



# 75 SQUADRON NZ ASSOCIATION

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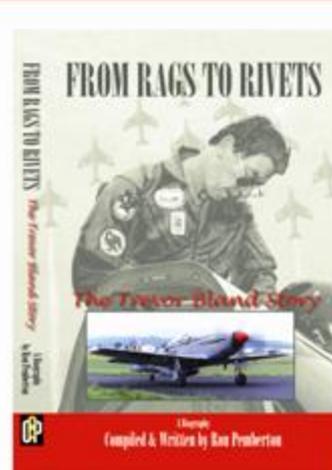
## TE ATATU MEMORIAL FOR LANCASTER \*HK564, AA-P

75(NZ) SQN Lancaster \*HK564, AA-P was attacked and shot down by a night fighter over the Grand Duchy of Luxemburg about 2340 hrs on the night of August 12, 1944. The target was the Opel motor factory at Russelsheim, Germany by 297 RAF aircraft - 20 were lost on this raid. The Navigator of HK564—FgOff Whelan Hazard NZ429047, 20 yrs old, on his 9th Operation baled out but was killed and is buried in the Reichswald Forest cemetery. The aircraft crashed near Ouren killing the other six crew members, and they are buried at Hotton near Liege. A memorial was erected in 2004 by the local community in Weiswampah to honour these airman, and those of Lancaster \*ME596 of 61 Squadron—also shot down nearby on the same night. Relatives of the NZ airman from AA-P were found and they have spent the last five years planning for a similar memorial to be dedicated and unveiled in the Harbour-view Oranihina Park, Gunner Drive on the Te Atatu Peninsula. Fg Off Hazard 's niece Lynn Ashton has managed to gain the local Waitakere City Council's support and approval for the memorial that features a stylised wing of a Lancaster bomber— and a service will be held on Friday 17th September at 1100 hrs organised by the Council's events manager, Barbara Cade. A general invitation is extended to all 75 Squadron Association members to attend this service, medals to be worn. RNZAF Base Auckland will be providing band and cultural group support, flags and ensigns will be paraded, while the Governor General, PM, Mayor and the Deputy Chief of the RNZAF will give addresses at the ceremony. For more information please contact the 75 SQN Assn Secretary or the Waitakere City Council offices in Henderson.

## THE TREVOR BLAND STORY

Squadron Leader Trevor Thomas Bland (G133912) began his Air Force career in New Zealand with the Territorial Air Force (TAF) in 1952, until taking an RNZAF commission in 1955. Enlisting in the RAF in 1959, Trevor became a member of several aerobatic teams that displayed in the UK, including the Farnborough Airshow. Returning to the RNZAF in 1964 Trevor Bland's flying and command skills in Canberra's with 14 Squadron, and Vampires and Skyhawks of 75 Squadron earned him great respect by everyone near and he was awarded the Air Force Cross in 1972 for his work. Trevor retired from the RNZAF in 1973, and began a remarkable civilian flying career. He was a founder of the New Zealand Warbirds Association, flying many aircraft types and organising numerous airshows about New Zealand.

Ron Pemberton's biography of Trevor, *The Trevor Bland Story* has recently been released and is a must buy and read for all people interested in aviation.



- Please note the new association postal and email address in the title block.

- A great read.....

### BOMBS GONE

W/C J.A. MacBEAN + Major A.S. HOGGEN, 1990

### FROM RAGS TO RIVETS, The Trevor Bland Story.

By Ron Pemberton, 2010

### THE WOODEN WONDER

EDWARD BISHOP, 1959

### RNZAF, A SHORT HISTORY

GEOFFREY BENTLEY, 1969

### DH VAMPIRE HISTORY

DAVID WATKINS, 1996





The Air Force Cross - obverse view



### The Air Force Cross

The Air Force Cross (AFC) was established on 3 June 1918. It was awarded to officers and warrant officers of the Air Forces for 'an act or acts of valour, courage or devotion to duty performed whilst flying though not in active operations against the enemy'. Quantity 225 AFC's have been awarded to New Zealanders, AFC and Bar x 4. No AFC's were awarded to airman on 75 (NZ) SQN. However some ten AFC's have been awarded to personnel relating to work associated with 75 SQN RNZAF from 1946 to 1999. In 1999 the AFC was replaced in NZ by the *New Zealand Gallantry Decoration* or the *New Zealand Bravery Decoration*.

### ANNUAL SUBS

Annual Subscriptions are due again soon, and invoices will be posted out to members in the next few months.

## LINDSAY DRUMMOND

(NZ41 3043)

Lindsay Johnston Drummond was born 10 August 1913 in Auckland NZ, and became a qualified Barrister and Solicitor. Lindsay married Betty Joycøe Coe in 1940 and was called up for RNZAF service in May 1941. As a Pilot Officer Lin was dispatched to the UK in December 1941 to complete his pilot training and sailed on the ship *Monterey* to the USA via Honolulu. The *Monterey* left Honolulu just seven hours before the Japanese bombed Pearl Harbour, so Lin always maintains they knew he was onboard and allowed him to carry on to England, via Canada! After completing his pilot training at Bassingbourn and conversion to heavy bombers at Waterbeach, he was posted to 149 Squadron at RAF Lakenheath in September 1942. On his 15th Operation on the 15th of February 1943, Lin's Stirling aircraft suffered flak damage during a nighttime 'Gardening' sortie over Bordeaux where several of his crew were injured. He successfully completed the mine-laying operation and flew the damaged aircraft and wounded crew home for which he was awarded an immediate DFC. After completing his 30th Operation on 149 SQN in April 1943, Lin was posted back to Waterbeach—1651 Conversion Unit, this time as an instructor until returning to Operations with 75(NZ) SQN in March 1944. After only another three Ops in Stirlings, Lin's crew converted to the Lancaster at Feltwell, and returned to Operations at Mepal. Lin now a Squadron Leader was OC 'A Flight'. However on May 10th on an Operation over Courtrai, Lin suffered wounds from flak that penetrated up through the 'bottom' area of his seat—his logbook states his 'leg'! A month later Lin and his crew returned to flying and they finished their 20th and final Operation in August 1944. He joined the ranks of the "Not very many RAF bomber aircrew that survived 50 sorties" club. Lin considers it was due to a little each of skill and good fortune! Returning to NZ to his wife Betty and daughter Christine, Lin settled into a career as a partner in a well established Auckland law firm and completed thirty enjoyable years of full practice. They played tennis, golf and bowls for many years in Parnell, Remuera and Middlemore - taking active roles as Presidents and Club Captains. In 1999 Lin and Betty left the family home for a retirement complex, and in 2006 sadly Betty passed away at the age of 90. Lindsay still has a wicked sense of humour and is very humble but proud of his wartime record. He is in good health and enjoys walking in the gardens and visiting his friends. Celebrating his 98th birthday recently Lin is an amazing gentleman and is undoubtedly our oldest 75 (NZ) Squadron veteran. Ake Ake Kia Kaha Lindsay Drummond. Thank you.



## MEL DOUGLAS — AERO GRAPHIX

Mel Douglas began his aviation career as an aircraft engineer with NAC when they were flying DC3's, Viscounts, Friendships, and early 737's. Later he has specialised in the repair and installation of computer systems, and followed on with a passion for drawing electronically (with technical precision) the profiles of aircraft. The Secretary and Mel first met in 2000 when Mel was working on special profile prints of the RNZAF A4 Skyhawks. Gleaning the exact dimensions, contours and appendages of the aircraft from the disbanded flying aircraft at Ohakea, the completed prints were immaculate. But it was in 2009, when the Secretary approached Mel to draw the aircraft profiles of the eight 75 Sqn aircraft types for the Lanyard and Ties that Mel's intricate work really showed through. The small size of the aircraft of the Lanyards does not do the artwork justice, so therefore Mel is now offering the profiles of all the aircraft in print at A3 size, for autographing and framing as gifts and memorabilia. Contact Mel on : Ph. 06-3683606 or 5 Argyle Avenue, Levin, 5510.



**MANA MAORI**

An exhibition called the "Mana Maori" will feature at the Museum Volkenkunde (Ethnological Museum) in Leiden, Holland opening on Oct 18, 2010. "What did Maori contribute to the liberation of the Netherlands during WW2?" has resulted in contact with the Assn from Professor Nick Lambrechtsen looking for the names of Maori airmen that served on 75(NZ) Sqn. Those known are.....

PO K. E. AMOHANGA, Pilot  
 FO V. J. ZINZAN, Pilot  
 FO WI RANGIUAIA, Pilot  
 F/SGT T. WEHI, Pilot/FE  
 Sgt R. W. RAHARUHI, Pilot  
 PO I. Te M. TE AIKA, DFC, AG  
 FO R. J. URLICH, Pilot  
 Sgt M. T. T. MANAWAITI, DFM, WOAG  
 WO T. R. C. MATAIRA, AG  
 FO E. S. H. SNOWDEN, DFC, AB  
 WO R. J. MATAIRA, WOP  
 Sgt R. C. GOING, AG  
 F/SGT P. B. BAKER, AG  
 F/SGT E. M. SPOONER, WOAG  
 If there are more names to add to the list, please advise the Secretary.  
 Further Website info:  
<http://www.rm.v.nl/index.aspx?lang=en>

**75 SQN RNZAF MOSQUITO REBUILD**

In 1946 the RNZAF purchased 80 Mosquito FBVI fighter bomber aircraft from the RAF. The newly established RNZAF 75 Squadron flew the last Ventura bombers of 2 (BR) Sqn to Rukihia and began to train Pilots and Navigators for the long ferry flights from the UK to NZ. Four surplus RAAF Mosquito dual control aircraft were used for the training, with the initial aircraft flown out from the UK by RAF crews in January 1947. The last of 76 aircraft arrived in December 1948, as the trip took 17 days via Singapore and Sydney. Four aircraft and four crew were lost in



crashes en route. The majority of the aircraft went into storage, with those used on 75 SQN having their camouflage over-painted with silver and NZ markings of the time applied. In April 1952, the squadron replaced their aircraft with Vampire jets and the Mosquito's were eventually sold by stores tender or scrapped. Several survived intact on farms as chicken coops or machinery spare parts. By good fortune the Ferrymead Aeronautical Society in Christchurch managed to save two airframes that were in good condition; NZ2328 + NZ2382. The FAS have a dedicated crew working on the long task of rebuilding NZ2328 (C-YC) using NZ2382 for spares. It will take many years, but it will be an awesome sight when completed.

**USA VICE-PRESIDENT INSIGNE TROPHY**

During a visit to NZ by Vice-President Richard Nixon, members of 75 SQN at Ohakea on the 4th of October 1953 managed to avoid the security guards on Nixon's Super Constellation aircraft and remove as a 'trophy', the brightly painted and polished metal Vice-Presidential Insigne seal. A 'prize' of the highest order for the Squadron to display on the crew room wall. Several days later however, discretion became the better part of valour and they decided to return the plaque to the aircraft before it left NZ. Several Mustang aircraft were used to quickly fly the insigne seal from Ohakea to Whenuapai and it was handed to the aircraft captain. Vice President Nixon was amused at the incident, and ordered a replica to be made of hardwood, which was presented to 75 Squadron members on the 30th of June 1954. Nixon wrote on the replica, "**To 75 Squadron, R.N.Z.A.F., with best wishes for happy flying always, Richard Nixon.**" The US Military attaché to NZ, Colonel Julian Hearne handed the replica seal to Wing Commander D.F. StGeorge (CO 75SQN) and commented that "*He was really returning an article to which the squadron had established something of a right.*" Those in the picture are, from L-R, Flying Officers R.I. McKenzie, M.B.P. Pere, F.M. Kinvig, R. Currin, Flight Lieutenant M. Beavis, and Pilot Officer K. McL. Milne. Flt Lt Beavis was an RAF officer on exchange and he was to later become ACM Sir Michael Beavis, KCB, CBE, AFC, Chief of Air Staff, RAF. The insigne seal replica is now stored at the RNZAF Museum at Wigram, NZ.



Photo credit to: RNZAF OFFICIAL, AIR FORCE MUSEUM OF NZ, 200980-208-P1

**WE ARE NOT -ths**

We are NOT '75th Squadron.' The RAF, RNZAF, RCAF etc do not use the '-th' term. The Army and Americans use this, but we address our squadrons as a number —  
**No. 75 Squadron or 75 SQN.**

**ACCESSORIES**

The Secretary is now looking at designing and producing wooden plaques, challenge coins, patches, stickers, wallet files, cuff links, cummerbunds and pins. Examples of a Wooden plaque and tapping coin are shown below.





**LAST POST** The Last Post is one of a number of bugle calls in military tradition which mark the phases of the day with origins in the 17th century. "Last Post" was incorporated into funeral and memorial services as a final farewell and symbolises that the duty of the dead is over and that they can rest in peace.



### URLICH, Richard John (Dickie)



NZ426229, FLT SGT, PILOT  
20MAR 1945 to 15JUN 1945  
F/SGT—25APR45, FGOFF—25SEP45.

Dickie was a farmer and married to Eva with two children when he initially applied for the Army, but was turned down due to dental problems. He later applied for and enlisted in the RNZAF at 26 yrs old passing his wings course at Wigram 23Sep43. Arriving in England Dec43, Dickie trained at PRC, AFU & OUT units, converted to Lancasters and was posted to 75(NZ) Sqn 20Mar45. Dickie took part in numerous raids before VE Day, and was commissioned from F/S to P/O 25Apr45. After 75 Squadron moved to Spilsby, he flew Yorks with Transport Command in India (Karachi and New Delhi). Dickie totaled 950 hours flown as a pilot by release in Sep46, and after he returned to Kaitia he continued with his family and had six more children. He was honored in his community with the naming of a local street after him in Tokerau Beach. Dickie was blessed with 17 grandchildren and 19 great grandchildren. Died 25 August 2008 aged 93 years, in Kaitia.

### LOGIE, Scott David (Scotty)



E86139, AIRCRAFT TECHNICIAN, Aircraftsman  
3JUN1975 to 19JAN1977.

Scott joined the RNZAF 15Jan74, and completed 18 months of training at Woodbourne before joining 75 Squadron at Ohakea for 19 months as an Aircraft Mechanic. Scott qualified on the many systems of the A4 Skyhawk and participated in numerous exercises in Australia, Singapore and Malaysia during this time. Other postings included AMS T1, Hydraulic Bay, 14 Sqn, TCPC, 2 Sqn, Wigram, AMS T2 and was chosen for Macchi training in Italy Mar-Sep1991 as a Sgt, which required the writing of many training packages for the new MB339CB aircraft on their return. Scott was promoted to F/Sgt Oct93, and retired from the RNZAF 06Mar95 to his small farm in Bulls. Dearly loved husband of Janice, and father of Sarah and Michael, grandad of Monique, Natalia and Kady. Died 15 January 2010 aged 53 years, after a brief illness in Palmerston North.

### LOST TRAIL, DO YOU KNOW ANY DETAILS OF.....?

**M.E. PERSSON**, NZ427486, WOAG, Died 27Dec06, Otahuhu.  
**W.T. FOURACRE**, 1169067, RAF, Died 27Oct07, Taumaranui.  
**A. FRANCIS**, NZ427272, WOAG, Died 01Aug08, Waimate.  
**F.J.C. MORGAN**, 70455, AFFIT, Died 17Apr08, Auckland.  
**K.N. DUMPER**, F79125, InstFIT, Died 29Mar06, Takani.  
**W.J. MACMURRAY**, NZ436201, NAV, Died 30Oct06, Mt Roskill.  
**E.W. WRIGHT**, NZ4210536, AG, Died 20Jun08, ChCh.  
**J.G. SCOTT**, NZ4213321, NAV, Died 2006 ??, Mt Riskill.  
**G.H. WARREN**, NZ4212904, NAV, Died 2003??, Upper Hutt.  
**J. DEMPSTER**, Q72671, PILOT, Died Nov2009, Auckland.

Any information about family or photos of these people would be gratefully received by the Assn Secretary.

### SMITH, Russell Victor (Russ)



T75618, FLT LT, PILOT  
5JAN to 23MAR 1953 +  
1JUL 1958 to 23AUG 1961

Russell flew Vampires on 75 Sqn in 1953, and rejoined 75 in 1958 to fly Canberra B2's in Singapore. After Tengah, he did a QFI course and served at FTS, Air Staff and a course at the RAF Staff College in England. Then to the RNZAF Staff College as directing staff. He then held several staff positions—POS to CAS, Deputy Director of Plans where he was project officer for the selection and purchase of the BAC Strikemaster. CO Woodbourne from 1971 to 1973, then Joint Services Staff College in Australia. Appointed Director of Air Staff Policy and Plans, then to Washington, as a GRPCAPT, Air Attaché 1976 to 1980. Retired in 1980. Later, reported on Civil Aviation Rescue Fire Service the Auckland Airport hovercraft operation for the Director of Civil Aviation. It received international attention, as the RFS services were withdrawn from most secondary airports in NZ and the Auckland hovercraft was withdrawn from service. He was then invited to do a similar study of the RFS in Australia. Russell was a competitive skier until 2006. Died 7 June 2007 aged 76 years, after a brief illness in Paparangi. Dearly loved husband of Mina.

### HORGAN, Desmond George Geddes (Des)



NZ39012, W/O, PILOT, mid  
24AUG 1943 to 17JUN 1944

Desmond Horgan of Temuka, joined the RNZAF on 15Sep39 training as a pilot in NZ and Canada until 1942, before heavy bomber conversion in England. He joined 75(NZ) Sqn at Mepal as a F/Sgt in Aug43 and completed 22 Ops on Stirling's and 8 Ops on Lancasters by Jun44 to complete their tour. He managed to safely crash-land several damaged aircraft from raids, with 1 destroyed and 1 damaged German fighters confirmed by his rear gunner TeAika. Promoted to W/O Dec43, Des became the mentor that his airmen sought guidance and advice from. He often challenged his superiors with his concerns about the crew's welfare. Posted in mid 1944 to non-operational test flying units, Des was commissioned to FLTLT and awarded an *mid* for his work there. After the war, Des married Elizabeth Watt in Dec51, raising 7 children (Judy, Jenny, Katherine, Peter, Lois, Deborah & Robert) in Birkenhead, and managed a successful construction career until retiring in the late 1970's. Des was an inspiration and a returned servicemen hero for his 18 grandchildren, and was profoundly proud of his exceptional wartime service and duty. Died 6 August 2010 aged 96 years, in Auckland.

### JEFFRIES, Ralph (Jeff)



1868869, F/SGT, SIGNALLER (AIR) WOP  
JAN 1945 to JUN 1945  
c/w R. Elliott and W.G. Reay

Jeff was a long time popular and dedicated member of the UK 75 SQN Association. He lived in Manchester and attended all of the reunions across the UK, generally getting to and from each venue by bus and train. Jeff's permanent smile was awesome. Died 5 Dec 2009 aged 84 years, suddenly from a heart attack, in Manchester, England.