

## Aircrew Service Records

Sergeant **William James ANDERSON**  
41617

William Anderson was born on the 16<sup>th</sup> October, 1913 at New Brighton, Christchurch. He received his secondary education at the Christchurch Technical High School and gained his Senior Free Place in 1933. Later he studied for a period of two years at evening classes at the Canterbury College School of Engineering. His chief interests in sport were football, tennis, and cricket. He was employed, at the time of his enlistment in the R.N.Z.A.F., by Booth MacDonald and Company, Christchurch.

Sgt. Anderson applied for aircrew training on the 1<sup>st</sup> February, 1940. He eventually entered camp at Levin to commence a course as an air gunner on January 19, 1941. He left Auckland on the 'Awatea' on February 27<sup>th</sup>, 1941, for training in Canada under the Empire Air Training Scheme.

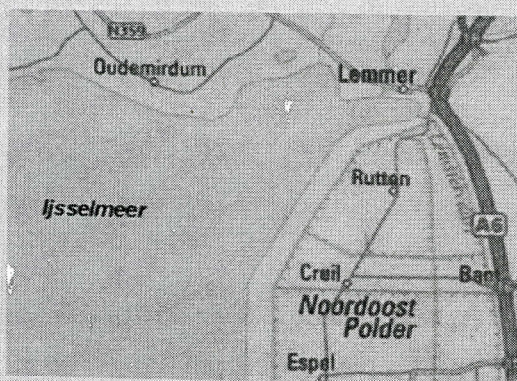
On arrival in Canada, Sgt. Anderson was posted to No.3 Wireless School, Winnipeg, Manitoba. In August, 1941, he proceeded to No.6 Bombing and Gunnery School, Mountain View, Ontario, where, on September 1<sup>st</sup>, 1941, he was awarded his air gunner's badge and promoted to Sergeant. Shortly afterwards he embarked, for the United Kingdom.

Sgt. Anderson, on arrival in England in October, 1941, was posted to No.2 Signals School, Yatebury, Wiltshire, and on November 25<sup>th</sup>, 1941 proceeded to No 11 Operational Training Unit, Bassingbourn, Hertfordshire. On July 21, 1942 he was posted to No.7 Squadron, Oakington, Cambridgeshire, where he carried out a series of operational exercises in Stirling aircraft, with the Squadron's Conversion Flight.

On the night of the 16/17<sup>th</sup> September, 1942 Sgt Anderson was a member of the crew of Stirling aircraft of No.7 Squadron which took off on air operations over enemy territory and failed to return to its base.



All members of the crew, including Sgt. Anderson, were reported missing. Later, news was received from the International Red Cross Committee that the body of Sgt Anderson had been washed ashore near Oudemirdum, Holland. He was buried at the Lemmer Cemetery, Friesland, Holland.



Mr. W.S. Anderson (F)  
c/o W.F. McArthur Esq.,  
'Clifton', McArthurs Rd.,  
Harewood, Christchurch

160 hrs. as an air gunner.

(Source :- NZ Military Archives)



**Sergeant Ronald Hugh CRABTREE**

411741

Ronald Crabtree was born at Napier on the 4<sup>th</sup> November, 1917. He received his secondary education at Napier Boys' High School. His physical activities included football and athletics, particularly high jumping. From an early age he had evinced a keen interest in aviation and was the founder of the Napier Model Aeroplane Club. After leaving school he was employed by a Napier building firm as a carpenter, and was so employed when – on the 19<sup>th</sup> September, 1939 – he applied for service in the R.N.Z.A.F.

Sergeant Crabtree was enlisted on the 15<sup>th</sup> March, 1941, at the Initial Training Wing, Levin, for training as aircrew, and embarked for Canada on the 29<sup>th</sup> April, 1941, for training under the Empire Training Scheme.

Shortly after arrival in Canada, Sergeant Crabtree was – on the 16<sup>th</sup> May, 1941 – posted to No 3 Wireless School, Winnipeg, Manitoba. He proceeded to No 1 Bombing and Gunnery School, Jarvis, Ontario, on the 29<sup>th</sup> September, and while here he was – on the 25<sup>th</sup> October – awarded his wireless operator / air gunner badge and promoted to the rank of sergeant. He proceeded to No 1 "Y" Depot, Halifax, Nova Scotia, on the 29<sup>th</sup> October for embarkation to the United Kingdom.

Sgt. Crabtree arrived at No 3 Personnel Reception Centre, Bournemouth, on the 14<sup>th</sup> November, 1941 and – on the 3<sup>rd</sup> December – was posted to No 1 Signals School, Cranwell, Lincolnshire. He proceeded to No 11 Operational Training Unit (O.T.U.), then at Bassingbourn, and later to Steeple Mordon, both in Hertfordshire (*several miles apart*) on the 20<sup>th</sup> January, 1942. Here, he crewed up and completed his training on Wellington bomber aircraft. He was posted for a conversion course to No 7 Conversion Squadron, Oakington, Cambridgeshire, for converting to Stirling bomber aircraft. While at the O.T.U. Sgt Crabtree took part in 2 operational flights against Essen and Bremen. With No 7 Squadron he took part in a further 7 operational flights,



his targets including Hamburg, Dusseldorf, Saarbrucken, Bremen, Duisburg, and Wilhelmshaven.

Sgt. Crabtree was a member of the crew of a Stirling bomber which took off on air operations on the night of the 16<sup>th</sup>/17<sup>th</sup> September, 1942, and failed to return to its base. All members of the crew, including Sgt. Crabtree, were classified as missing. Later information was received from a German source through the International Red Cross Committee that he had lost his life, and was reclassified as missing, believed killed in action. In due course his death was officially presumed to have occurred on the 17<sup>th</sup> September, 1942. Later information was received that his body had been washed ashore and that he was buried in the Lemmer Cemetery, Friesland, Holland.

The crew contained four other New Zealanders – P/O B.Dallenger of Lower Hutt, Sgt D.T.Lamb of Blenheim, Sgt. W.J.Anderson of Christchurch and Sgt. H.O.Goddard of Te Anga, near Te Kuiti.

Mrs M.C.Crabtree (m)  
177 Vigour Brown St.,  
Napier

215 hrs as

aircrew

(Source :- NZ Military Archives)

Pilot Officer **Ben DALLENGER**

411377

Born at Lower Hutt on the 31<sup>st</sup> March, 1919, Ben Dallenger received his secondary education at the Hutt Valley High School, where he gained his Senior Free Place. He played rugby and cricket, whilst at school, and later played hockey for the Petone Hockey Club. At the time of his enlistment in the Air Force he was employed by T Waugh Ltd., Lower Hutt as clerk.

P/O Dallenger applied for aircrew training in February 1940, but his application was deferred on medical grounds. He finally entered camp in March 1941, reporting at the Ground Training School, Levin. He commenced his flying training at No 2 Elementary Flying Training School, New Plymouth, early in April, and on the completion of the course in June, he embarked for Canada to continue his training under the Empire Air Training Scheme. In Canada he trained at No 10 Service Flying Training School, Dauphin, Manitoba, where he was awarded his flying badge early in September and promoted to Sergeant a few days later. The following month he was granted a commission in the rank of Pilot Officer with effect the 25<sup>th</sup> September.

P/O Dallenger embarked for the United Kingdom early in October 1941, arriving at No 3 Personnel Reception Centre, Bournemouth, on the 19<sup>th</sup> October. After a period at No 16 Beam Approach Training Flight, Topcliffe, Yorkshire, he proceeded to No 20 Operational Training Unit, Lossiemouth, Morayshire, for operational training on Wellington aircraft. On the completion of the course in June, 1942, he was posted to No 7 Squadron, Oakington, Cambridgeshire. From Oakington, as second pilot on Wellington aircraft, he took part in three operational flights including raids on installations at St Naire, in France, and Baden in Germany. At the end of June 1942, P/O Dallenger proceeded to No 22 Operational Training unit, Wellsbourne - Mountford, Warwickshire. Early in August he was posted to No 7 Squadron Conversion Flight, Oakington, for a conversion course to Stirling aircraft. On the completion of the



course he remained with No 7 Squadron at Oakington, and from this base carried out a further seven operational flights. These included raids on targets in Germany, including Duisberg, Osnabrock, Bremen, and Wilhelmshaven. He also carried out mine laying operations in the Baltic Sea.

On the night of 16/17 September, 1942, P/O Dallenger was the pilot of a Stirling aircraft, which failed to return from a raid on an enemy target. This was his 11<sup>th</sup> operational flight. All members of the crew, including P/O Dallenger, were classified as missing. Information later received through the International Red Cross stated that P/O Dallenger's body had been washed ashore near Lemmer, Holland. His death was therefore presumed to have occurred on the 17<sup>th</sup> September 1942. A later report received stated that P/O Dallenger was buried in the Lemmer Cemetery, Friesland, Holland. The other New Zealanders in the crew were Sgt T.D.Lamb of Blenheim; Sgt W.J.Anderson of Christchurch; Sgt R.N.Crabtree of Napier; and Sgt H.C.Goddard of Te Anga

Mr J.S.Dallenger (F)  
14 Stilling St, Lower Hutt  
458 hrs as pilot

(Source :-NZ Military Records)

Sergeant **Harry Oldfield GODDARD**  
404547

Harry Goddard was born on the 7<sup>th</sup> May, 1915 at Kinokahu. The sports in which he was interested included rugby, tennis, and cricket. In April, 1939 he made application for enrolment in the Civil Reserve, but was unsuccessful. With the outbreak of war he made application for aircrew training on the 4<sup>th</sup> December, 1939, and at this time he was farming on his own behalf at Te Anga, Te Kuiti.

Sergeant Goddard was enlisted at the Initial Training Wing, Levin, on the 24<sup>th</sup> November, 1940, and on completion of his initial training he embarked on the 30<sup>th</sup> January, 1941, aboard the 'Aorangi' for Canada under the Empire Training Scheme.

Shortly after arrival in Canada Sgt. Goddard was posted on the 16<sup>th</sup> February, 1941, to No 3 Wireless School, Winnipeg, Manitoba, and proceeded on the 7<sup>th</sup> July to No 6 Bombing and Gunnery School, Mountain View, Ontario, where, on the 4<sup>th</sup> August, 1941, he was awarded his air gunner's badge and promoted to the rank of Sergeant. He was posted on the 10<sup>th</sup> August to No 1 "Y" Depot, Halifax, Nova Scotia, for embarkation to the United Kingdom.

Sgt. Goddard arrived at No 3 Personnel Reception Centre, Bournemouth on the 15<sup>th</sup> September, 1941, and was posted in the same month to No 1 Signals School, Cranwell, Lincolnshire, and thence on the 6<sup>th</sup> December to No 1 Air Gunners' School, Pembret, Carmarthenshire. On completion of the course he proceeded on the 20<sup>th</sup> January, 1942, to No 11 Operational Training Unit (O.T.U.), Bassingbourn, Hertfordshire, where he trained as an air gunner on Wellington bomber aircraft. Late in July he was posted to No 7 Squadron (Conversion Flight) at Oakington, Cambridgeshire, (near *Bassingbourn*), where he crewed up and completed his training on Stirling aircraft before posting on the 29<sup>th</sup> August to No 7 Squadron at Oakington. With this squadron, as the rear gunner of Stirling aircraft he took part in five operational flights, the targets



including Saarbrucken, Bremen, and Duisburg, in Germany.

On the 16/17<sup>th</sup> September, 1942, Sgt Goddard was the rear gunner of a Stirling aircraft which took part on an operational flight over enemy territory, and failed to return to its base. All members of the crew, including Sgt. Goddard were reported missing. Information received from the International Red Cross Committee reported that his body had been recovered and in consequence he was reclassified as missing, believed killed. In due course his death was officially presumed to have occurred on the 17<sup>th</sup> September, 1942. Additional information received from the I.R.C.C. revealed that he was buried at Lemmer Cemetery, Friesland, Holland.

Other R.N.Z.A.F. members in the crew included P/O B Dallenger of Lower Hutt, Sgt. DT Lamb of Blenheim, Sgt. W J Anderson of Christchurch, and Sgt. R H Crabtree of Napier.

Mrs E S Goddard (m)  
Te Anga, RD  
Te Kuiti

187 hrs. as air gunner

(Source :- NZ Military Archives)

### Flight Sergeant Donald Taylor LAMB

Donald Lamb was born at Blenheim on the 10<sup>th</sup> May, 1922. He received his secondary education at Marlborough College and afterwards furthered his studies by attending commercial classes at Nelson Technical College. The sports in which he took part were football, cricket, hockey, harrier running, tennis and golf. He joined the Territorial Forces and served in the Wellington Battalion. His civilian occupation was that of watchmaker and jeweller in the employment of Mr P.W.Denton, Wellington. On the first of May, 1940 he applied for war services in the Royal New Zealand Air Force.

Flight Sergeant Lamb was enlisted in aircrew on the 19<sup>th</sup> January, 1941 at the Initial Training Wing, Levin, and on the 27<sup>th</sup> March, 1941 he embarked on the 'Aorangi' at Auckland for Canada for training under the Empire Training Scheme.

Shortly after arrival in Canada, Flight Sergeant Lamb was posted on the 17<sup>th</sup> April, 1941 to No 6 Air Observer School, Prince Albert, Saskatchewan. From here, he was posted on the 7<sup>th</sup> July, 1941 to No 3 Bombing and Gunnery School, MacDonald, Manitoba, for an air observers' advanced navigation course. On the 21<sup>st</sup> September, 1941 he proceeded to No 1 "Y" Depot, Halifax, Nova Scotia, to await embarkation for the United Kingdom.

Flight Sergeant Lamb arrived at No 3 Personnel Reception Centre, Bournemouth, on the 7<sup>th</sup> October, 1941 and was posted on the 25<sup>th</sup> November, 1941 to No 11 Operational Training Unit (OTU), Bassingbourn, Hertfordshire, where he was crewed up and completed his training on Wellington Bomber aircraft. He was posted on the 23<sup>rd</sup> July 1942, to No 7 Squadron Communication Flight stationed at Oakington. With this Squadron as navigator of a Stirling bomber he took part in five attacks on targets in enemy occupied Europe. Flight Sergeant Lamb was navigator of a Stirling bomber which took off on an air operation on the night of 16/17<sup>th</sup> September,



*Benjamin Paul*

1942 to carry out a mission over enemy territory. The aircraft failed to return to its base, and all members of the crew including Flight Sergeant Lamb were classified as missing. Later information was received from a German source through the International Red Cross Committee that Flight Sergeant Lamb had lost his life and that his body had been recovered on the 24<sup>th</sup> September, 1942 from the Ijsselmeer (the inland sea north of the Zuider Zee, Holland). In due course his death was officially presumed to have occurred on the 17<sup>th</sup> September, 1942. Information was subsequently received that he had been buried in the Lemmer Cemetery, Friesland, Holland.

The crew of the aircraft contained four other New Zealanders, Pilot Officer Dallenger of Lower Hutt, Sergeant W.J.Anderson of Christchurch, Sergeant R.H.Crabtree of Napier, and Sergeant H.O.Goddard of Te Angra.

n.o.k. Mr T.C.Lamb 48 Wellington St.  
Nelson.

294 hours as air observer

(Source :- NZ Military Archives)

Fl. Sgt / Pilot **Graham Read BURGESS**  
41869

Graham Burgess joined the R.N.Z.A.F. on Feb 9<sup>th</sup> 1941 and following flying training on Tiger Moths and Airspeed Oxfords left Auckland on 14<sup>th</sup> August 1941. He travelled to by ship and train to Halifax, Nova Scotia, where he embarked on the ship 'Empress of Asia' bound for Liverpool in England. Here his training continued on Wellington bombers at 1 O.T.U (Occupational Training Unit) at Bassingbourn, Cambridgeshire. This was followed by a posting to 7 Squadron conversion unit at Oakington flying Stirling bombers.

Graham flew as 2<sup>nd</sup> pilot in two operational flights over Germany. The Hamburg trip on the 28<sup>th</sup> of July was a very dicey one when they were coned in searchlights and attacked by fighters, necessitating the jettisoning of the incendiaries load short of target. The plane was then expertly dropped to a low level by the Captain, F/I Walter Runciman, and escape made over Denmark. They were attacked and hit by ground fire crossing the Kiel Canal. The next raid to Dusseldorf on the 31<sup>st</sup> July was aborted short of target when the Canadian navigator became incapacitated. These two raids were highlighted in the book 'The Hardest Victory'.

Two days after the Dusseldorf raid Graham played cricket for New Zealand in London, but collapsed on the field and was admitted to hospital with pleurisy. He returned to base on the 16<sup>th</sup> September - in time to watch his crew fly off on what was to be their last operation.



The illness was the end of Grahams flying days, and after 12 months in hospital and convalescing he was invalided home to N.Z. at the end of 1943. This turn of events without a doubt proved a lifesaver for Graham, as his N.Z crew with a new pilot were shot down returning from a successful raid to Essen, and are buried in the village cemetery at Lemmer, Holland.

On his return to New Zealand Graham visited the families of his crew, and also kept in contact with Sylvia Lamb on the Island of Sark in the Channel Islands.



*Don, Bill, Harry, Ron, Graham (centre)*