



NZ Bomber Command Association News

July 2020

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

NZBCA CHARITABLE TRUST 2561560

Web Site: www.nzbombercommand.co.nz

Contact: nzbombercommand@gmail.com

PO Box 317111 Auckland 0664

 The New Zealand Bomber Command Association

Message from the President

What tumultuous times we are living in just now. Who would have turned topsy-turvy since I last wrote to you in March. This Covid-19 age we now live in has changed our lives and the way we live them. I do trust you and your families have managed to get through this crisis without any health problems. We still must be vigilant of the resurgence in the number of cases as New Zealanders return home from severely affected countries overseas. We must rely on the isolation system to continue as it should for the protection of our 'team of five million' who have worked so well to get us to where we are now.

It is the only chance the post war generations, like me, have had to get a taste of the regimented life those who lived through the war had to endure in New Zealand. Like my parents who lived through the depression of the 1930's and WW2, I can hear them saying you haven't seen anything son. None-the-less the financial implications will be with us for a long time.

On the 7th of June I placed a poppy on a little memorial to Dad and his crew that I have in my garden to mark all air and ground crews who served. And of course, to commemorate our Bomber Command Memorial Service and which we were forced to cancel.

Now we are in level one and, with the little restriction we again enjoy, the NZBCA in conjunction with RNZAF Whenuapai are organising a smaller commemoration service for our veterans and members on the 4th of October. This will be followed by refreshments, and then our AGM. The invitations will be issued once we have confirmed the necessary details.

Your executive has been beaver away in the background on the various aspects of our immediate past president, Ron Mayhill's paper 'Future of the Bomber Command Association'. We have spent a large amount of time on this all I can report now is the foundations are being soundly laid for future action.

I do hope you can join us for the service on the 4th of October, I will look forward to catching up. -Bruce Hebbard

Dates to Remember

August 12 – 75 years since VJ Day

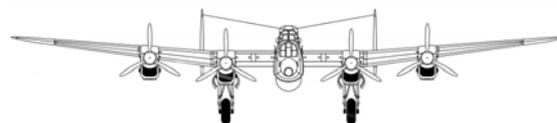
1pm Pukeahu National War Memorial Park Wellington
streamed on facebook

September 17 – Battle Of Britain Day

10am Auckland Cenotaph *parade and flypast*

October 4 – NZBCA Veterans & Members only, service and AGM
Invitations and further details will follow.

Always check with the NZ Bomber Command Facebook page for upcoming events



Showpiece Lancaster

I dream now of another time,
Of soaring wings and slipstream whine,
Of aircrews arcs and engine drone,
And cloudy canyons I have known.

Once we were many, and we knew,
The love of thousands, our aircrew,
So many lovers, past recall,
Yet we were faithful to them all.

When towering columns split the night,
With brilliant beams of searching light,
Then in just moments we became,
Small insects, round a naked flame.

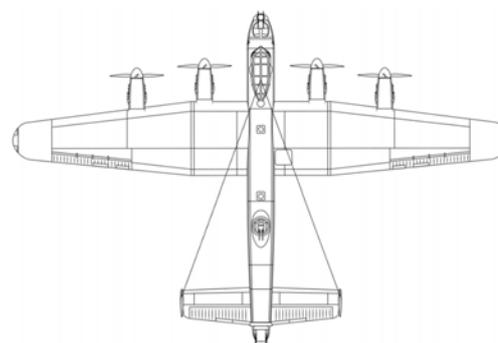
And with us then, our young men knew,
An eighth, unwanted, crewman flew,
He whispered, taunted, often near,
Unseen but unknown, for he was fear.

Time after time, we saw the cost,
To all who fought so well, yet lost,
For them a fiery plunge through space,
In another time, another place.

For you old lovers, youth has gone,
Relentless, time is moving on,
With arms outstretched, with measured pace,
To take you all in cold embrace.

Time has not marred my grim old frame,
To your fading eyes, I am the same,
Look well, all strangers standing here,
For I am the mighty LANCASTER.

*Walt Scott 630 Squadron
Dedicated to the display Lancaster
at the RAF Museum Hendon*





The Denton Story

In February this year my RSA, Ellesmere celebrated It's 100th of year since inception. Around the walls of the clubroom is much memorabilia including a painting by Chris Sheenan. I was in attendance years ago when it was presented to the club by Mrs Denton and was asked to speak to the celebratory 100th year gathering, to explain the story behind the painting. Based on Mrs Denton's talk plus considerable research – this is my story

– John Lay

It's a doomed Lancaster – it's on fire – two inboard engines feathered – a smashed cockpit canopy, a destroyed rear gunners turret and shattered bomb aimers blister on the front of the aircraft. In addition, there is a six-foot hole in the fuselage and the bomb doors are partially open, and can't be shut. The aircraft is struggling to stay in the air, made more difficult with flight controls that can't be trimmed. Communication with other aircraft or ground control is nil and all the while the struggling pilot is hoping to find somewhere to force-land and save the lives of the crew of seven.

Five Canadian Spitfires, one of which is in the painting, are providing air cover protection for the stricken Lancaster and, despite not being able to communicate by radio, were trying to escort the bomber, firstly to a nearby airfield or alternatively, to find a spot on which to make a forced landing.

It was New Years Day 1945. The Lancaster had successfully dropped 12 x 1000 lb bombs on the Dortmund-Ems Canal, on a daylight raid, when struck by Anti Aircraft flak. In its badly damaged state, and losing altitude rapidly, the strength and skill of the Lancaster pilot managed to keep the aircraft in the air for 40 dramatic minutes, which fortunately was sufficient time to return the relative safety of Dutch air space.

The Kiwi pilot F/O Harry Denton spotted a field into which he thought he could belly land his ailing aircraft. With the Lancaster

now on approach, the Spitfire, depicted in the picture, suddenly swerved in front of the crippled Lancaster and the Spitfire pilot, without regard for his own safety diverted F/O Denton away from the previously undetected high tension power lines, which, had he hit – would certainly have been fatal for everyone on board.

WHY IS THIS PICTURE SO IMPORTANT?

- The young Lancaster pilot Harry Denton was a Canterbury boy from Southbridge.
- Secondly – The painting was presented to the Ellesmere RSA by Mrs Denton, wife of the then late Harry Denton.
- There is more to the story than is depicted in the picture and deserves to be told.

After the aircraft was hit by flak and reduced to a devastating state of airworthiness – F/O Denton had his own problems to attend to. With the intercom also destroyed, he had no idea what was going on in the rest of the aircraft or any real knowledge of the exact state of his flying machine.

In the bowels of the aircraft – wireless operator Flight Sergeant George Thompson was battling a raging fire and a 140-knot wind whistling through the hollow aircraft like a blow torch.

He extricated the mid-upper gunner from his turret and extinguished his burning clothes with his bare hands, then, with those hands, now burnt down to bare flesh, and other parts of his body severely burnt, he fought his way back to the tail gunner and dragged him past the gaping six-foot hole in the fuselage to a more secure spot amidships, all the time using those same burnt hands to extinguish his mates flaming clothes and body.

Following the crash landing, which was physically impossible to do perfectly, the aircraft bounced ten feet into the air, broke in two and tore off two engines. All the crew escaped or ended up scattered on the ground around the wreck. Apart from

frostbite, Harry Denton, perhaps the least injured, searched for his mates. Flight Sergeant Thompson with his clothing burnt off, his face blackened and his hands looking like a cooked roast, was unrecognisable until he spoke. He said, "Good Landing Skip".

The mid-upper gunner died the next day. Flt Sergeant Thompson died three weeks later. For his bravery he was posthumously awarded the Victoria Cross. His citation read: "His courage has seldom been equalled and never surpassed".

F/O Denton was awarded the DFC for his excellent handling of a distressed aircraft

The remaining four suffered severe to minor injuries, the most serious of which was the tail gunner who had his ears burnt off.

After the war Harry Denton on returned to New Zealand and farmed in North Canterbury.

THERE IS A COROLLARY TO THIS STORY:

During the presentation of the picture to the Ellesmere RSA Mrs Denton related a story which I will retell from memory. (That means that some of the minor detail a may be omitted or slightly wrong, but the essence or the story will be accurate)

Apparently 30-40 years after the incident (that puts it in the 70s or 80s) Mr Denton received a phone call. The caller had a foreign accent and asked Harry Denton if he was the pilot of the Lancaster WS-U that dropped bombs on the Dortmund Canal on New Year's Day 1945. A suspicious Harry reluctantly confirmed that it was him. The voice became excited explaining that after many years of research. He was thrilled to have managed to track him down. He went on to say that he was one of the German anti-aircraft gun crew that had shot him down.

The German went on to explain that at the time they were school children doing what they were told. When the sirens went it was their role to drop everything and, despite their age, man the guns in the school grounds and start firing into the air. They had never hit anything before and from their perspective, it was more by good luck than good management that they had struck Harry Denton's Lancaster. Furthermore – a group of them were coming to New Zealand and would love to meet him.

With the trauma of that incident flashing back into mind, Harry was understandably shocked and reluctant to oblige but eventually, oblige he did and so, believe it or not, began a remarkable friendship that became lifelong.

– Thanks to the Canterbury Brevet Club, Mrs Denton and the artist for permission to reproduce this article.



Kiwi Aviation Tours

While the world stands still, join us and explore some of the aviation heritage we treasure in our backyard. It's a great time to travel without the crowds and support the locals!



South Island -11 days escorted - 13th Nov 2020

Enjoy the best of the South's aviation heritage combined with stunning scenery, lakes and a whale watching flight. \$2995 per person twin share

North Island -14 days escorted - 23rd Nov 2020

The best of the North's aviation including a virtual Warbird experience, world famous restoration facilities and two flying days. \$3595 per person twin share



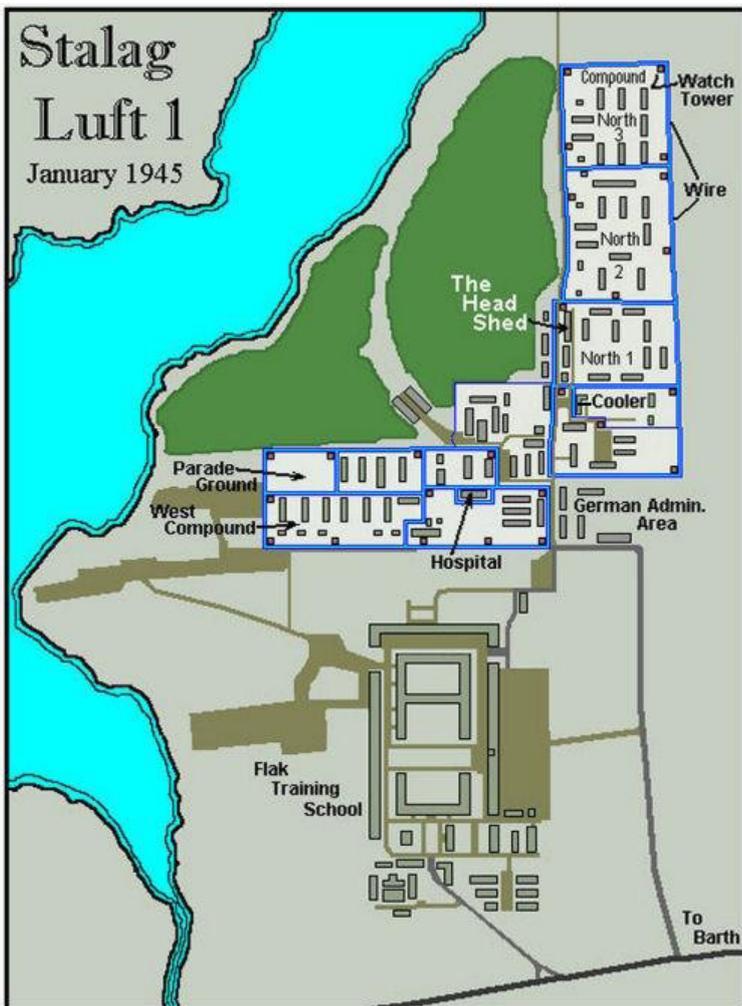
For full details call 021 076 8308 or visit www.aviationtoursnz.com



Kriegies

Amongst our membership have been many ex POWs including Ernest Davenport.

Flying as a Bomb Aimer, his 7 squadron Stirling was shot down during a raid on Krefeld in June 1943. Ernest can still vividly recall life in Sagan. He remembers their concern in 1945 that they would be moved to a central redoubt as hostages. However their guards abandoned the camp in April and left the POWs to cope by themselves. Ernest remembers that the camp was by passed by the main Russian Army and a "rabble" of second line troops passed through. The camp organised a "Field Force" for foraging and protection duties while others cleared a runway at the nearby airfield. USAAF B17 aircraft eventually landed and evacuated the prisoners. The cold, hunger and boredom will never be forgotten.



KRIEGIES LAMENT

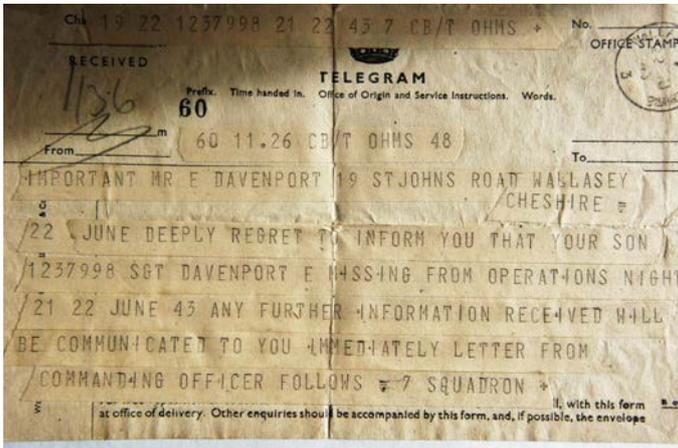
*Our feather beds are two feet deep
The carpets almost new
In easy chairs we sit all day
Like bloody hell we do*

*The Goons are really wizard chaps
their hopes of victory good
We'd change places with them any day
Like bloody hell we would*

*When Winter Comes and Snow's around
the temperature at nil
We'd fix six blankets on our bed
like a bloody hell we will*

*It's heaven on earth at Stalag Three
A life we'd hate to miss
It's everything we ever wished
Like bloody hell it is*

*And when this war is over
And Jerry gets his bill
We'll remember all that's happened here
UPON MY OATH WE WILL*

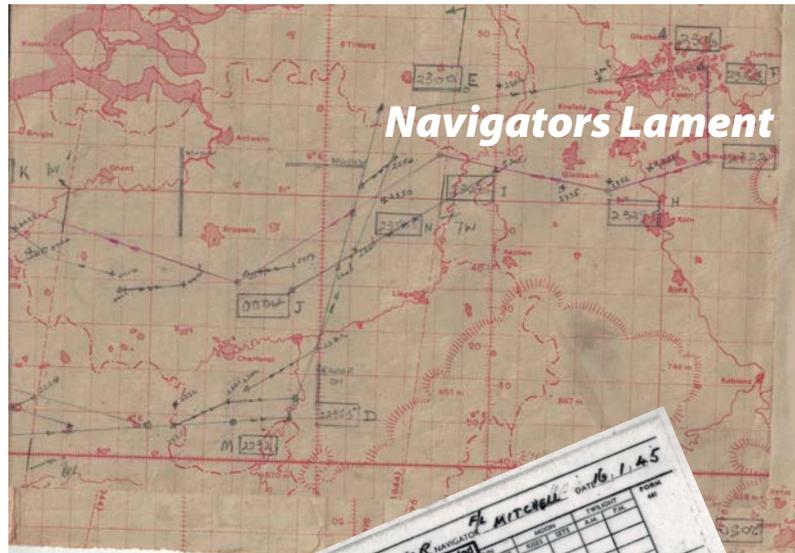


Prisoner of war

It is a melancholy state. You are in the power of your enemies. You owe your life to his humanity, your daily bread to his compassion. You must have obey his orders, await his pleasures, possess your soul in patience.

The days are long, hours crawl by like paralytic centipedes. More over the days whole atmosphere of prison, even in the best and most regulated prisons is odious companions quarrel about nothing at all and get the least possible enjoyment from each other's company. You feel a constant humiliation at being fenced in by railing and wire, watched by armed guards and webbed by a tangle of regulations and restrictions.

– Winston Churchill 1899



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

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

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

–Jim Haworth Navigator 75 Squadron

Jim suggested singing it to the tune of
"The Mountains of Mourne":

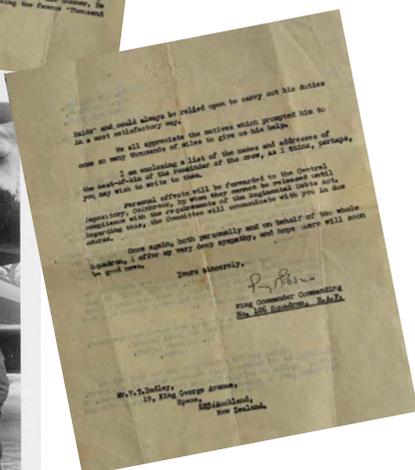
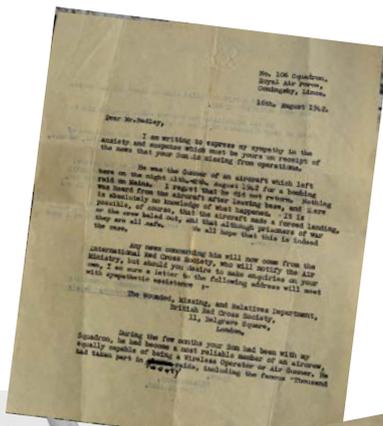
Aviation Art

While nose art on aircraft has always been popular, aviation paintings have a huge following and with the digital tools now available lifelike recreations are possible. And then there's the modellers, from 1:144 up to 1:1 scale for gate guards, our President even has taken to growing a topiary Lancaster.



John Badley AG RNZAF

One of over 1800 young men who would never return. He was lost on ops August 11 1942 over Mainz.



Number 106 Squadron,
Royal Air Force,
Conningsby, Lincs.
16th. August 1942

I am writing to express my sympathy in the anxiety and suspense which must be yours on receipt of the news that your Son is missing from operations.

He was the gunner of an aircraft which left here on the night 11th. -12th. August 1942 for a bombing raid on Mainz. I regret that he did not return. Nothing was heard from the aircraft after leaving base, and there is absolutely no knowledge of what happened. It is possible, of course, that the aircraft made a forced landing, or the crew baled out, and that -although prisoners of war they are all safe. We all hope that this is indeed the case.

Any news concerning him will now come from the International Red Cross Society, who will notify the Air Ministry, but should you desire to make enquiries on your own, I am sure a letter to the following address will meet with sympathetic assistance: -

The Wounded, Missing, and Relatives Department,
British Red Cross Society,
11, Belgrave Square,
London.

During the few months your son had been with my Squadron, he had become a most reliable member of an aircrew, equally capable of being a Wireless Operator or Air Gunner. He had taken part in twenty raids, including the famous "Thousand Raids" and could always be relied upon to carry out his duties in a most satisfactory way.

We all appreciate the motives which prompted him to come so many thousands of miles to give us his help.

I am enclosing a list of the names and addresses of the next of kin of the remainder of the crew, as I think, perhaps, you may wish to write to them.

Personal effects will be forwarded to the Central Depository, Colnbrooke, by whom they cannot be released until compliance with the requirements of the Regimental Debts Act. Regarding this, the committee will communicate with you in due course.

Once again, both personally and on behalf of this whole squadron, I offer my very deep sympathy, and hope there will soon be good news.

Yours sincerely
Guy Gibson
Wing Commander Commanding
No. 106 Squadron, RAF

OPS LOUVIN May 11 1944 FTR

by Bruce Cunningham

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, 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 the 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 testing my ability.



Fire around the petrol tanks is always disturbing so I 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 with 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 to hook it up 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 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 Lanc above theirs. He claimed we were shot down by friendly fire and apparently would not be talked out of that. The MU gunner was hit by the tail plane when he exited.

The engineer landed on a railway line and after surrendering to some clown who shot him then 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 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 storeyed 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 girlfriend 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 I 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 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 spotted by a Yank who saw him working in a Paris bar and finally someone shot him in a chook run. He had numerous aliases.

My navigator was picked up late one night by the Gestapo. Just did not bother after the war to continue with close interest in air crew days. I was busy catching up lost time but treasurer of Wellington RSA for 23 years and 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 worldwide. 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 but it shows north and that's all that was needed.

At least have now got a record for my family who know little of what went on 75 years ago. Its coming up my 100th and they have been asking the odd question. Maybe natural to say little but if they ask seems

they should be told.

Bruce passed away on 16 July aged 100 and recent research proved he was shot down by friendly fire.



NINE Thousand Miles of Concrete ONE VAST AIRCRAFT CARRIER

On 31 August 1945, the journal *'The Aeroplane'* published an article on the construction of airfields in Britain. It briefly examined the Air Ministry Directorate General of Works (AMDGW) and its contribution to the war effort in organising the largest constructional program in British history. In the process of creating the temporary airfields, the article described the UK as one vast aircraft carrier anchored off the north west coast of Europe.

The AMDGW who were responsible for the design, execution and maintenance of all RAF building and civil engineering works in both UK and overseas territories. It was one of the technical branches of the Civil Service and the directorate within the structure of the Air Ministry, coming under the auspices of the Air Member for Supply and Organisation. Personnel were drawn from men and women of the following professions – architectural, quantity surveying, land agency, valuing and engineering (civil, Mechanical and Electrical).

The administrative side of the AMDGW was under the control of civil, mechanical and electrical engineers from the Director-General down to the assistant civil engineers, each of whom looked after 3 or so airfields or depots. Below these were the clerks of works and men of all trades connected with the repair and maintenance of buildings, roads, runways and electrical distribution systems.

Aerodrome construction in the UK was carried out under contract to the Air Ministry by public works contractors, using civilian labour drawn from the building and civil engineering trades, and also from other countries including Ireland. In the early stages of war, the Air Ministry had selected a small number of key contractors for large-scale airfield work, and from this group a contracting army of 136 firms shared some 800 separate contracts. At least one of these companies was set up as a direct result of the war, this being British Runways Limited, a company formed by the amalgamation of En-Tout-Cas Co Ltd and British Bitumen Emulsions Ltd.

The inception of a new aerodrome, from the choosing of the site by planners, up to the stage at which the contract for the construction was let, conformed to an established discipline.

Under the 1939 Compensation (Defence) Act, a district valuer

visited each of the various landowners, with a hand coloured 6 inch OS map the colours representing the various fields occupied by each owner. A detailed list was then prepared based on each of these identifying owner, occupied area of holding, rent and tenancy type and evaluation. For example the Ludgate Bottom, Somerset (now Bristol Airport). The valuation totalled £16,000 for the combined area required by the Air Ministry (airfield only) of 339.3 acres, acquired from seven holdings. The evaluation was then approved by the supervising lands officer and the work would then go ahead.

Close liaison throughout this process was maintained with other government departments and certain public bodies, such as the County War Agricultural Executive Committees, the local electrical supply company and catchment boards (land, drainage and fisheries). it was possible to make certain minor alterations in layout at the request of private landowners to suit their agricultural interests. Drainage facilities required the most intricate and extensive planning, with the Geological Survey Department being consulted as to the depth and possible yield of water from bore holes. This was the source

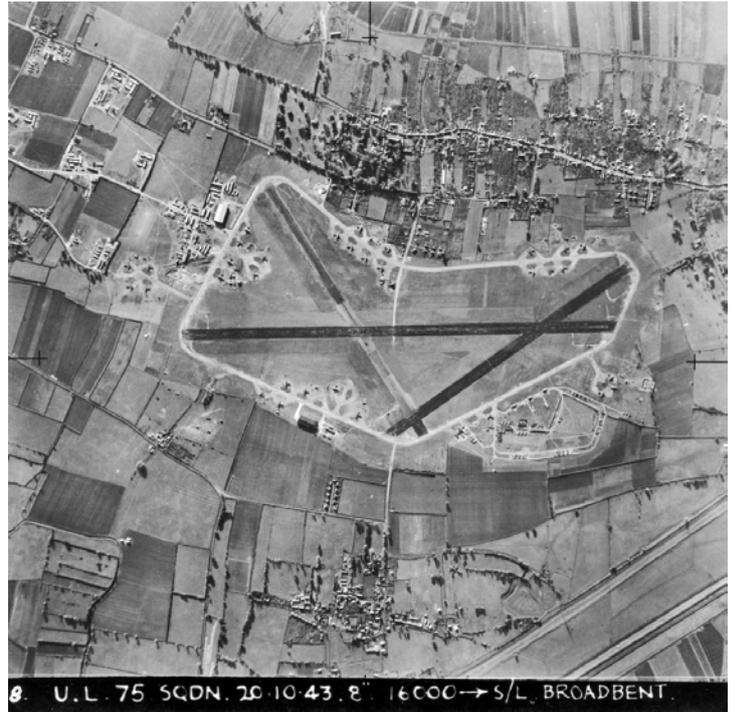


from which many aerodromes were fed, in those cases where the nearest local water supply company could not cope with the essentially large daily consumption. The maximum rainfall figure likely to occur and any region was used as the basis of calculation for the disposal of water flowing from the many acres of concrete surface. The water was often lead into streams and ditches which occasionally had to be enlarged for considerable distances away from the airfield. The local War Agriculture Committee and Catchment Board were interested in the possibility of the flooding of agricultural land as a direct result of construction of aerodromes within their areas of jurisdiction.

Electricity for lighting and power was as far as possible obtained from the nearest local supply and fed into the site through a main sub-station. *The Aeroplane* article estimated that over 336,000 miles of cable have been laid on RAF stations, which included the complexities of airfield approach and ground lighting for it's control facilities.

The key to the success was standardisation, backed up by the men and women under the leadership of their Director-General of Works Sir Ernest Holloway.

—Paul Francis, *Historic England*

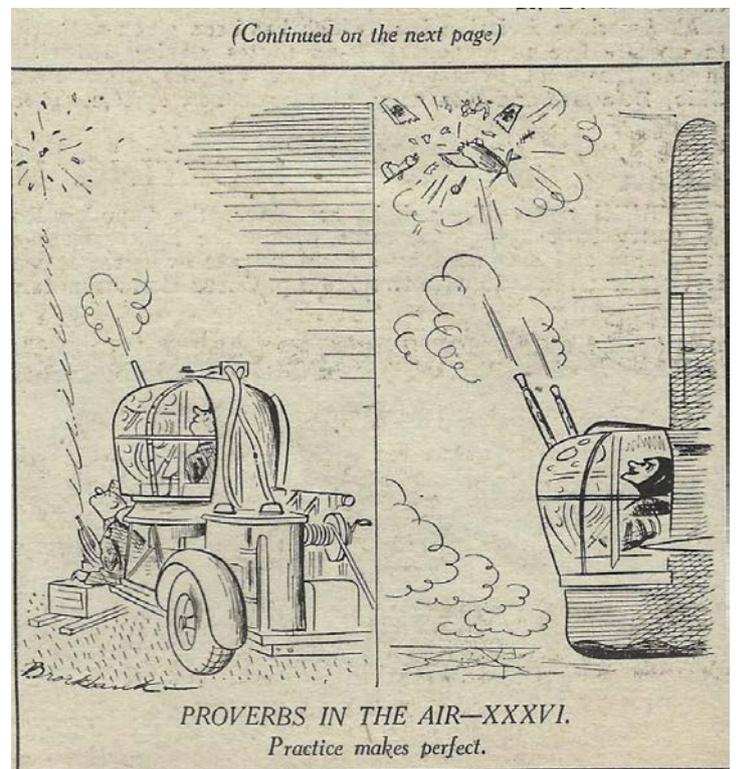


Contributions

Stories, cartoons, poems and drawings are always welcome. Contact the editor Peter Wheeler at spirits@xtra.co.nz

Membership

Membership of New Zealand Bomber Command is open to all. Email nzbombercommand@gmail.com for an application form. Membership costs \$30.00 per annum.



Obituary



It is my sad duty to advise members that Past President Ron Mayhill DFC passed away during the month. Ron was the NZBCA secretary for many years and became President in 2011. During his seven year term, the highlight was leading the NZ Bomber Command veterans to London in 2012. The growth of the annual NZBCA Memorial Service from just eleven attending the first to the hundreds that attend today

also gave Ron great satisfaction.

Always an enthusiastic supporter of projects to remember "the bomber boys" his insight and ability to do the right thing will be sorely missed.

Ron it was a pleasure to have known you as a friend.



Sadly also this month has seen the passing of Bruce Cunningham and Trevor Guthrie, both characters and ex POWs who flew their final op on the same day.

Godspeed gentlemen.

—Peter Wheeler

A Tour of Duty

BOMBER COMMAND

First tour, 30 sorties;

Second tour, not more than 20 sorties.

Pathfinder force: a single continuous tour of 45 sorties.

FIGHTER COMMAND

Day Fighters, normal maximum 200 hours.

Night Fighters, 100 hours or a maximum of 18 months.

ARMY CO-OPERATION COMMAND

200 hours

COASTAL COMMAND

Flying boats and four-engine land- plane crews, 800 hours.

Twin-engined general reconnaissance squadrons [including meteorological squadrons and flights], 500 hours.

Photographic reconnaissance squadrons, 300 hours.

Fighter torpedo and other squadrons employed defensively, 200 hours.

Dear Manager of RAF Mepal,

I wish to complain of the noise made by your aeroplanes, especially after 9 o'clock at night when my husband has gone to bed. He is a farmer who gets up at dawn to work long hours in the fields, and he comes home very tired. Sometimes your planes fly low over our house just after he has gone to sleep, sometimes it is in the middle of the night and what is worse, sometimes the planes come back in the early hours of the morning before his alarm goes off. I would appreciate it if you would arrange your flying times better.

Yours faithfully
(Mrs) . . .



**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