



NZ Bomber Command Association News

July 2016

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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)

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Greetings Veterans, Friends

We old fellows are surely allowed a little reminiscing, something not to be confused with dwelling in the past.

We were young, a fierce war was raging, and we volunteered for aircrew.

We wore our uniforms proudly, a white flash in our caps at ITW, we passed all our tests and were found

sound in body, mind and nerve.

We were called the 'cream of youth' by some and 'Blue Orchids' by others not as privileged.

Most of us became part of the British Commonwealth Air Training Plan (BCATP) that promised the dream of flying and going overseas, and all of it free. Not all would become Pilots and most trained as Observer-Navigators or Wireless Operator-Air Gunners.

The BCATP was a vast scheme in a vast country with training stations spread across 5,000 kms from BC to Prince Edward Is. At its peak 3,000 a month gained their wings.

How exciting it was for a great bunch of keen, impressionable young men to experience different cultures, customs, speech, foods and pastimes. We withstood extremes of temperature from scorching hot to 50 degrees below. We enjoyed a great variety of sights from mighty Rockies to seemingly endless, featureless Prairies, enormous Great Lakes, spectacular Leaf Fall, Niagara Falls and an unforgettable Embarkation Leave in New York.

We have so many happy memories and photos of Canada. The friendly people opened their homes to us on our Leaves and some even brought brides back home.

It was an experience of a life time for the 7,000 New Zealanders who trained in Canada, a remarkable preparation for the realities and uncertainties of war that lay ahead.

Ron Mayhill, President



Ron's Target Photo over D'Ambes



New Displays

After three years of planning, a set of new displays has been unveiled at MOTAT.

Designed by Brett Whyte (his father Tom Whyte flew as a RG on 101 Sq.) and assisted by MOTAT staff, the display cabinets cover from joining up to post war. Thanks to the many items donated by Veterans, the cabinets hold some real treasures that have already captured visitors attention.

Over the winter, the Lancaster will be undergoing a structural and system survey looking for corrosion or cracks. The engines have recently been checked, oiled and turned over manually. The logs for each were discovered in the MOTAT library so we have another important part of our aircrafts history.



Annual Service

The Associations annual Memorial service was held on Sunday June 12 at the Auckland War Memorial Museum. Fifteen Veterans and two hundred family and friends attended along with representatives from the RNZAF, RAAF and RCAF. Also MP Alfred Ngairo and the Consuls from Netherlands, Poland and USA.

AND FROM THE SERVICE

Let us remember before God
And commend to his sure keeping
Those who have died in the service of their country;
Those whom we knew, and whose memories we treasure
And all who have lived and died in the service of humanity

*"When you go home
Tell them of us
For your tomorrow
We gave our today"*

They felt a call to mount up high
With valour fly the trackless way
High in the vastness of sky
Mere boys they flew by day and night
Through cloud, through fire o'er land and wave
From hell, this world they strived to save.

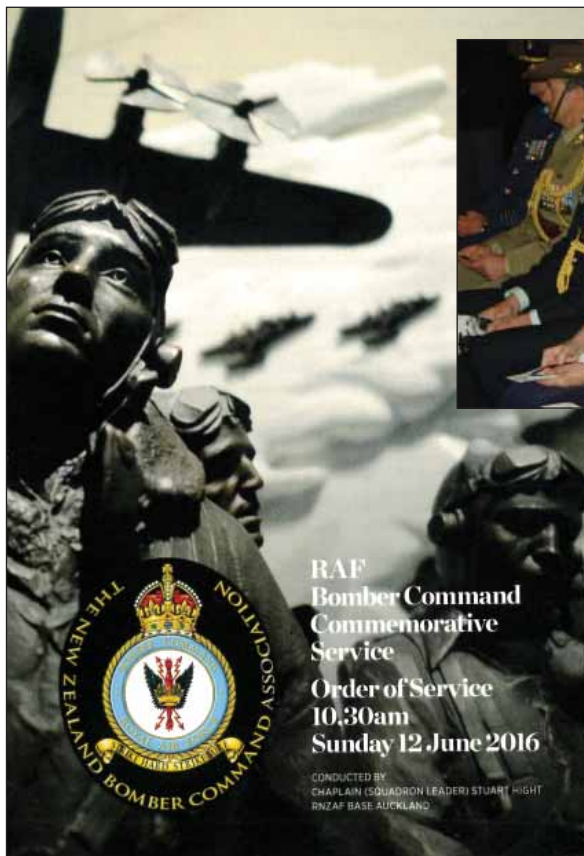
Thank you to RNZAF Chaplain S/L Stuart Hight and Jonathan Pote as MC and organizer of the service.

Spare copies of the complete service order are available.

... and a ps from Boguslaw Nowak who spoke so sincerely at the service.

*"It was a great service. I was very honoured to attend. Already, I have put a brief note in polish on my facebook page (Boguslaw) and in English on Consulate of the Republic of Poland. Already some Polish people liked The NZ Bomber Command Association facebook. My congratulations, also to other persons directly involved, you are doing a great work to keep the memories alive!
Best Regards
Boguslaw"*

The service also included the re dedication of the NZBC Memorial now in its rightful place in the Hall of Memories (Air Force Annex) This relocation was promoted by the Taylor family and fully supported by Director Roy Clare and the AWWM team.



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Contributions to the NZBCA news are always welcome.

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

This and That

75 Squadron Reunion and DC3 Trip

At Tauranga September 30, remember to contact Glen Turner for details and registration.

We are looking at a DC3 charter from Ardmore to attend 75 Squadron's Sunday lunch. Cost \$200. If you are interested please contact me now!

In The UK

The Association is very fortunate to receive the help of the RNZAF liason officer in London, Wing Commander Mike Cannon.

And we have our own two NZBCA representatives based in Bomber Territory, Dee Boneham (Secretary of the 75 NZ-UK Ass) located at RAF Honington in Suffolk and Barbara Hunter based at Woodhall Spa Lincs. These brilliant supporters attend many UK services on our behalf. Thank you.

If you are travelling to the UK, they would love to meet up and I can give you contact details.

A Nice Thanks

These days we get a constant flow of requests for details and photos from family about their RAF Bomber Command relatives. We always try and sometimes succeed so its nice to receive a thankyou.

An increasing number of images copied from your albums are being used in publications, so thank you – from them.



Another Thanks

Included with newsletter are the financial accounts (sent to members only) Karen Tocher who looks after all of your mailouts, subs and accounts. The President sent these flowers with thanks.

From 75 (NZ) Squadron Wordpress

It is a credit to Peter and the Association that so much time and effort has been spent in visiting veterans, copying material, capturing stories (cleaning up) cataloguing and presenting it back to veterans organisations, interest groups, researchers and the public, including displays at MOTAT, contributions to online forums, NZBCA newsletters and publications such as "Wednesday Bomber Boys" and "Kiwis Do Fly".

Your Executive

- (Left to right) • Chris Newey • Ian Barron
- (John Swale joined in for the photo op)
- Phil Furner • Des Hall • Peter Stockwell
- Ron Mayhill • Keith Boles
- Jonathon Pote • Peter Wheeler
- Absent: Bunny Burrows



What Happened to My Kite

Those that didn't end in a tangled mess over Europe (or UK for that matter) were quickly melted down in such **quantity** that Aluminium was one of the few items not rationed in post-war UK.

Hence the Landrover, pot, pans and roofing materials were part of a Lancaster, Stirling or Halifax.



From this

To this

Travel Plans?

I have been in many places, but I've never been in Cahoots. Apparently, you can't go alone. You have to be in Cahoots with someone.

I've also never been in Cognito. I hear no one recognises you there.

I have, however been in Sane. They don't have an airport. You have to be driven there. I have made several trips there thanks to my children, friends, family and work.

I would like to go to Conclusions, but you have to jump, and I'm not too much on physical activity anymore.

I have also been in Doubt. That is a sad place to go, and I try not to visit there too often.

I've been in Flexible, but only when it was very important to stand firm.

Sometimes I'm in Capable. I go there more often as I'm getting older.

One of my favourite places is to be in Suspense! It really gets the adrenaline flowing and pumps up the old heart! At my age I need all the stimuli I can get!

I may have been in Continent, but I don't remember what country I was in. It's an age thing. They tell me it is very wet and damp there.

Happy travels from
Geoff Pattenden



Quotes

The Nazis entered this war under the rather childish delusion that they were going to bomb everyone else, and nobody was going to bomb them. At Rotterdam, London, Warsaw, and half a hundred other places, they put their rather naïve theory into operation. They sowed the wind, and now they are going to reap the whirlwind. **Arthur Travers Harris**

People talk a lot about picking out targets and bombing them, individual small targets – in the European climate? I've come to the conclusion that people who say that sort of thing not only have never been outside, but they've never looked out of a window.

The World at War: The Landmark Oral History from the Classic TV Series (2007) by Richard Holmes

There are a lot of people who say that bombing cannot win the war. My reply to that is that it has never been tried . . . and we shall see. **Marshal of the Royal Air Force Sir Arthur "Bomber" Harris, 1942**

Hitler built a fortress around Europe, but he forgot to put a roof on it. **Franklin D Roosevelt**

Both optimists and pessimists contribute to society. The optimist invents the aeroplane; the pessimist, the parachute.



Newsletter Sponsor

Ladies, gentlemen and friends, we really need a sponsor for this newsletter. Each issue costs the Association around \$750. It is sent out to over 1200 people and organisations internationally and has a readership of over 5000 plus web site visitors.

We know that the copies are kept and read many times. So is there a commercial sponsor out there? The cost would be under \$3000 and we would happily display the sponsor's logo and message, Go to it!

Apologies for the lateness of this newsletter, the hours, days, weeks and now months just go by in a flash. The next issue will be ready for September.

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Recent Visitors to The Lancaster and NZBCA Displays

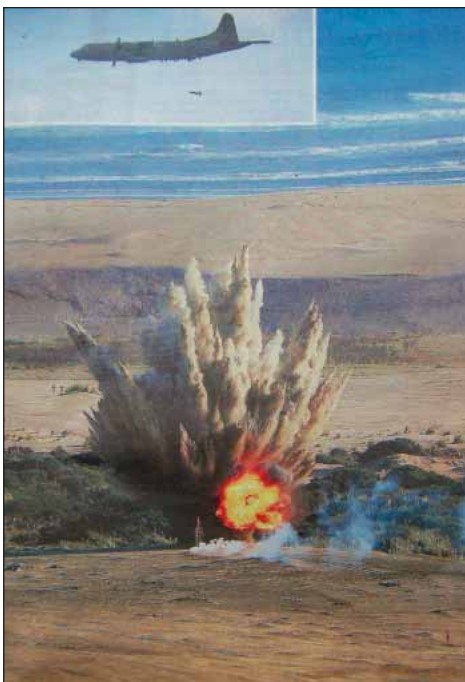


**Peter Woolcroft
High Commission
for Australia**



**Dion Webb, Cathay Pacific 777 Captain and
Investigator of Wartime Crash Sites in Europe**

**C Flight 5 Squadron RNZAF
Our adopted RNZAF unit, commanded by F/Lt James Arnott-Steel**



British Commonwealth Air Training Plan (BCATP) in Canada

CANADA AND THE BCATP WAS AN ESSENTIAL PART OF THE ROAD FOR OUR AIRMEN FROM ITW TO OPERATIONS.

The scheme was massive and mobilised training groups throughout the Empire and Commonwealth, and 50% of Allied Airmen were trained within its systems.

An agreement was signed in 1939 taking from over the direct War Courses run from 1937. The first course commenced in Canada on 29 April 1940 and by wars end 131533 aircrew had been trained (including 72835 Canadians). The cost and magnitude of the scheme and the speed at which it was set up was extraordinary. The Canadian Government funded two thirds of the cost (some \$2.25 billion) to build 231 Training Schools, 107 Airfields (with over 700 hangars) and the hundreds of training aircraft required. Just the supply of food required special logistics

As well as underwriting the cost of the BCAF Canada also built up 45 home squadrons and 40 overseas sending 13451 air and ground crew (including 3130 pilots) for service with the RAF. A massive commitment from a country with a population of 11.5 million in 1940.

New Zealanders provided an important number of aircrew to Canada for RAF service and for the Pacific War, 23% being killed.

Pilots	2743	(Another 1521 were retained for NZ/Pacific Duty)
W/AG	2700	
Navigators	1800	
Bomb Aimers	500	

Continuing with the facts and figures, Commonwealth aircrews also collected 3750 Canadian women as their brides.

So with ITW complete, goodbye Levin (or Rotorua) and white aircrew flash installed in our caps, off on leave and then to the ship with a smart march past.

Most had never been out of their district before joining up so a sea voyage, what an adventure.

"No dirty dark bunk sets for us, we're the Airforce and only cabins will do"

The ships names are remembered some famous others not, like The Rimutaka and the Dominion Monarch or Akaroa. Maybe a stop at Suva and finally into San Francisco.

The names of many of the air training schools scattered across the Praries are familiar to you, Paulson, Lethbridge, Portage la Prairie, Muncton, Mt Joli. Then there's the things everyone was impressed with, the gauge of the railway, the auto filling coal stoves in the barracks, the strange drinking habits of the locals (salt in your beer?) and the huge distances. Bob Barron told a yarn how one of his class took off, walked for a week without finding anything or even a hill and came back out of sheer boredom.

Hundreds of miles of flat country, a curse for the navigators but heaven for the observers when town names were painted on the silos. Remember the trips across the border and the pilgrimage to Niagra and New York.

"Memories of The great Locomotives, nothing our Abs or J'S massive 4.8.4 combinations, and central heating everywhere. The Aussies eating snow when they first saw it, Mounties being asked to sing, all good fun accepted in the most part by the rather straight faced Canadians but who took us in and made us welcome and gave us memories never to be forgotten".

Gunnery, navigation, bombing course, regularly tested, classes graded, remustered until final examinations and graduation.

One final leave and off to Halifax, the Atlantic and England, trained and ready to go. A later issue will cover time at AFU, OTU and Brighton.



THE MONTH'S PRUNERY

THE MOST HIGHLY DEROGATORY ORDER OF THE IRREMOVABLE FINGER (Patron, Pilot Officer Prune) has this month been awarded to Pupil Pilot — of No. — E.F.T.S. for conspicuous confidence in his compass.

While flying on a certain bearing he was told by his Instructor to fly on the reciprocal of that bearing. Whereupon he merely rotated the Verge Ring of the compass through 180 degrees and continued to fly straight ahead.

The M.H.D.O.I.F.



Silken

R.C.A.F. RMO
RM-11-11201
H.Q. 84-8-907

RESULTS OF AB INITIO GUNNERY COURSE

Station held #9 B & C Mont Joli P.Q.

Course 23rd, 1942 Dec. 4th, 1942

EXERCISE	ROUNDS FIRED	% HITS	TYPE OF AIRCRAFT
Range	800		
Stage	1 1/2 film		Battle
Round	700		
ern G57			
ail G4	1600	5.4	
G2	550	6.2	
S. G3	1925	5.2	
urret			
manipulation	8:25		Course Flying Time
Experience in use of Tracer.			24:05
tion Marks %	78.7		
MARKS—PASS/FAIL			

L. S. ...

AIR OBSERVERS' NAVIGATION COURSE

HELD AT No. 4 A.C.S., London, Ont.
FROM 2 to 11-9-42

SUBJECTS	MARKS		FLYING TIMES ON COURSE		
	Possible	Obtained	Type	Day	Night
Navigation	500	245	Anson	62/35	35/45
Maps and Charts	50	32			
Magnetics and Compass	100	58			
Instruments	50	25			
Ignale W. KROBOK	100	37			
Meteorology	50	27			
Photography	100	70			
Reconnaissance	100	0			
Signs P	100	0			
XXXXXX	700	415			
Air Exercises Navigation	100	78			
XXXXXXXX	100	85			
Air/C Rec.					
Total Marks Obtained		1105			
%		55			
TOTAL					

G. F. McKillop
Chief Instructor

NO 9 B.G. MONT JOLI, QUEBEC, CANADA.

Date	Born	AMMUNITION TYPE AND NO.	Pilot	Days	REMARKS (Including results of landing, gunnery, exercises, etc.)	FLYING TIME Day	Night
26/10/42	0840	BATTLE 74	PERVIN.	C.G. 1	1/2 FILM COMPLETE.	45	
26/10/42	1010	106	SWINDEN.	C.G. 2	1/2 FILM COMPLETE.	40	
24/10/42	1150	105	SWINDEN.	G.G. 2	INCOMPLETE.	25	
24/10/42	1150	106	SWINDEN.	C.G. 2	1/2 FILM COMPLETE.	45	
24/10/42		75	WHYTE.	G.1.	COMPLETE.	45	
30/10/42	1258	43	WINNING.	G.1.	COMPLETE.	45	
30/10/42	1628	60	SHANNON.	G.1.	COMPLETE.	35	
1/11/42	0828	57	LENNOX.	G.1.	COMPLETE.	45	
1/11/42	1100	67	MASON.	G.2.	INCOMPLETE.	1/00	
2/11/42	1225	75	O'DONNELL.	G.2.	INCOMPLETE.	45	
2/11/42	1625	103	BYERS.	G.2.	INCOMPLETE.	35	
2/11/42	1825	72	WHYTE.	G.2.	COMPLETE.	35	
4/11/42	1613	54	MILES.	G.3.	INCOMPLETE.	1/00	
4/11/42	1828	61	SHANNON.	G.2.	COMPLETE.	45	
4/11/42	1808	63	WINNING.	G.2.	COMPLETE.	35	
6/11/42	1316	109	O'DONNELL.	G.3.	COMPLETE.	45	
6/11/42	1540	107	TURFUS.	G.3.	INCOMPLETE.	55	
7/11/42	1658	51	MILES.	G.3.	INCOMPLETE.	30	
7/11/42	1813	51	HAMBLYN.	G.3.	COMPLETE.	35	
24/11/42	1539	46	HAWLEY.	G.4.	COMPLETE.	35	
24/11/42	1629	72	SAUNDERS.	G.3.	COMPLETE. TURRET.	55	

Total TWS.... 77/30 35/45



TEE EMM

SHOW ME THE WAY TO GO HOME

“ Show me the way to go home,
I’m tired and wanna go to bed,
I had a little drink ’bout an hour ago,
And it’s gone right to my head.”

Old Spanish Song.

DO YOU WANT TO GET HOME?

Have you realised the value of STANDARD BLIND APPROACH beams for “homing” use? Or do you still only think of them as aids to landing?

Why not use your beams as an aid to reaching a selected Aerodrome in fine weather or foul?

The range of these beams is really quite considerable – the longer the higher – and you’d be surprised how useful they can be, if you know which way they point. Do you?

Ask your Link-Trainer Instructor or Signal Officer to help you; then sit down and have a look at a map.

A little intelligent thought and a few lines on the map will produce such a brainwave that even P/O Prune finds it easy to follow his way home by BLIND APPROACH.



P.O. Prune always uses blind approach

PLANNING

Even the best-planned flight *can* go astray: unplanned ones nearly always do.

You must have learned a great deal about preparation for flights. Here are one or two hints to help that knowledge and never mind P.O. Prune who says he knows it all.

Start your CREW PLANNING after you have been briefed. You will know what to do, but you must also do something more than just carry out the orders. However carefully they have been designed, that can’t always take into account all possible conditions, which means there will be scope for initiative within the limits of the orders.

This is why crew planning is so necessary. Unless you are automatons, you will all have opinions; but imagine how difficult a real difference of opinion among members of a crew during a flight, and how disastrous the results! To avoid this calamity, do your planning scientifically. Broad principles are not enough. A grand general idea accompanied by a feeling that “it’ll turn out all right” is not really intelligent. Details, boys, details!

Each member of the crew **must know** exactly what is expected of him. For example the Observer and the Wireless Operator must get together and know just what each is going to contribute towards the navigation: That’s hardly the thing to be left till after you’ve lost your way. Each member of the crew must know what things he has to report to the captain – and, particularly, what he needn’t say anything about. All should know where they’re going to – and where they’re **not** going; what they’re going to attack, and what they’re **not** going to attack.

This is not a complete guide to Planning. No one could cover all the details in a short article. Each trip requires its own special planning. The idea to simply make you aware of the **importance** of crew planning. You are capable of working out the details of your own planning yourselves. Do it!

SOME DONT’S FOR BOMBERS

Don’t give away your presence too soon by flying for an unnecessarily long time in sight of enemy territory.

Don’t maintain R/T silence **after being discovered**. There is no point in it and R/T helps you to maintain closer touch.

Don’t forget, if you get in a fight, that the sacrifice of your bomb load will improve your performance and manoeuvrability.

Don’t take such violent evasive that your belly is exposed to attack.



P.O. Prune never finds planning really easy.