



NZ Bomber Command Association News

April 2020


Patron: AVM Peter Stockwell ONZM, AFC
President: Bruce Hebbard
Vice President: Michael Copsey
Honorary Chaplain: Reverend Anthony Hawes QHC

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 The New Zealand Bomber Command Association

Message from the President

What tumultuous times we are living in just now. Who would have imagined that the extraordinary measures which have been introduced by Government would be necessary in New Zealand. Let us hope they work, and we will be back to normal as soon as possible.

The Executive held a meeting in Auckland on March 21st and decided with so much uncertainty at present, we would unfortunately need to cancel the Bomber Command Memorial Service for 2020. The measures the Government has put in place this week has reinforced that the decision we made was the correct course of action under the circumstances. Once the current emergency passes, we will work out our next move including when and where the AGM will be held, which was also postponed as a result of the above decision.

Also discussed at the meeting was the question of membership and subscriptions. This was brought about by last year's change of rules within the constitution, allowing anyone to apply to join the association. Previously only veterans and their wives were allowed to be members. At our meeting we decided on proposals of membership types and who should pay subscriptions and who are exempt. Our Treasurer issues details of this soon.

Whilst the finances of the Association are healthy, we are now paying for several services to members that were previously sponsored. Your committee continue to give their services freely and at no cost to the Association.

After my return from Tromsø in November I travelled to Auckland and attended the morning tea, held on the 1st December, for our Veterans organised by our Vice president Michael Copsey and his son James RNZAF. The Edmund Hillary Village provided the venue and sponsored the morning tea for which we are extremely grateful and thank them sincerely. Those veterans who attended thoroughly enjoyed meeting and chatting with their counterparts along with their families.



In the afternoon several of the Executive attended the No. 3 (Auckland City) Squadron NZ Cadet Forces Final Parade for 2019. I presented the NZBCA Veterans Memorial Trophy to Cadet Flight Sergeant Isabelle Burr who had also achieved the same honour the year previously.

It was a pleasure to see the young ladies and men parade so skilfully indicating the time and dedication they had put into their training.

Whilst it is a great disappointment to cancel the memorial service, we will continue to support our Veterans wherever needed within the difficult environment are working in.

—Bruce Hebbard



The NZBCA displays and Lancaster at MOTAT continue to receive many special visitors, veterans families, historians and recently Jude Dobson and camera crew researching a feature due to be shown on Prime on Anzac Day.

We have also had a team of RNZAF armourers checking that the Lancaster Brownings are dummies, while two groups of MOTAT guides have been given a detailed tour of the displays.

NZBCA Membership Renewal

Renewal notices for NZBCA membership for the 2020/21 year will be issued shortly. With the change to our constitution in 2019 we wanted to clarify several points concerning membership.

- Membership for Veterans and Widows is complimentary
- Associate and Family members, other than Widows of Veterans, are now recognised as full members of NZBCA and required to pay the annual fee to retain membership
- Service members, other than veterans, are now recognised as full members of NZBCA and required to pay the annual fee to retain membership
- Membership remains at \$30 per annum.

Your support of NZBCA through membership remains important. As members you support and help sustain:

- The annual NZBCA commemorative service and other events
- Production and distribution of the NZBCA newsletter
- Access to the NZBCA archive
- Progress toward digitising NZBCA archive material
- Our continuing work to ensure that the service of all members of Bomber Command who served, and especially the 55,000 who made the supreme sacrifice, be remembered.

Membership renewal notices for 2020/21 will shortly be sent individually, however should you wish you can renew directly to: NZ Bomber Command Assn: 02-0261-0081531-000

Please ensure that you clearly identify the member's name as reference

Donations to support NZBCA's activities are welcome at any time and can be made to:

NZBCA Charitable Trust: 02-1206-0064186-00

If you have any questions about membership or donations to NZBCA please contact our treasurer, Lindsay Mouat, lindsay@anza.co.nz

A Lucky Start

Nick Carter joined Jack Wright's crew in 1942 flying Wellington's with 75(NZ) Squadron from Feltwell. On their first op they encountered a German night fighter



On a bright moonlit night we returning from a raid on Emden which was a heavily fortified German naval base. It was whilst crossing the

North Sea to Feltwell that we were suddenly attacked from our port quarter by the night fighter.

I was standing in the astrodome on lookout and in a fraction of a second heard rear gunner Bruce shout "Dive Port" at the same time in a fraction of a second, I dropped down in the astrodome. It was then that everything went crazy. Jack was diving the plane steeply down toward the sea when all hell broke loose.

I thought to myself with all the noise and banging that we were heading for the end. Everything suddenly went quiet, and we were flying straight level, just above the sea.

We had been flying at 10,000 feet and in these few seconds dived to just above the water.

When I had untangled myself from the floor and stood up and put my head where the astrodome should have been, but wasn't.

In that fraction of a second, when I had fallen to the floor, I had saved my head from being blown off.

I then shone my torch down the fuselage and saw all the hydraulics were shot away and a great gaping hole in the aircraft. There was no intercom – damaged by the attack and Bruce was completely cut off from the rest of the aircraft – his turret useless.

To cut the story a bit short, we managed to arrive at Feltwell. We had no communication with the control tower, so I used the Aldis lamp to get permission to land (Morse code). We landed safely, surprisingly no one hurt, but the aircraft badly damaged.

actions saved the lives of the crew.

The following day Bruce told Jack he didn't want to fly again, he was so traumatised. Jack took him to the group captain who told Bruce he had to continue otherwise he would be branded LMF - lack of moral fibre. Bruce continued and completed the

It took some time to get Bruce out of the turret, he was lucky to be alive, as we all were, as the aircraft was riddled.

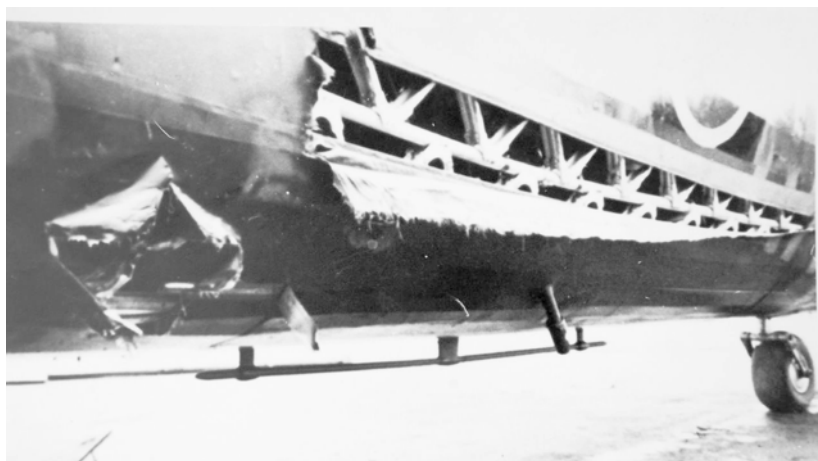
I was the only one with a slight injury, a piece of shrapnel through my pants.

Next day revealed how lucky we were. There were several bullet holes just above where Jack's head had been. The reason for me telling you this, is that Jack's ability as a pilot and Bruce's

tour, which proves what a brave little guy he was.

Bruce was posted to an air gunnery school as an instructor and was killed in an aircraft accident shortly afterwards.

Nick and his crew went on to serve a second tour with 156 PFF. All were decorated and flew the famous Thomas Frederick Duck, the artwork now on display at MOTAT.



Updated RAF Bomber Command roll of honour 1939 to 1947

– as at 24th January 2009 by Bill Chorley

[Reflecting amendments & additions]	1939	1940	1941	1942	1943	1944	1945	1946	1947	Total 1939/ 47	Total 1939-45
Royal Air Force	319	2,661	4,473	6,183	11,510	11,749	2,882	60	26	39,863	39,589
Royal Australian Air Force			127	613	1,083	1,794	478			4,095	4,089
Royal Canadian Air Force			470	1,724	2,920	3,961	1,108			101,83	10,148
Royal New Zealand Air Force		31	181	531	452	398	110			1,703	1,699
Polish Air Force		20	178	354	196	153	65	10	1	977	960
Free French Air Force			1		4	121	92			218	218
Royal Indian Air Force										4	4
Royal Norwegian Air Force					16*	17	2			35	35
South African Air Force						6	5			11	11
Women's Auxiliary Air Force			1	10	15	9	4	2		41	36
Attached personnel											
Royal Air Force	2			13	4	10	13		1	43	38
Royal Canadian Air Force										1	1
Royal New Zealand Air Force				2		1				2	2
Fleet Air Arm		7	1		3		1			12	11
United States Air Force			2	10	20	36				68	68
Women's Auxiliary Air Force						1				1	1
Army				8	4	1				13	13
Civilian				2	2					4	4
Total	321	2,719	5,438	9,450	16,229	18,257	4,760	72	28	57,274	56,927



**Royal Air Force
Benevolent Fund**

If you need our help and support

If you need our help with a welfare concern, for example:

- if you are in financial need
- need support in maintaining your home
- have care or mobility needs

If you would like to support us

Head office contacts

For general enquiries, to speak to one of our team or to make a donation by telephone please contact:

Telephone: **020 7580 8343**

Fax: 020 7436 1857

Email: **mail@rafbf.org.uk**

Address: RAF Benevolent Fund,
67 Portland Place, London W1B 1AR

Notices



ANNUAL SERVICE CANCELLED

The 2020 memorial service will not be held

PHOTOS AND LOGBOOKS

Our archive is used by magazine writers, documentary makers and researchers, but most of all by Bomber Command families looking for more details about their relations. We share our records at no charge but we need to copy more to share. If you have photos, log books, diaries, programs, charts etc. Please contact Peter Wheeler on 0941 6530, email: spirits@xtra.co.nz or write to the box number.

We can arrange to visit and we will provide you with a digital copy of the record to share with your family

KEEPING IN TOUCH

Our Facebook page is updated every week, to find it just Google NZ Bomber Command Facebook

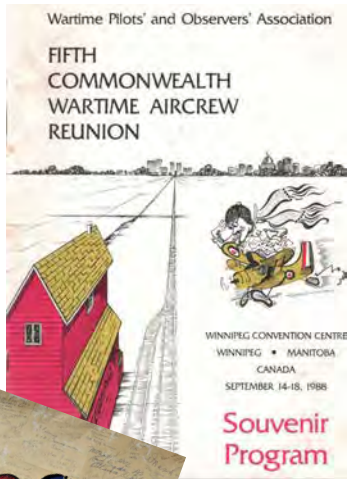
We welcome your articles and jokes, pictures and news clippings for the newsletter.

Previous newsletters are on carried on our website www.nzbombercommand.co.nz

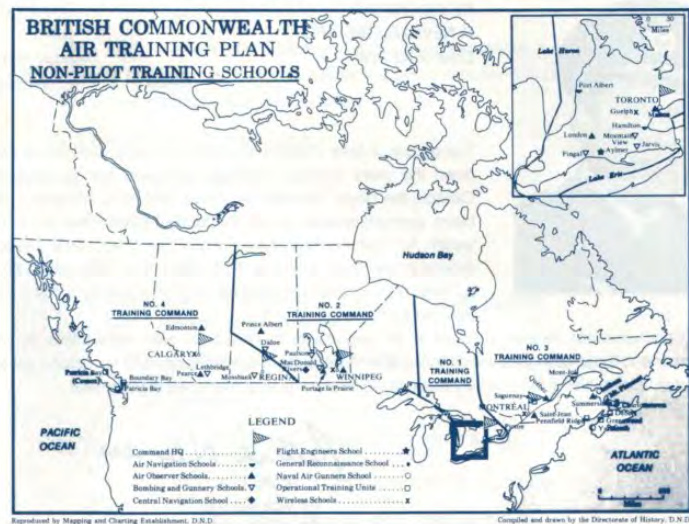
British Commonwealth air training plan

The scheme was a huge undertaking to train aircrew in Canada, Australia, New Zealand, Rhodesia along with similar schemes in the USA and South Africa. Over 7000 New Zealanders trained in Canada under the scheme totally paid for by the Canadian Government (billions in today's money).

In 1988 a reunion was organised in Winnipeg attended by over 1,400 (of the 130,000 that were trained) and 36 Kiwis attended.



Squadron		Squadron	
Jim Aplin	9	Garland Jones	214
Ian Barne	81	Peter Jordan	232
John Beeching	169	Winkie Kirk	75
Alistair Boulton	288	Don McKenzie	75
Dick Broadbent	75	Lloyd Martin	21
Roy Brown	205	Jack Meehan	75
Robert Burns	75	Doug Park	820
Waii Carter	12	Jim Pearce	218
Ian Comrie	180	Frank Prior	75
John Curtis	180	Roy Pritchard	541
Jack Davis	429	Harry Russell	90
Keith Evans	214	Bill Scully	75
George Fowler	10	Gordon Simes	75
David Gale	117	Bruce Sinclair	22
James Grant	75	Max Spooner	75
Gordon green	608	John Watt	608
Harry green Nough	460	Don Whitehead	75
Trevor Hayes	454	Stuart Scott	6

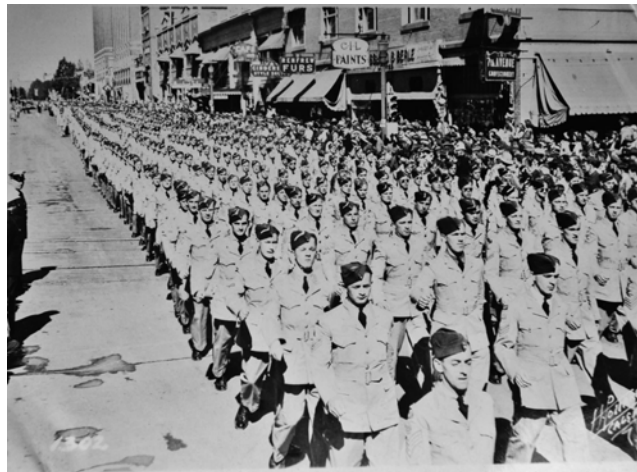


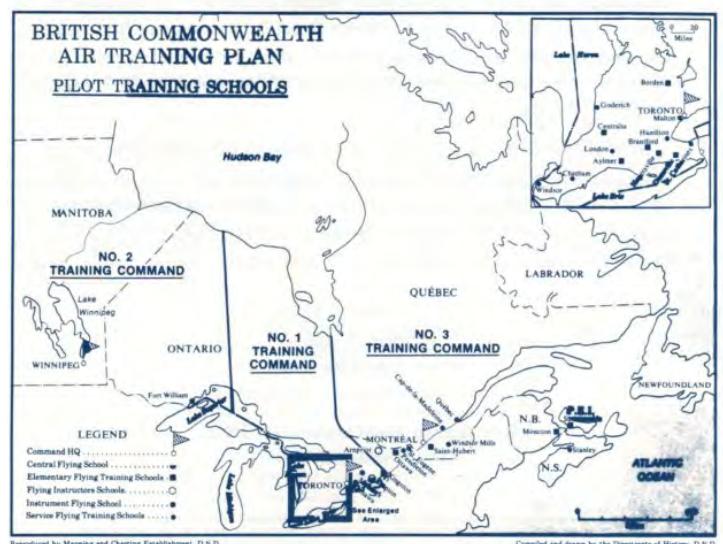
Reproduced with permission of the Minister of Supply and Services Canada.

TRADES GRADUATED FROM BRITISH COMMONWEALTH AIR TRAINING PLAN April 1940 to 31 March 1945

Trade	RCAF	RAF	RAAF	RNZAF	Total
Pilot	25,747	17,796	4,045	2,220	49,808
Navigator B	5,154	3,113	699	829	9,795
Navigator W	421	3,877	—	30	4,298
Navigator	7,280	6,922	944	724	15,870
Bomb Aimer	6,659	7,581	799	634	15,673
WO/AG	12,744	755	2,875	2,122	18,496
Naval AG	—	704	—	—	704
AG	12,917	1,392	244	443	14,996
FE	1,913	—	—	—	1,913
Total	72,835	42,119	9,606	7,002	131,553

- Observer (O) Wing not listed as it was replaced by Nav. B.
- Nav. B. provided a navigator with extra training as a bomb aimer on light and medium bombers.
- Nav. W. turned out a wireless operator trained as a navigator on twin engine fighters.





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Last New Zealander to lose their life in RAF Bomber Command

Flight Lieutenant John McGreal DFC NZ 415706, Pilot, 109 PFF Squadron died 75 years ago this Anzac Day. His RAF navigator also lost his life .

24-25 Apr 1945 109 Sqn Mosquito IX LR508 HS- Op: Schleissheim
F/L J T McGreal DFC RNZAF + T/o 2213 Little Staughton to attack an airfield.
P/O T Lynn DFC DFM + Homebound, the crew tried to get into Brussels-Melsbroek but overshot the airfield and dived into the ground. Both rest in Brussels Town Cemetery. P/O Lynn had won his DFM while serving with 106 Squadron, details being Gazetted on 15 October 1943.

Extract from RAF Bomber Command Losses 1945 (W. Chorley)

Tue 24/Wed, Anzac Day 1945

BOMBER COMMAND

Raid on Schleissheim airfield, Munich, Germany (by 40 Mosquitoes - 1 lost)

109 Squadron, RAF (Little Staughton, Bedfordshire - 8 [PFF] Group)

Mosquito B.IX LR508 - took off at 2213 and on returning from the raid sought to land in Belgium at B58 (Melsbroek) near Brussels, where it came in fast on a very high approach with one engine closed down and propeller feathered at 0206. Halfway along the runway, having not yet touched down, LR508 opened up and attempted to go round again, but dived straight into the ground as it began turning to port and caught fire. The two crew are buried at Brussels.

Pilot: NZ415706 Flt Lt John Trevor McGREAL, DFC, RNZAF - Age 32. 1867hrs (253 solo on Mosquito) 52nd op.

McGreal, who died on Anzac Day, was the last New Zealander to lose his life on Bomber Command operations during the war in Europe.

Extract from Errol Martyns For Your Tomorrows volume two



John McGreal (front left) with his Kiwi Squadron mates on 109 at RAF Little Staughton, 1945

Lancaster visit to Normandy

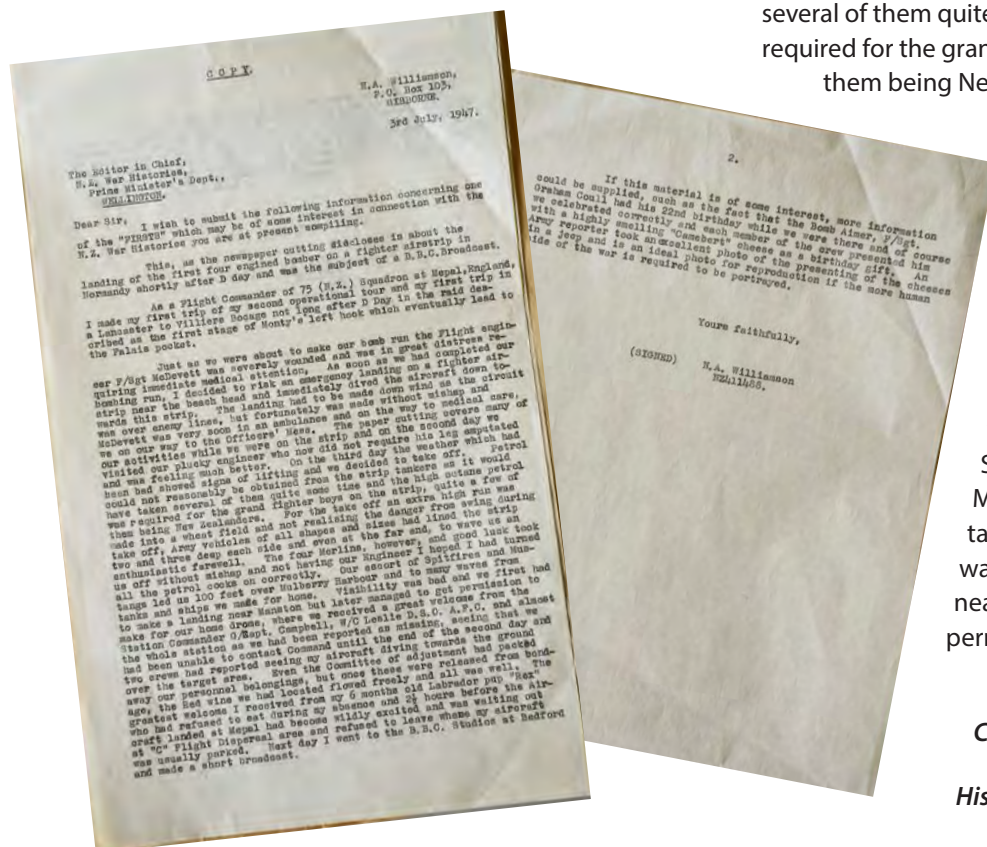
During a daylight bombing of enemy forces at Villers-Bocage on 30 June 1944, No 75 Squadron Lancaster ND917 was hit by flak splinters, one striking flight engineer Sgt P. McDevitt in the knee and causing excessive bleeding. The pilot, Sqn Ldr N. Williamson, seeing that McDevitt was losing blood rapidly, elected to land on one of the Advanced Landing Grounds on the Normandy beach-head, where medical attention could be sought. This was the first RAF 'heavy' to make use of one of these small strips.



The photograph, taken next day, shows Williamson presenting bomb-aimer Fg Off G. Couth with Camembert cheese produced in the district to mark his 23rd birthday. Other members of the crew are Fg Off J. Watts, navigator; Sgt J. Russell, rear gunner; Sgt R. Jones, mid-upper gunner; and Sgt S. Cooke, wireless operator.

ND917 was one of four Lancasters lost four months later during a daylight raid on Solingen on 4 November 1944 with the loss of all seven crew (four being New Zealanders).

https://airpages.ru/eng/uk/lancaster_9.shtml



The Editor in Chief,
N.Z. War Histories,
Prime Minister's Dept.,
WELLINGTON,

Dear Sir,

I wish to submit the following information concerning one of the "FIRSTS" which may be of some interest in connection with the N.Z. War Histories you are at present compiling,

This, as the newspaper cutting discloses is about the landing of the first four engined bomber on a fighter airstrip in Normandy shortly after D day and was the subject of a B.B.C. Broadcast.

As a Flight Commander of 75 (N.Z.) Squadron at Mepal, England, I made my first trip of my second operational tour and my first trip in a Lancaster to Villiers Bocage not long after D Day in the raid described as the first stage of Monty's left hook which eventually lead to the Falaise pocket.

Just as we were about to make our bomb run the Flight engineer F/Sgt McDevett was severely wounded and was in great distress requiring immediate medical attention. As soon as we had completed our bombing run, I decided to risk an emergency landing on a fighter airstrip near the beach head and immediately dived the aircraft down towards this strip.

The landing had to be made down wind as the circuit was over enemy lines, but fortunately was made without mishap and

McDevett was very soon in an ambulance and on the way to medical care, we on our way to the Officers Mess. The paper cutting covers many of our activities while we were on the strip and on the second day we visited our plucky engineer who now did not require his leg amputated and was feeling much better. On the third day the weather which had been bad showed signs of lifting and we decided to take off. Petrol could not reasonably be obtained from the strip tankers as it would have taken several of them quite some time and the high octane petrol was required for the grand fighter boys on the strip, quite a few of them being New Zealanders. For the take off an extra high

run was made into a wheat field and not realising the danger from swing during take off, Army vehicles of all shapes and sizes had lined the strip two and three deep each side and even at the far end, to wave us an enthusiastic fare well. The four Merlins, however, and good luck, took us off without mishap and not having our Engineer, I hoped I had turned all the petrol cocks on correctly. Our escort of Spitfires and Mustangs led us 100 feet over Mulberry Harbour and to many waves from tanks and ships we made for home. Visibility was bad and we first had to make a landing near Manston but later managed to get permission to make for our home base, where

*Copy of the original letter (transcribed above)
sent to the Editor in Chief, New Zealand War
Histories, in 1947 – N.A. Williamson, NZ4J.1488*

we received a great welcome from the Station Commander G/ Capt, Campbell, W/C Leslie D.S.O, A.F.C , and almost the whole station as we had been reported as missing, seeing that we had been unable to contact Command until the end of the second day and two crews had reported seeing my aircraft; diving towards the ground over the target area. Even the Committee of adjustment had packed away our personnel belongings, but once these were released from bondage, the Red wine we had located flowed freely and all was well. The greatest welcome I received from my 6 months old Labrador pup "Rex" who had refused to eat during my absence and 2½ hours before the Aircraft landed at Mepal had become wildly excited and was waiting out at "C" Flight Dispersal area and refused to leave where my aircraft was usually parked. Next day I went to the B.B.C, Studios at Bedford and made a short broadcast.

.....

If this material is of some interest, more information could be supplied, such as the fact that the Bomb Aimer, F/Sgt, Graham Coull had his 22nd birthday while we were there and of course we celebrated correctly and each member of the crew presented him with a highly smelling "Camembert" cheese as a birthday gift. An Army reporter took an excellent photo of the presenting of the cheeses in a Jeep and is an ideal photo for reproduction if the more human side of the war is required to be portrayed.

Yours faithfully,
N.A. Williamson
NZ41488

Forty thousand Fortresses

(Tune: John Brown's Body)

Forty thousand Fortresses at forty thousand feet,
Forty thousand Fortresses at forty thousand feet,
Forty thousand Fortresses at forty thousand feet,
But they only take a teeny-weeny bomb.

We're flying Flying Fortresses at forty thousand feet,
Flying over Germany to give the Huns a treat,
We've bags and bags of ammo and a teeny weeny bomb
And we drop the bastard from so high we don't know where it's gone.

We'll fly a Flying Fortress up to forty thousand feet.
The gunners think the fighters are a load of easy meat.
We've bags of ammunition and a teeny little bomb
And when we drop the son-of-a-bitch we don't know where it's gone.
If we go down any lower we'll get mixed up with the Lanes
[repeat twice]
And we've only got a teeny little bomb.

CHORUS Glory Glory shall we drop it?
Glory Glory shall we drop it?
Glory Glory shall we drop it?
Shall we drop our teeny-weeny bomb?

They've lots of ammunition and lots of point five guns,
They've lots of ammunition and lots of point five guns,
They've lots of ammunition and lots of point five guns,
But they only take a teeny-weeny bomb.

They've bags of fighter cover and they've bags of armour plate,
They've bags of fighter cover and they've bags of armour plate,
They've bags of fighter cover and they've bags of armour plate,
But they only take a teeny-weeny bomb.

They get a gong from Congress when they've only done five ops,
They get a gong from Congress when they've only done five ops,
They get a gong from Congress when they've only done five ops,
But they only take a teeny-weeny bomb.

Four and twenty Hali's (or Lancs) go in at two thousand feet,
Four and twenty Hali's go in at two thousand feet,
Four and twenty Hali's go in at two thousand feet,
But they've all got a - BLOODY GREAT BOMB!

Editorial Note:

Mosquito Mk XVI: 4000 lb 'cookie' and a crew of two; 350 knots.

Flying Fortress: 2,000 lb bomb load; crew of eleven; 150 knots.

A plea to Veterans and families, please send in your versions of Squadron songs, rude or not.



RAF Bomber Command Strength 1945



The list below shows the huge force that Bomber Command had in 1945 with 2163 operational aircraft available on March 22 1945.

1 Group	315
3 Group	295
4 Group	314
5 Group	371
6 Group	328
8 Group	260
100 Group	280

Even after allowing 100 Groups 280 ECM and Bomber protection aircraft and half of 8 Group (PFF) to be marking aircraft that still leaves 1753 bombers each capable of a 10,000 lb load.

The maths show a potential force of 17.5 million pounds of explosives, (7825 tons).

Perhaps the large raids in 1945 were also to show Stalin (who had no equivalent force) the devastation available to the Western Allies from the RAF and USAAF forces

BOMBER COMMAND ORDER OF BATTLE -22 MARCH 1945

Unit location Aircraft Strength

1 Group	BAWTRY		
12	Wickenby	Lancaster I, III	20
100	Grimsby	Lancaster I, III	19
101	Ludford Magna	Lancaster I, III	32
103	Elsham Wolds	Lancaster I, III	19
ISO	Hemswell	Lancaster I, III	16
153	Scampton	Lancaster I, III	21
166	Kirmington	Lancaster I, III	27
170	Hemswell	Lancaster I, III	18
300 (Polish)	Faldingworth	Lancaster I, III	20
460 (RAAF)	Binbrook	Lancaster I, III	27
550	N Killingholme	Lancaster I, III	27
576	Fiskerton	Lancaster I, III	19
625	Kelstern	Lancaster I, III	29
626	Wickenby	Lancaster I, III	21

3 Group	EXNING		
15	Mildenhall	Lancaster I, III	22
75 (RNZAF)	Mepal	Lancaster I, III	26
90	Tuddenham	Lancaster I, III	21
115	Witchford	Lancaster I, III	32
138*	Tuddenham	Lancaster I, III	20
149	Methwold	Lancaster I, III	30
186 **	Stradishall	Lancaster I, III	31
195	Wratting Commo	Lancaster I, III	30
218	Chedburgh	Lancaster I, III	29
514	Waterbeach	Lancaster I, III	32
622	Mildenhall	Lancaster I, III	22

*Non-operational

*Only two of its three flights operational



4 Group	YORK		
10	Melbourne	Halifax 111	25
51	Snaith	Halifax 111	31
76 *	Holme	Halifax 111	29
		Halifax 111	11
78	Brighton	Halifax 111	29
158	Lissett	Halifax 111	29
346 (FAF)*	Elvington	Halifax 111	18
		Halifax V1	8
347(FAF) *	Elvington	Halifax 111	18
		Halifax V11	5
466 (RAAF)	Driffield	Halifax 111	9
640 *	Leconfield	Halifax 111	15
		Halifax V11	10
77	Full Sutton	Halifax 111	19
		Halifax V11	28
102	Poklington	Halifax 111	1
		Halifax V11	19

* Operational Halifax 111m

** To re-equip Halifax V11 30.3.45



R.A.F BOMBER COMMAND ATTACK BREMEN OIL REFINERY
MARCH 21 1945

5 Group		SWINDERBY	
9	Bardney	Lancaster I, III	22
44 (Rhod)	Spilsby	Lancaster I, III	16
49	Fullbeck	Lancaster I, III	19
50	Skellingthorpe	Lancaster I, III	17
07	East Kirby	Lancaster I, III	16
61	Skellingthorpe	Lancaster I, III	19
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	121
467 (RAAF)	Waddington	Lancaster I, III	119
619	Strubby	Lancaster I, III	117
630	East Kirby	Lancaster I, III	121
617 *	Woodhill Spa	Lancaster I, III	141
		Mosquito VII	1
83 (PFF)**	Coningsby	Lancaster I, III	1 22
97 (PFF)**	Coningsby	Lancaster I, III	19
627 (PFF**)	Woodhill Spa	Mosquito VII,XX	29†

* Special tasks

** On loan from 8 Group

† Includes 4 mk IX,XVI

6 Group (RCAF)ALLERTON

415	East Moor	Halifax 111	18
		Halifax V11	6
420	Tholthorpe	Halifax 111	24
425	Tholthorpe	Halifax 111	22
408	Linton-on-Ouse	Halifax V11	24
426	Linton-on-Ouse	Halifax V11	25
432	East Moor	Halifax V11	24
424	Skipton-on-Swale	Lancaster I, III	20
427	Leeming	Lancaster I, III	20
		Halifax 111	8
429 *	Leeming	Lancaster I, III	19
		Halifax 111	5
433	Skipton-on-Swale	Lancaster I, III	20
		Halifax 111	1
419	Middleton St. Gel	Lancaster X	23
428	Middleton St. Gel	Lancaster X	25
431	Croft	Lancaster X	20
434	Croft	Lancaster X	19
		Lancaster I, III	5

*Non-operational



Dresden

8 Group (PED)HUNTINGTON			
7	Oakington	Lancaster I, III	19
35		Lancaster I, III	19
83 "		Lancaster I, III	
97 •		Lancaster I, III	
156	Upwood	Lancaster I, III	19
405 (RCAF)	Gransden Lodge	Lancaster I, III	18
582	Little Staughton	Lancaster I, III	21
635	Downham Market	Lancaster I, III	
105	Bourn	Mosquito IX,XVI	34
109	Little Staughton	Mosquito IX,XVI	36
128	Wyton	Mosquito XVI	24†
139	Upwood	Mosquito IX,XVI	14††
		Mosquito XV1,25	14
142	Gransden Lodge	Mosquito 25	19
162	Bourn	Mosquito XX,2	18
163	Wyton	Mosquito 25	17
571	Oakington	Mosquito XVII	29
576**	Graveley	Mosquito XX,25	2†
		Mosquito XVI	9
608	Downham Market	Mosquito XX, 21 20	
627*		Mosquito IV,XX	
692	Graveley	Mosquito XVI	25

* Detached to 5 GP(qv)

** Non Operational

† Incl. 1 Mk 25

†† Operating Mosq. XX,25

‡Re-equipping

100 Group BYLAUGH HALL

23 (BS)	Little Snoring	Mosquito VI	28
85 (BS)	Swannington	Mosquito 30	21*
141 (BS)	West Raynham	Mosquito 30	11
		Mosquito VI	6
157 (BS)	Swannington	Mosquito XIX	10**
		Mosquito 30	12
169 (BS)	Great Massingham	Mosquito XIX	15
		Mosquito VI	4
239 (BS)	West Raynham	Mosquito 30	19†
515 (BS)	Little Snoring	Mosquito VI	23
171 (BS)	North Creake	Halifax III	19
192 (BS)	Foulsham	Halifax III	15
		Mosquito XV1	8
		Mosquito VI	6
		Anson	-
199 (BS)	North Creake	Halifax III	17
		Stirling III	2
462 (RAAF) (BS)	Foulsham	Halifax III	20
214 (BS)	Oulton	Fortress III	18
223 (BS)	Oulton	Liberator	14
BSDU	Swanton Morley	Mosquito VI	6
		Mosquito XIX	2
		Mosquito 30	3
		Mosquito II	1

* Incl. Mk VI

** Incl. 2Mk VI

† Incl 1 MkVI

Into the Bag

Bruce Cunningham was a skipper on 514 Squadron Lancaster IIs (with radial engines) on his twelfth op, a raid on Louvain flying JI-M

About three and a half weeks before the invasion, Bomber Command was concentrating on putting out of operation the major marshalling yards in France, Belgium, and Holland etc.

We went to Louvain 11/12 May 1944 about 1 am.

Soon after leaving the target something behind us set our starboard motor on fire.

Can recall the tracers.

Could not be extinguished.

Reports say fire spread to whole wing but I must have been too absorbed to notice whether that was right or wrong. Trims were rendered useless and control column was at right angle to normal and one leg hard on rudder to the floor.

How we would have got home if fire had gone out is an interesting point. Never short of an answer then, but a landing somehow or other at Woodbridge would have been ability testing.

Fire around the petrol tanks is disturbing – so decided no option but to bail out! I will never forgive RAF for withdrawing pilot type parachutes and replacing with observer type. Pilot type you sat on as part of the harness. Observer type were loose and had to be attached, when wanted, to two hooks on the chest. The chute itself was put on the floor behind the pilot's seat.

Called the engineer to get my chute which he did by dumping it on my lap. Told him "two hooks" as I could not spare arm or hand. He put on one hook and left.

Next thing, bomb aimer reports he could not open the escape hatch. Told him to jump on the "b" thing. That might have made it worse, but anyone would interpret that as use the utmost force.

Found after the war this trouble was faced by many crews.

Whist in Germany chummed up with a Polish officer who got out of Siberia because he could fly. He was pilot of a Halifax which had its front blown off and he was catapulted into the open. If he had, had, an observer chute he would have perished.

After they had all gone, I had to hold the control column with one arm, and in the dark secure the other hook on the parachute. Then spent some time calling the two gunners in the rear to see if they had gone.

Never got an answer. Probably they were first out. Spent next 12 months much concerned as to whether or not they had got out safely as they were the only ones not to exit from the front.

At the end of the forced march, at Luckenwalde, 30 miles south of Berlin, met up with mid upper gunner who said he did reply.

"Roger" was the answer needed.

The rear gunner got back to UK and went on ops again only to be blown up on first op.



Bombs from another "Lane" above theirs.

He claimed we were shot down by friendly fire and apparently would not be talked out of that.

The MUP gunner was hit by the tail plane when he exited.

The engineer landed on a railway line, after surrendering to some clown who shot him, stole his cigarettes and took off. Treated him as local saboteur. Later he was found by some German who took him to hospital and they operated. Understand he was treated fairly.

My job was to get out of the seat, bend down underneath dashboard, and dive in the dark at a moving small escape hatch. Might have been helped if the aircraft did not start a determined roll as soon as controls were vacated. They don't fly straight and level if trims are gone!!! Timing was so ever vital. Forever grateful for the hand on my shoulder on that occasion.

Landed on the roof of a two storey building with a very steep roof, chute wrapped around the chimney. Remember well the very odd thought. Here am I so close to my cobbles above returning home for a feed of eggs and bacon. Mighty odd envy.

The cafe owner's daughter presented me with the rest of the parachute which she had used as a wedding dress. Got it under my desk here. She gave it to me at a public reception at

Rixensart in 1996. Got into the Brussels papers. At the reception was a Belgium Air Commodore who had been a prisoner for the whole war. Some story got around I would not come down off the roof. Got down through a trap door eventually into the hands of about 10 or a dozen young German soldiers. Used French for the only time in my life to find the aircraft had not landed on someone's house. They stole my wings which for some reason just pinned on my





jacket. One Goon asked what my girl friend would say when I did not return.

The building was a bank when I visited in 1996.

As I travelled in the bullet train to Belgium was a bit sore to see the thousands of acres I could have landed on but didn't. However have to be thankful. One of my course was shot down about the same time and finished up in a concentration camp, He was in a fighter pilot. Forgotten his name but it began with "Cun".

Three of my crew got back to UK.

One was doing well until a group, was supposedly, being handed over to another helping source, when in fact they were all turned over to the Gestapo. There had been an infiltrator who had posed as an RAF shot down aircrew and made a packet by turning them in. Later he was observed by a Yank who saw him working in a Paris bar. Finally someone shot him in a chook run somewhere. He had numerous aliases.

The navigator was picked up late one night by the Gestapo.

Just did not bother, after the war, to continue with close interest in aircrew days. Was busy catching up lost time. Although treasurer of Wellington RSA for 23 years.

I was closely involved in aero clubs, topdressing and gliding. Had 100 collection days for RSA. They had a Rose Day about armistice day each year until 1983.

Seems interest is growing these days.

Must get my daughter to dig out the well known small horseshoe which was treated as a good luck charm– forget the name of it at present but it is known world wide.

Fellow came this week to photograph a compass I bought off a Pole using a piece of chocolate. The manufacturer is famous. Survived a couple of searches with it in its leather pouch in my groin. It seems to be back to front. Maybe off a cannon. It shows north and that's all that was needed.

Bruce celebrated his 100th birthday this month.

CARDINAL HUFF **- remember him**

There were several versions but each station had strict order of play and it was always slopping with beer. A watchful crowd ready to pounce at any mistake, The poor victim had to drain his mug, it was eagerly filled up and had to start all over again from the beginning.

We had all been drinking sometime when someone suggested a game!

Here's to Cardinal Huff for the first time.

1 sip beer
1 mug taps table,
1 nod of head,
1 pat on chest,
1 small sit,
1 shake left foot,
1 shake right foot.

Here's to Cardinal Huff Huff for the second time.

2 sips,
2 mug taps table,
2 nods of head
2 pats chest...

Here's to Cardinal Huff Huff Huff for the third time.

3 sips,
3 nods,
3 pats chest,
3 sits...

Here's to Cardinal Huff Huff Huff Huff for the fourth and final time.

4 sips,
4 pick up mug a mug taps table, ...
Very, very few got that far!



Line!

Most squadrons had a line book to record the best examples of "shooting a line!"

Chris Newey found the 75 Squadron line book in the RNZAF museum at Wigram and extracted a few classics.

G/C Kenneth Michael Macleod Wasse DFC, some time between May and August 1943:

G/Cpt Wasse – In the Mess

The Scene – Cologne

The Pilot – G/Cpt Wasse (who else?)

The Episode –

On our first run up I forgot to open the bomb doors – however we took a photo.

On our second run up the bomb-aimer in his excitement forgot to select (*finger trouble*) Bomb doors were opened and a photo taken.

On the third run up everything worked - a photo was taken.

The Result –

When the photos were developed we found a mosaic of Cologne - with our bombs bursting "bangon" in the centre.

Witnesses to this

M Wyatt W/Cdr

R Broadbent, S/Ldr

W. Scollay F/Lt

D Poppelwell F /Lt

Speaking of 75 as a 'gen' Squadron

– they fly when the birds walk.

"The other day I told my Bomb Aimer that I was descending through cloud and to let me know when I broke clear. At 100' I was still in cloud so I asked my Navigator if it was safe to come down - he said 'Yes' so I came down to 50'."

Wattus (?) F /Lt

Garth Gunn, F/Lt

? F/O



IT WAS SERGEANT STRADDLE (BOMB-AIMER, ROYAL NEW ZEALAND AIR FORCE) WHO REPORTED THAT — "THE FLAK WAS SO THICK OVER HAM' THAT, JUST FOR A LARK, THE SKIPPER SELECTED 'WHEELS DOWN' AND WE MADE A TEMPORARY LANDING ON IT!"

In the Officers (and Gentlemen?) Toilets

2230 hrs F/O Lake was heard to (say)

"I can remember the time when I was so low over the target that we couldn't get our bomb doors open."

CF Ormerod S/L

C Glossop F/O

F/O MAYHILL – Through the bottom of a handle:

"This is beer and I don't drink."

D.W. Hodgson F/O

J.K Aitken F/O

H. Bowden F/O

Talking of an op to Turin in a Stirling

"The skipper climbed to maximum height, found he could not make the Alps, so put down his under carriage and taxied through the pass. Bags of flak from the peak above".

LM O'Connor F/O

JA Fleming F/O

F/O Mercier, August 1944:

F/O MERCIER - one of Bevin's Mad Miners - (On last trip)

"We were in such close for(mation) and bombing was so dense (and) concentrated that I could see a spelling mistake on one of - -"

?

DB Armstrong (?)

H. Bowden F/O

S/L Williamson (Just finished!!) says:-

"When I first started to fly, boy, they (the aircraft) had fixed crossbows in the rear turret".

Witnessed by

EW Lovejoy F/O

RS Stewart F/L

RL Ford S/L

22.50 hrs 31-12-44. In the bar!!!

W/Cdr Newton.

"If you want to do a good bombing run you don't look out you put your head in the cockpit. And if you want a photograph you count 20 & then go around again & take some more. And that was in the days when flak defences were comparatively good".

ARB Barton F/Lt

J E Owen (?) F/Lt

J R Rodgers S/L

In the bar, 1915 hours 28th February 1945.

F/Lt Thomson DFC enquiring to the mob.

"What do they do with the old kites, pension them off or wait till they fall to pieces?"

S/Ldr Bailey:

"No I just take them on ops and put them Cat. A. C."

AD Simpson F/Lt

DW Thomson F/Lt

**THERE'S PLENTY OF SPACE IN THE NEXT ISSUE FOR
YOUR CONTRIBUTIONS.**