (because British didn't fight there!) Being Aussies they issued their own 39 - 45 Star so the restrictive conditions for the BC Clasp didn't apply to them either.

DONATION

This newsletter and its distribution to veterans, friends and family is costing around \$500 / issue despite friendly printing costs and until now, free Community postage. We have NO subscriptions and charge Associates \$15 to join so please if you have some spare, share a little with us and to those of you who have already donated, a big 'Thank You'.

The Association has a registered Charitable Trust and this fund is responsible for maintenance of our displays at MOTAT, the Lancaster and bronze Memorial in the Auckland War Memorial Museum. Larger donations are certainly welcome and can be claimed against tax.

PENCIL ART

If you would like a pencil sketch of your aircraft or perhaps even you in flying kit, contact Don Wilkie. His images are striking. Don is at: longforgan@xtra.co.nz

NEW DISPLAYS

The final set of cabinets in the NZBCA area at MOTAT is to be refitted with an extensive range of photos, souvenirs and memorabilia held in the BCA archive.

At the moment all we lack are some items for the important POW section and 'between Ops'. So if you have any leave passes, train tickets or Kregie items in that shoebox could we copy them please.

ONLINE?

Remember that NZBCA current events are now in colour and online on our Facebook page. There's now over 3,000 followers.

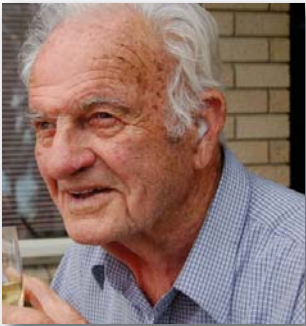
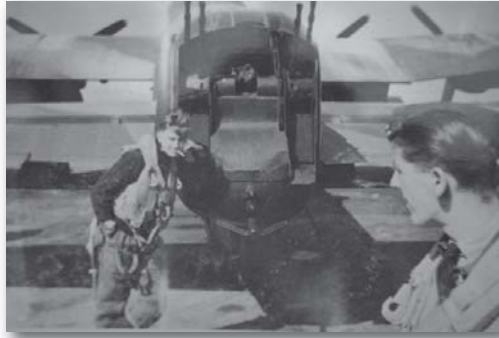
Just Google 'NZ Bomber Command Facebook' to find it.

Birthday Boys

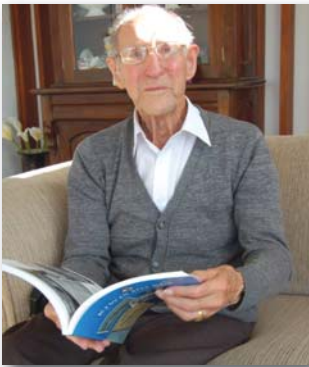
From one of our youngest, a new nonagenarian to a centenarian it's Happy Birthday.



To Tom Whyte, a rear gunner in 101 Squadron now 90.



To Vice President Bunny Burrows, a navigator on 15, 622nd, 487 Squadron now 95.



To Trevor Strong, a pilot on 7 and a POW now 100.



Well done men!

The Sky Their Battlefield Bomber Aircrew – Times Past

Life was a fleeting moment when
We lived from day to day,
A morning dawned, the sun broke through,
We savoured every ray,
For well we knew that, with the dusk,
There was a price to pay,
When we were young.

The dangers that we faced became
A mutual bond to share,
The friendships forged upon such fire
Were rich beyond compare,
So many of them all too short,
Their loss so hard to bear,
When we were young.

We lived our lives up to the hilt,
We laughed and loved and prayed,
We learnt to crack the flippant joke
If we should feel afraid,
These things were all accepted
As by us the rules were made,
When we were young.

So many years have passed since then,
The flames of war have died,
The individual paths we chose
Are scattered far and wide,
But we remember proudly those
Whose lives to ours were tied,
When we were young.

**By Audrey Grealey
(Her husband flew in Halifaxes)**

Do not put more than 4,000 coupons in this envelope	M-9 DOMINION OF NEW ZEALAND-OFFICE OF THE FOOD & RATIONING CONTROLLER Meat Ration Coupon Envelope This envelope is to be used to enclose Meat Coupons to be Banked to a Coupon Deposit Account	HEALTH ID 1948	MEAT COUPONS ONLY
CERTIFICATE OF CONTENTS [To be signed by the person who sealed the envelope] I certify to the Rationing Controller that this envelope contains the quantity of meat coupons of the class and value stated below			
..... 3d. Coupons @ 3d. = £		SERIAL NUMBERS OF COUPONS— From To.....	
..... H Coupons @ = £			
..... J Coupons @ = £			
Total Value £			
Name of Firm..... Address of Firm.....		License No..... Signature.....	

A Mighty Force

R.A.F. Bomber Command Order of Battle for March 1945 shows over 110 Squadrons, that's around 3,000 operational aircraft and 30,000 aircrew to be maintained, fed and watered.

The logistics to keep the total frontline and training establishment functioning must have been enormous.



Bomber Command Order of Battle - 22 March 1945

UNIT	LOCATION	AIRCRAFT	STRENGTH	UNIT	LOCATION	AIRCRAFT	STRENGTH
1 GROUP BAWTRY							
12	Wickenby	Lancaster I,III	20	76*	Holme	Halifax III	29
100	Grimsby	Lancaster I, III	19			Halifax VI	11
101	Ludford Magna	Lancaster I, III	32	78	Brighton	Halifax III	29
103	Elsham Wolds	Lancaster I, III	19	158	Lissett	Halifax III	29
150	Hemswell	Lancaster I, III	16	346 (FAF)*	Elington	Halifax III	18
153	Scampton	Lancaster I, III	21			Halifax V1	8
166	Kirmington	Lancaster I, III	27	347 (FAF)**	Elvington	Halifax III	18
170	Hemswell	Lancaster I, III	18			Halifax V1	5
300 (Polish)	Faldingworth	Lancaster I, III	20	466 (RAAF)	Driffield	Halifax III	19
460 (RAAF)	Binbrook	Lancaster I, III	27	640*	Leconfield	Halifax III	15
550	N Killingholme	Lancaster I, III	27			Halifax V1	10
576	Fiskerton	Lancaster I, III	19	77	Full Sutton	Halifax III	19
625	Kelstern	Lancaster I, III	29			Halifax V1	28
626	wickenby	Lancaster I, III	21	102	Polkington	Halifax III	1
						Halifax V1	19
3 GROUP EXNING							
15	Mildenhall	Lancaster I, III	22	*Operational Halifax III			
75 (RNZAF)	Mepal	Lancaster I, III	26	**To re-equip Halifax V1 30.3.45			
90	Tuddenham	Lancaster I, III	21				
115	Witchford	Lancaster I, III	32	5 GROUP SWINDERBY			
138*	Tuddenham	Lancaster I, III	20	9	Bardney	Lancaster I, III	22
149	Methwold	Lancaster I, III	30	44 (Rhod)	Spilsby	Lancaster I, III	16
186**	Stradishall	Lancaster I, III	31	49	Fullbeck	Lancaster I, III	19
195	Wrattling Common	Lancaster I, III	30	50	Skellingthorpe	Lancaster I, III	17
218	Chedburgh	Lancaster I, III	29	57	East Kirby	Lancaster I, III	16
514	Waterbeach	Lancaster I, III	32	61	Skellingthorpe	Lancaster I, III	19
622	Mildenhall	Lancaster I, III	22	106	Metheringham	Lancaster I, III	16
				189	Fullbeck	Lancaster I, III	17
				207	Spilsby	Lancaster I, III	21
				227	Balderton	Lancaster I, III	18
				463 (RAAF)	Waddington	Lancaster I, III	21
				467 (RAAF)	Waddington	Lancaster I, III	19
				619	Strubby	Lancaster I, III	17
				630	East Kirby	Lancaster I, III	21
4 GROUP YORK							
10	Melbourne	Halifax III	25				
51	Snaith	Halifax III	31				

***Non-operational**

****Only two of its three flights operational**

Some special thoughts from AVM D.C.T. Bennett CB, CBE, DSO, AOC 8 Group RAF Bomber Command, The Pathfinder Force at NZ 40th Anniversary Pathfinder Reunion – Formal dinner 14 March 1982.

“Mr President, Ladies and Gentlemen . . .

The Pathfinder Force did many things but before we start talking about them let us not forget that one of the best things that PFF did was to produce people like Dick Bolt, a credit to the Force. It is a wonderful thing to be here tonight and the first thing I must do is thank those concerned. Your President, Bill Simpson, has worked himself into a frenzy and his wife has also done one or two things - in fact when she saw me she immediately placed me under Medicare! George and Jo (Hitchcock) have been looking after us for the past week ... thanks to everyone.

At long last I have come to New Zealand to check up on you. This is a happy occasion. I attend many reunions but this must be one of the happiest I have encountered. Thank you all for winning the war - you Pathfinders did a wonderful job and you must never forget it. Anything I may say about the Pathfinders refers to each and every one of you. What you did to make Bomber Command, the greatest force on earth, more effective than it had been had a great influence on winning the war. I know one or two other individuals won the war personally all alone but you did not have a Public Relations Officer. Now, if I may shoot a line a bit, let's go over this war winning business.

You know, it's a funny thing that even the Pathfinders don't know everything that they did and I think that's wrong I think that we should at last be able to shoot a line ourselves and since we are all pathfinders here tonight we can keep it in our own little circle. I was the bloke in the middle of it all and saw some things you people did not see. We did a job - the job of bombing - but we did a lot more business. The secret of winning a war or any other fight for that matter is not just survival - you are not just defending yourself. You've got to hit back if you are to win. A winning war can only depend upon the offensive and you will recall at the beginning of the war we didn't have much offensive power. We had a little - some gents down in the South of England spent some nice sunny afternoons shooting down Hun aircraft. They did a wonderful job but we had then no offensive power. Of course they did stop the German barges coming over the Channel but so far as hitting Germany was concerned it was a bit of a failure.

To go out into a pitch black night, fly 3 or 4 hours into enemy territory with no aids of any sort in a modern aircraft like a Whitley was indeed asking a bit much. And so in due course a few officers who had never heard of navigation were induced to look into the matter and ask those corny navigators to make their recommendations. Even then it was a long hard struggle before Pathfinders were introduced. Bomber Command was at that time hitting on average about 2% of anything. That obviously could not go on so we were forced to adopt Pathfinding methods and we did indeed introduce them in August 1942, just on 40 years ago. That means some of you are over 40! Well, I mean, you were pretty young at the time. But you were old enough to take on the enormous responsibility of the difficult job of leading Bomber Command against the enemy. This was the only way of hitting the enemy at all when you youngsters were only 19 or 20 - one or two were a little older and one chap

I remember was 32! (Bennett himself). The responsibility of bombing Germany, finding the correct aiming point and getting the chaps there and back was on your young shoulders and we mustn't forget that when we talk about 'thanks'. It was youngsters doing a job. I wouldn't say you were immature as you matured very quickly in about two trips as far as I could see. Some even grew up on their first trip.

We not only bombed Germany, we did a lot to reduce losses for other people. The ordinary Main Force, for example. We deliberately decoyed fighters away from them. You may have heard of that unheard of bunch of lads called the Light Night Striking Force led by 139 Sqn. They would go through the main stream and deliberately drop Window, doing everything they could to attract fighters and then attack targets just off what the Main Force was going to do. Saved literally thousands of lives and was a deliberate risk for the Mosquitos - a sacrifice for the sake of others. A point that very few Main Force crews even knew happened. Strangely enough, quite a lot of Pathfinders didn't know either. It worked and by timing our diversion raids in relation to radar stations and fighter bases we did a lot to keep Bomber Command losses down. We did a lot of other things too apart from bombing Germany, one or two quite good. Take Hamburg for example. Would Hamburg have been done without Pathfinders?? We destroyed their second largest city in one week. It shook the morale of the Germans more than any other single thing. It could not have been done without the Pathfinders ... so it went ... we had some nasty ones. Berlin - when a chap called Winston decided to assist Adolph Hitler by telling him we were coming. How you can run diversions and dummies and spoofs and put off the German fighters when your own Prime Minister tells the enemy when you are coming, I don't know. Losses were enormous as you know - we lost 1 1/2 times our whole aircrew strength during that series. It was appalling but to the government apparently it was good. He did win the war so we mustn't complain about Winston.

We did many things like that including the bomber offensive with only 40% of our effort. The rest was very importantly wasted on things like bouncing bombs or submarines and we did one or two Army jobs you remember - wiped out the whole railway system of Western Europe so the Hun couldn't bring up reinforcements if and when we ever invaded. And then before the invasion itself, we had to give a guarantee that none of the heavy coastal guns would fire as they could sink landing craft with 120 men on with one shot. We had to guarantee that about 6 weeks beforehand not knowing what the weather was going to be like or anything else ... and so on. Flying Bombs - fighters could shoot down one or two but we put out about 200 ski sites and when nobody was looking we blew up 10,000 flying bombs in one dump in Northern France. If those 10,000 had carried on for the next 2 weeks or so and hit London it is doubtful if we could have won the war. But Bomber Command did it without publicity and so far as I know, without thanks. It was the sort of little chore that Bomber Command could do while supposed to be doing strategic bombing. I could tell you

a lot more - let me give you a final one - we had to produce suction bombs to draw the British Army forward!

I've said enough to show you what a tremendous struggle it was - you were the point of the spear and behind you was the Main Force of Bomber Command and I hope you will never in your own self satisfaction with a job well done, forget that we did have a Main Force behind us. They had the weight and the power to destroy the enemy. We, the Pathfinders, were only the spear point itself. But the spear was a massive organisation. The Main Force groups had many good people - they followed us and in general did a magnificent job and were therefore part of the spear of which you were the point. Must not overlook our thanks to the Main Force - a grand lot. Now in the Main Force I want to mention a few names - you will notice I've carefully avoided names within the Pathfinders but in the Main Force we had some very good leaders - we had Roddy Carr up in 4 Group - a New Zealander you may be surprised to know. He commanded 4 Group from beginning to end. We also had some quite good Pommies, a few Canadians in 6 Group. It was a great team and made us Commanders proud to lead. After all, it was a large part of the country - Bomber Command, apart from those in the aircraft, employed nearly one million people to build

planes, to make bombs, petrol etc, and the transport system of Britain was at its limit to supply Bomber Command. This was a massive response and the success of that depended on you in the final analysis.

Now to the present. Remember we fought for our future. The present is a sorry state. We fought for the honourable things but have we kept them, have we achieved them? We are disloyal to ourselves and to our friends and relatives throughout the world. I don't mind saying that we insult the dead today. An example of what most under my skin - the EEC. We presented the right of self government to a bunch of foreigners in Brussels. We can't buy Canadian cheese and we have knifed you in the back in New Zealand and Australia. After all, Britain is a wonderful country. The Mother country is still the heart and soul of English speaking people. We must look to the future with hope and the greatest hope must eventually lie with the British family nations. What I call the British Crown Commonwealth - UK, Canada, Australia and New Zealand. That is a mighty force materially and spiritually. We still have honour even if we don't always realise it. I believe that's our best hope for the future, so don't forget when we are pressing on to maintain all those standards of freedom that we once fought for."

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Bomber Command R.A.F WWII

Estimate of what happened to any 100 aircrew who lasted long enough to serve a cycle of service with Bomber Command.

Killed on Ops.....	51
Killed in crashes in UK.....	9
Seriously injured in crashes.....	3
P.O.W.....	12
Shot down but evaded.....	1
	<hr/>
	76
	<hr/>
Survived from above	24



Air V.Marshal Don Bennett, commander of the Pathfinders 8 Group, asserted "on an ordinary sortie to an average German target, each Bomber crew came within range of more shell fire than the average senior Army Officer ever saw in his entire career". That statement was never challenged.

***From "The Means of Victory"
a tribute to the men and women of Bomber Command and their leader, Sir Arthur Harris.***

Letter

RE: AVRO LANCASTER / SIR KEITH PARK MEMORIAL

Dear Sir,

Recently I visited MOTAT and was absolutely thrilled to see the Lancaster under cover and done up, with her mid upper gun turret in place. What a credit to all those folk who were involved with this. To cut a long story short, my late Mum and Grandfather served in the Dutch resistance and they were on the ground when the Lancaster's were dropping food to the starving civilians at the end of the War. Another story I will cut short is my New Zealand Godfather and Godmother both served in Bomber Command. His name was J.A. Moller, service number NZ411770, DFM, 156 Pathfinder Force. I was forbidden to ask about his War service as a youngster and even before he passed away Jack refused point blank to speak of this with me. I have a special request to ask of you? Would it be possible to have a look inside the Lancaster at the bomb aimer's position and the tail gunner's position please? This would mean a great deal to me. To those aircrew and all who undertook the restoration, I would be grateful if you passed on my thanks for their magnificent work and contribution on my behalf please.

Yours faithfully,

Hans Rook

Good afternoon Hans,

Thank you so much for contacting us. Your comments are really appreciated as it took many years of hard work and fund raising by many people to produce what you see today. The Association and MOTAT are very proud of the Memorial Lancaster and of the display which honour so many brave men.

Your Godfather Jack Moller was a member of the Association for many years when he lived in Whakatane, but today like so many of our veterans, he has sadly passed on. We will not see their like again.

You would be most welcome to come aboard the Lancaster and be where Jack fought his war as a bomb aimer. Our records show that he had also served with 75 (NZ) Squadron and was part of a very good crew to become a PFF. We would also welcome the chance to see his logbook and any wartime photos that survive.

I note your connection with the Dutch underground, and would be interested in that also as we have two widows of Dutch bomber pilots as members. Both served as spotters for Group Orange.

Please email me or phone 021 998 255 when you next plan to be in Auckland. Members of the Association meet at MOTAT on Wednesday mornings, and that would be an ideal time to visit.

Thank you again for contacting us and kind regards,

Peter Wheeler QSM NZBCA, Executive Officer

Dear Peter,

You have no idea how grateful I am for this. I will bring a copy of Jack's flying log and his memoirs for you and interested members to look at. My Mum and Dad turned their backs on the country of their birth after 1945. My Dad was very ill when I was young and subsequently passed away so Jack and Marg Moller stepped in and became my Godparents. My mother's fear was that if she passed away, then the Social Welfare department were going to nab me! Jack, Marg and my Mum raised me and what a lucky child I was. I had a childhood that children today could only dream of.

My Grandfather was in the Dutch resistance and gave evidence after 1945 against traitors, quislings, war criminals and Dutch SS. He had a nervous breakdown at the end of this, retained one original resistance colleague and told the rest of them including the Dutch Queen and her Government officials that he was ashamed to be a Dutchman and that he wanted nothing more to do with any of them ever again! My Grandfather had a big group of "duck poachers" organized and should bombers or crews come down in his sector, these people went out into the wetlands at night and recovered them. My mother's job was to clean the duck punts of evidence and destroy any clothing that identified aircrews. The airmen were then shifted to the morgue, where these men were hidden in the top, disconnected box. My Granddad cut 2 foot off the bottom of the stepladder so that if the Germans searched the morgue they would have to reach in but could not see into these top ones. All Dutch dead were placed in the bottom boxes and none in the middle. The Germans would check the first few boxes at the top and got tired of wobbling around at the top of the ladder, then give up their search.

Most aircrews were RAF, as they flew at night. American crews came down in daylight and the Germans pounced on these boys very quickly, so the resistance had difficulty helping these boys. I will bring Mum's "Wilhelmina coin" which was used as a badge of the resistance for you to look at. I would be very surprised if there were many other 'genuine' ones in this country. My Mum was 'fierce' in her defense of all bomber command and surviving aircrews, not matter what company she was in!! Retribution was brutal and the history lesson, icy clear!

Regards,

Hans Rook

Evaders, Then And Now

A RARE BREED OF AIRMEN, AND THE BRAVE PEOPLE THAT HELPED THEM.

Evaded Capture In Denmark And Reached Sweden.

The information contained in this report is to be treated as MOST SECURE Statement By NZ. 415708 F/Sgt. MORICE, Walter Frank, R.N.Z.A.F., 75 (N.Z.) Sqn., Bomber Command, R.A.F.

Left: STOCKHOLM, 28 Dec 1943. Arrived: LEUCHARS, 29 Dec 43.

Date of Birth:	4 Aug 22.	Peacetime Profession:	Stockrider.
R.A.F. Service:	Since Jul 41.		
O.T.U.:	No. 11 O.T.U. (WESCOTE).	Private Address:	RUAKITURI, WAIROA, Hawkes Bay, New Zealand.
Post in crew:	Navigator.		

(NOTE: Map references are to service DENMARK, 1:100,000, Sheet numbers are given in each case).

Other members of crew:-

P/O G.K. WILLIAMS, R.N.Z.A.F. (Captain).
F/Sgt. MacGREGOR, R.N.Z.A.F. (Bomb aimer).
Sgt. W. CHAMPION, R.A.F. (Wireless operator).
Sgt. H. MOFFAT, R.A.F. (Flight Engineer).
Sgt. R. INGREY, R.A.F. (Rear gunner).
F/O J. Black, R.A.A.F. (Mid-upper gunner).

1943
4 Nov.
Shot down
near
HUNDBORG
(DENMARK).

I was a member of the crew of a Stirling aircraft which took off from Ely about 1600 hrs. On 4 Nov 43 on mining operations in the SKAGERRACK. About 1915 hrs. we were attacked by night fighters over DENMARK, and were ordered to bale out. I was the first to leave the aircraft.

I came down in the neighbourhood of HUNDBORG (Sheet 7 and 8, 0338) in marshy ground. I hid my parachute, Mae West, and harness in the swamp, along with a wallet which I had been carrying. (I had the wallet with me, as we were returning to LOSSIEMOUTH and expected to be there for a week before going back to our station). Before starting to walk I removed all the badges from my uniform.

5 Nov.
Sheltered at
farm.
Handed over
to police.

I had sprained both ankles in landing, and thought my right ankle might be broken. I kept on walking all that night (4-5 Nov.) making slow progress, as my right leg was almost useless. At dawn I rested for two hours and continued walking, this time East by the sun, as I decided to make for the East coast. At 1100 hrs. I was unable to carry on and sought shelter in a farm in the HUNDBORG area, where I was given food and rested. At 1300 hrs., however, a Danish policeman arrived with an ambulance and explained I was to be taken to a Danish hospital at TISTED (Sheet 7 and 8, 1539), and that I would then have to be handed to the Germans. The farmer, though friendly must have informed the police, probably being afraid of the German search.

We passed many German search parties looking for me on the road. The Danish policeman was very anxious that they should not see me. He was also very friendly.

TISTED
Hospital.

At the hospital in TISTED the doctors treated my ankles, X-rayed my right foot, gave me food and said that there had been two British machines crashed, many had been captured, four were dead (of this they were not certain) and they thought I was the only one at large. They said that F/O Black had been at the hospital with an injured foot. He had been captured by the Danish police, and the Germans had taken him away from the hospital.

Three Danish policemen arrived. I asked them to let me go, but they refused, saying it was impossible to get to SWEDEN and that the Germans would recapture me.

Escape from
Hospital.

At 1600 hrs. I was left in a ground floor room in the hospital by myself for a few minutes, but a porter came in and with his assistance I escaped through a window and made my way out of the town, dressed in battle dress and flying boots. I walked East by the stars all that night, along the shores of the lake (TISTED BREDNING). It was bitterly cold, so I could not rest.

I crossed a dyke and got to the vicinity of HOVSOR (Sheet 7 and 8, 2543).

6 Nov. HOVSOR. About 1000 hrs. on Saturday, 6 Nov, I was stopped on a track by a Danish peasant, who saw I was in pretty bad condition. He took me to his house, gave me food, and allowed me to rest till midday. An English-speaking Dane came in and gave me a map, an old cap and coat, and showed me the main road to AALBORG. This road follows the railway line. He also said that it was impossible to get out of DENMARK, but the people would help me. He advised me to avoid FJERPITSLEV, as there were many German soldiers there. I continued walking till 1900 hrs., when I went to a farm, where I was given food and a bed for the night. They spoke no English, but managed to understand they were not to tell the police about me. I was given a better map, which showed me I was at VUST. (Sheet 7 and 8, 4153).

VUST

7 Nov. On Sunday, 7 Nov, I was awakened at 0500 hrs. and given food. I then set out along the road. About 0600 hrs. I was stopped at a crossroads by two German guards but, seeing my hat and coat, they allowed me to pass. I did not speak a word. I walked all that day along the road, passing several Germans. I was still limping badly, and my flying boots made walking a torture.

BIRKELSE. At 1800 hrs. I stopped at a farm near BIRKELSE, (Sheet 9, 7751). The people here took me to a house.

8 Nov. On Monday, 8 Nov I rested all day at this house and was treated very well. After making several plans my host decided to send me next morning to a friend at BIRSTED (Sheet 10, 8650). I was given trousers and boots, retaining only my underclothes, socks and sweater, from which I had removed all tabs. I slept there that night.

9 Nov. Next day (Tuesday, 9 Nov) I was taken to BIRSTED, where I was put in touch with an organisation which arranged my journey to SWEDEN.

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EVADER - HOLLAND, BELGIUM AND

The information contained in this report is to be treated as MOST SECRET
STATEMENT BY

1545885 Sgt. JOHNSON, Ralph Valentine Clingan, No. 75 (N.Z.) Sqn., Bomber Command R.A.F.

ARRIVED: U.K. 17 NOV 43.

Date of Birth:	14 Feb 15.	Peacetime Profession:	Merchant Navy.
R.A.F. Service:	Since Sep 41. before this Merchant Navy since Feb 36.	Private Address:	40 Hale Road, WALLASEY
O.T.U.:	No. 11		Cheshire.
Post in crew:	Bomb aimer.		

Other members of the Crew:

F/Sgt. PARKIN, T.V.	R.N.Z.A.F. (Pilot)	(Believed killed);
F/Sgt. WATTERS,	R.N.Z.A.F. (Navigator)	(Believed killed);
Sgt. HORRIGAN, W.	R.A.F. (Wireless operator)	(Believed killed);
Sgt. SILCOCK, T.	R.A.F. (Flight Engineer)	(Believed killed);
Sgt. GROVE, R.	R.A.F. (Mid upper gunner)	(Believed killed);
Sgt. SAUNDERS, A.	R.A.F. (Rear gunner)	(Believed killed).

1943
1 Sep
Baled out
W. of WEERT

I was a member of the crew of a STIRLING bomber which left MEPAL, North of CAMBRIDGE, on 31 Aug at midnight to bomb MUNCHEN - GLADBACH. On the homeward journey, there was a violent explosion in the aircraft. I remember reaching for my parachute, but do not know how I got out. The next thing I remember was that I was in the air and in a cloud. I had severe wounds in one arm, one leg, and my face.

I came down at 0300 hrs (1 Sep) in a field, which I believe was somewhere W. of WEERT (N.W. Europe 1:250,000, Sheet 3).

2 Sep

I buried my parachute in a hedge and ran along the main road in a westerly direction. When it became light, I hid in a hedge in which I remained all day. At dusk I worked with my compass and walked West for about 4 hours. My leg started to give me trouble and I lay low again in a bush in a field. I woke at about 0700 hrs. (2 Sep) and headed West again, reaching a wood. Here I saw two Belgian woodmen, so lay low again, and stayed there all day and that night.

3 Sep
EXEL

On 3 Sep I left the wood and at about 1100 hrs approached a cottage at EXEL (N.W. EUROPE 1:250,000, Sheet 3, 25 km. N. of HASSELT). I made my identity known and was beckoned in by a lad. I found a large family inside; the father told me, by signs, that he would fetch someone who could talk English. At about 1300 hrs a girl turned up on a bicycle, and, from this point, I was helped on my journey by the underground network.

Balderton Airfield 1944

Don Bennett 9J-R

I lie here still beside the hill
Abandoned long to nature will
My buildings down, my people gone
My only sound the wild birds song.

But mighty planes will rise no more
No more I hear the Merlins roar
And never now my body feels
The pounding of giant wheels.

From ageless hills their voices cast
Thunderous echoes from the past
And still in lonely reverie
Their great dark wings sweep down to me.

Laughter, sorrow. Hope and pain,
I shall never know these things again
Emotions that I came to know
Of very young men so long ago.

Who knows as evening shadows meet
And still with me, a phantom fleet
And do my ghosts still stride unseen
Across airfields so wide and green.

And in the future should buildings tall
Bury me beyond recall
I'll still remember them
My metal birds and long dead men.

Now weeds grow high obscure the sun
Beneath the tangled leafy scrub
O remember me when you pass on
I was your home, your Balderton.

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Our Special Operations Members



A surprising number of NZBCA members flew SOE operations often between glider towing assignments for the Airborne Forces. Sometimes like Noel Sutherland on 190 Squadron they towed gliders during the day and dropped supplies at night.

Others like Geoff Rothwell, having bombed Hitler's invasion barges in 1940 continued on operations until posting to 124 squadron at the SOE based Tempsford where he dropped 'Joes' also recorded as 'packages' and supplies to the resistance.

Recently Geoff met up with Pippa Latour, one of those 'Joes' or in this case 'Genevieve'. Pippa has recently been recognised with the award of a Legion

of Honour for her work as an agent in France pre D-Day 1944. (Attending was Willie Apiata VC).

It's these people who supported the resistance that helped so many aircrew and also made the German occupation 'unwelcome'. This resistance was widespread and logbooks show air drops not only into France but Belgium, Holland, Denmark, Norway and Poland.

Then and Now

BOMBER COMMAND AIRCRAFT

In 1939 the RAF sent out a selection of their finest fighting machines. The Handley Page Hampden with a crew of four, a range of 1,000 miles with a bomb load 2,000lb struck at the enemy. With a cruising speed of 165 mph a direct return trip to Hamburg took just 4.5 hours flying at 12,000 feet.



Just twenty years another Handley Page aircraft, the Victor crewed by five would carry a 35,000lb bomb load to Hamburg and return in 1.25 hours at 60,000 feet. Seven times more explosive delivered in a third the time. How times changed so quickly.

