

A FINE WW2 MEDALS PAPERWORK AND LOGBOOK GROUP TO A STIRLING AND LANCASTER MID-UPPER GUNNER IN 75 (NEW ZEALAND) SQUADRON, R.A.F.V.R. WHO TOOT PART IN 26 OPERATIONAL SORTIES, SEEING A GREAT OF ACTION DEAL ACTION AND WAS WOUNDED IN COMBAT WITH AN ME. 110 OFF TERSCHELLING, 28 JANUARY 1944 WHICH HE MAY ALSO HAVE BROUGHT DOWN HIMSELF. DURING THE WAR 75 SQUADRON FLEW MORE SORTIES THAN ANY OTHER HEAVY BOMBER SQUADRON IN BOMBER COMMAND AND LOST THE SECOND MOST AIRCRAFT



1939-45 STAR; AIR CREW EUROPE STAR, CLASP, FRANCE AND GERMANY; DEFENCE AND WAR MEDALS 1939-45, IN NAMED CARD BOX OF ISSUE, ADDRESSED TO 'MR H. R. RENWICK, 50 KIRKWOOD DRIVE, NORTH KENTON, NEWCASTLE-UPON-TYNE'

Harry Robinson Renwick was born in April 1921. He enlisted in the Royal Air Force Volunteer Reserve, 5 June 1940. He carried out training as an Air Gunner at No. 4 A.G.S., Morpeth from June 1943. and was subsequently posted to No. 1483 Bomber Conversion Flight, Newmarket. After converting to Stirlings at No. 1665 C.U., Woolfox Lodge, Renwick was posted for operational flying as a mid-upper gunner to 75 (New Zealand) Squadron at Mepal, in November 1943. He flew in at least 26 operational sorties with the Squadron as a mid-upper gunner, 18 November 1943 - 20 July 1944, converting to Lancasters after the 7th operational sortie.

Renwick's notes in his logbook various hits on his aircraft, including his turret and combats with German aircraft. He and his Flight Engineer were both wounded during a combat off Terschelling on 28 January 1944 and recovering from his wounds, he did not fly again until May 1944.

Date of Combat: 29th of January 1944 – Mining in the Kiel Bay
Name of Airman that Combat Report is filed against: P/O Colin Roy Baker, RNZAF NZ42999




THE W.A.A.F. SECTION
R.A.F. STATION, TUDDENHAM
request
the pleasure of the Company of
Harry Renuick
at their Party on
18th March 20.00 HRS. 1945.



TYPICAL MATHEMATICS PAPER. Passing put at I.T.W.

- In three successive days a pilot completed 1, 1 and 1 of a flight. On the 4th day he flew $\frac{5}{6}$ of the remaining distance; the rest of the journey was finished in two equal stages of 450 miles each. What was the total length of the flight.
- Simplify $.0192 \times 1.26 (3.47 - 2.82)$
 $.00175 \times .216 \times 6.24$
- An aeroplane with A/S 220 m.p.h. flies with the wind and covers 1037 miles in $4\frac{1}{2}$ hours. How long would the return journey take against the same wind?
- A pilot flies E. for 216 miles, changes course and flies for 234 miles to point N of starting point.
 (a) How far has he to fly to return direct to the starting point?
 (b) How long will the journey take at G/S 150 m.p.h.
- $v = \sqrt{u^2 + 2as}$
 (a) Find v when $u = 4\frac{1}{2}$, $s = 80$, $a = 2\frac{1}{2}$
 (b) Re-arrange the formula to show s in terms of the other letters.
- On a certain day the ground temperature varied as in the table.

Time (hrs.)	001	0400	0800	1200	1400	1600	2000
Gr. Air Temp. (°F)	87	85	88	97	100	102	93

	2200	2359
	89	88

- (a) Draw a graph.
 (b) From your graph find the times between which the temperature was above 95° F.
- A motor launch with a speed of 12k, is to be taken to a lightship 3 n.m. due N. with a current setting to S.E. at $2\frac{1}{2}$ k.
 (a) In what direction should the launch steer?
 (b) What is the actual speed of the launch in the direction of the lightship?
 (c) How long does it take to make the journey? (to nearest minute.)

R.A.F. Form 2520A
AIRMAN


ROYAL AIR FORCE
SERVICE AND RELEASE BOOK

Rank _____

Service Number 103224

Surname RENUICK

Initials _____

Class of Release _____

Age and Service Group No. _____

51-9363

Position: Pilot

Aircraft involved in report: Stirling Mk.III EF512 ?? – A

"Nineteen aircraft were detailed to carry out the above operation with mines of 1,500 lbs. Three aircraft returned early, two dropped their mines in alternative areas, but the remainder successfully dropped their mines in the allotted area. Some light and heavy A.A. fire was encountered, and one aircraft received slight damage. A few enemy aircraft were seen and the aircraft captained by P/O C. BAKER, whilst on the homeward journey was attacked by a M.E.110, which raked our aircraft with

machine gun and cannon fire, from the tailplane to the Navigator's compartment, causing considerable damage. The mid-upper gunner, Sgt. RENWICK, H. was slightly injured and the Flight Engineer Sgt. WATSON, W. was seriously injured. On return the aircraft crash-landed at COLTISHALL. The weather was variable with 5-10/10ths cloud, but fairly clear in the mining area. Severe icing was encountered on the return journey. Navigation was very good."

Renwick advanced to Sergeant and subsequently served at R.A.F. Tuddenham. He was discharged, 25 April 1946



Renwick's ops, primarily flown with Pilot Officer C. R. Baker, D.F.C., R.N.Z.A.F.. His sorties listed below, with some of his select additional notes in logbook in italics:

18 November 1943 -Mannheim/Ludwigshaven 'Heavy Flak. Severe Icing. Formated on by Ju. 88 3 times'

23 November 1943- Mining La Rochelle

16 December 1943 – War/Ops Special Target – ‘Name unknown’

22 December 1943 – War/Ops Special Target – ‘Name unknown’- ‘No guns’

The above two sorties believed to be Flying Bomb sites near Abbeville

4 January 1944 - Mining Biarritz, ‘Heavy Flak at La Rochelle. Turret Hit by Flak. Engine Cut Successful 1603 Miles’

27 January 1944 – Heligoland ‘Light Flak’

28 January 1944 - Mining in Kiel Bay, , ‘Baltic Combat Off Terschelling. F/E and Myself Wounded. Crash-land at Coltishall Successful. Me. 110’

It is not clear whether it was Renwick or another gunner who claimed this ME110

19 May 1944 - Le Mans

21 May 1944- Duisburg ‘Flak over target’

22 May 1944 – Dortmund ‘Plenty S/LS and Flak Fighter. Returned from target 3 engines’

31 May 1944- Trappes ‘Combat’

3 June 1944 – Calais ‘Light Flak’

6 June 1944 – Cherbourg ‘Light Flak in Daylight’

6 June 1944 – Lisieux ‘Low Level’

8 June 1944 – Fougères ‘Combat by Me. 110. No Hits Seen. Light Flak. Successful’

10 June 1944 – Dreux Railway Yards ‘Fired on by two Lancasters Hits on Rear Turret also Bomb Bays’

12 June 1944 – Gelsenkirchen ‘Flak moderate plenty S/LS seat collapsed over target’

14 June 1944 – Le Havre ‘Slight Flak’

16 June 1944 – Valenciennes Rolling Stock ‘Icing on turret’

23 June 1944 – St. Omer ‘P’Planes’

24 June 1944 - War/Ops Special Target – ‘Rocket Base Plenty S/LS’

30 June 1944 – Villers-Bocage ‘Slight Flak no Fighter opposition’

7 July 1944 – Marshalling Yards NE Paris

9 July 1944 – Daylight Constuctional Works at Linzeux ‘Little Flak

20 July 1944 - Homberg Oil Plant, ‘1x4000. 16x500lb. Plenty S/LS, Fighters. Heavy Flak. Hit by Flak’

The above his 26th and final operational sortie listed in this logbook

75 (New Zealand) Squadron was engaged constantly against Germany from 1940 to VE day. The squadron flew more sorties than any other heavy bomber squadron in Bomber Command and lost the second most aircraft of Bomber Command

A fine website on 75 (New Zealand) Squadron can be found here:

<https://75nzsqadron.wordpress.com/>

Sold with the following related contemporary items:

- a) Royal Air Force Navigator’s, Air Bomber’s and Air Gunner’s Flying Log Book (14 June 1943 - 20 July 1944) slightly distressed condition
- b) RAF/RNZAF Buttons and cloth insignia
- c) Small note book – entries regarding duties in flight, what to do in certain situations, firing angles, sketches etc- most interesting
- d) Invitation to W.A.A.F. party, 18 March 1945
- e) Royal Air Force Service and Release Book
- f) Pilot’s Notes General
- g) R.A.F. Travel Warrant, dated 4 March 1945
- h) R.A.F. Flying Clothing Card
- i) photograph of recipient in uniform sitting next to his brother, also in service uniform
- j) Various other ephemera including a note from Renwicks daughter

JANUARY 1944

75 KX 940M

Date	Hour	Target	Type	Day	Remarks	Time	Notes
1-1-44	12:00	W/O BAKER	MID UPPER		TARGET SEEN FIRST, 2 ENGINE EXPOSED	1:45	
1-1-44	12:00	W/O BAKER	MID UPPER		N.F.T. AND 1 CIRCUIT	50	
1-1-44	12:00	W/O BAKER	MID UPPER		WAR/OPS. MINING BARRITZ HEAVY FLAK AT AN ROCHERELLE TURRET HIT BY FLAK ENGINE CUT SUCCESSFUL 1600 MILES (1500 M)	9:25	
27-1-44	12:00	W/O BAKER	MID UPPER		N.F.T. 1 CIRCUIT	15	
28-1-44	12:00	W/O BAKER	MID UPPER		WAR/OPS. HELIGOLAND LIGHT FLAK SUCCESSFUL. BUILT TRIP (60" OP)	5:00	
28-1-44	12:00	W/O BAKER	MID UPPER		WAR/OPS. ONTIC COMBAT OFF TRENCHING 1/2 AND 1/2 WOUNDED CRASHED AT CANTONAL SUCCESSFUL. ME 110 (9" OP)	7:05	
					SUMMARY FOR ONLY		
					DAY: 100 5000		
					NIGHT: 2000 1500		
					TOTAL: 2300 2500		

WAR/OPS TARGET FOUQUERES
18X500 COMBAT BY ME 110 NO
HITS SEEN. LIGHT FLAK SUCCESSFUL
(1500 M)

WAR/OPS TARGET DREUX
RAILWAY YARDS 18X500 LBS
FIRED ONLY TWO LANCSTERS HITS
ON. REAR TURRET ALSO BOMB BAYS
SUCCESSFUL (1600 M)

MIR TEST 1000 L 0020

WAR/OPS TARGET CISEN KIRCHEN

JULY 1944

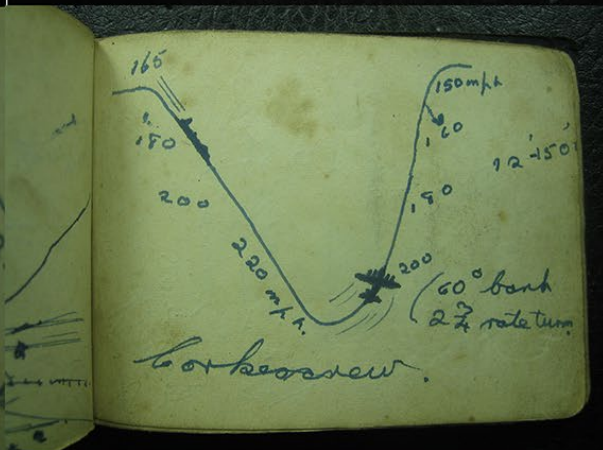
75 KX 940M

Date	Hour	Target	Type	Day	Remarks	Time	Notes
4-7-44	12:00	W/O BAKER DTC	MID UPPER		WAR/OPS TARGET MINERALLING YARDS NE-PRIS 11X1000 11000 LIGHT FLAK SUCCESSFUL 13000	4:20	
9-7-44	12:00	W/O BAKER DTC	MID UPPER		WAR/OPS DAYLIGHT TARGET CONSTRUCTION WORKS AT LUTER 2:45 11X1000 4:500 LIT FLAK NO OPPOSITION SUCCESSFUL (2500)	2:45	
10-7-44	12:00	W/O BAKER DTC	MID UPPER		AIR TEST 1000 L	2:5	
26-7-44	12:00	W/O BAKER DTC	MID UPPER		WAR/OPS TARGET HOMBURG ON PLANT 1:4000 18X500 BUILT FLAK, FIGHTERS HEAVY HIT BY FLAK SUCCESSFUL (2500) NIGHT 2000 1500 ONLY 1000 1500	3:20	
					SUMMARY FOR ONLY		
					DAY: 1000 5000		
					NIGHT: 2000 1500		
					TOTAL: 2300 2500		

21/7/44 May 01

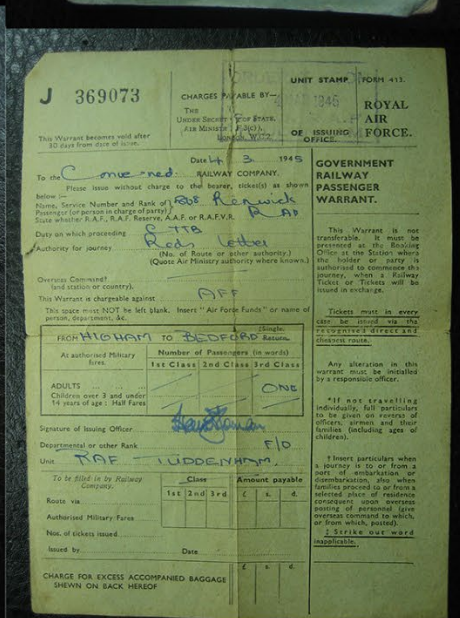
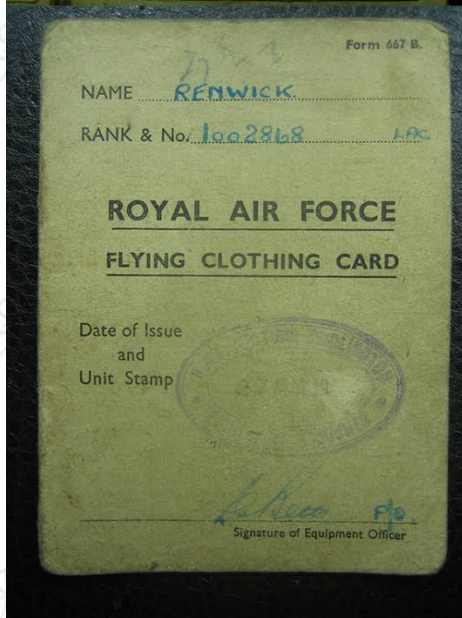
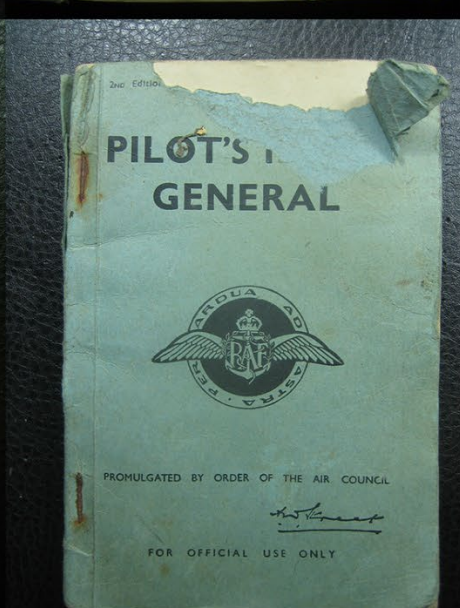
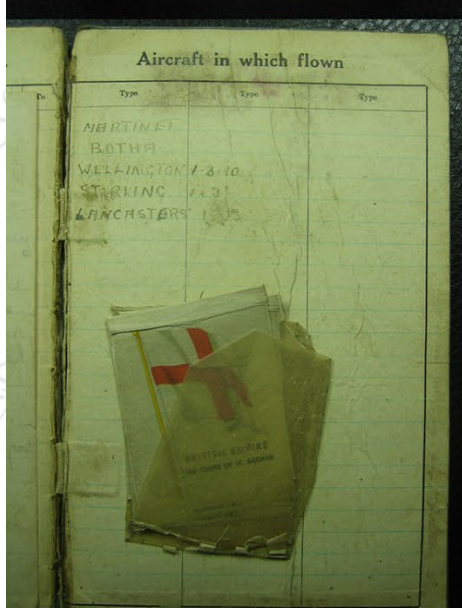
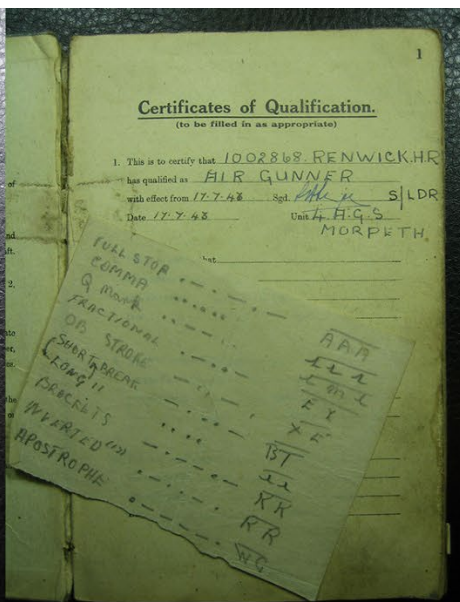
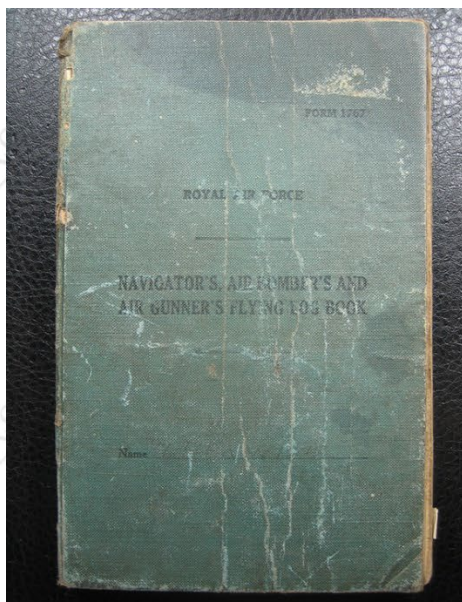
1-50 B/MY DUAL (3)
1-10 LOG 5000
2-65 L Local only
2-5000 5000 L
2-25 self (P)

24" 134. ✓
100 150
300 250
2-25 1-34
8.14



So 7/8 Benwick. 17/8/44

7/8 Wren, discip office, says
you are to move to HUT 16
6 SITE.





A most interesting and complete group to a Lancaster Mid-Upper gunner who saw a great deal of action