

Preface:

This following letter has been transcribed from the original letter that was found in Albert Davey's (Service number NZ70159) diary from World War I. This letter relates to an event that happened in World War II and we are unsure of the connection between Albert Davey (the owner of the diary), Robert H Brisco (the writer of the letter), Douglas Gould (the subject) and Mrs Mary Isobella Gould (who the letter was written to). Looking at the information on Auckland Museum's Cenotaph website, we have concluded that Mrs Mary Isobella Gould is Douglas's mother. How Albert Davey came to have this letter is unknown and any information that can shed light on this is appreciated.

Background:

Robert Hylton Bisco (Service Number NZ411204) – Died 29<sup>th</sup> July 1942, 13 days after writing this letter. He was a Sergeant AWMM in the Royal New Zealand Air Force, 75 (NZ) Squadron, RAF. He was killed in action at the age of 26 in Germany. His remains lie at the Becklingen War Cemetery, Soltau, Niedersachsen, Germany.

James Douglas Gould (Service Number: NZ411233) – Died 11<sup>th</sup> July 1942, one day after going missing and five days before this letter was written. He was a Sergeant AWMM, in the Royal New Zealand Air Force, 75 (NZ) Squadron, RAF. He was killed in action at the age of 21 in Europe. His memorial is at Runnymede Memorial, Surrey, United Kingdom.

More information can be found by searching the Auckland Museum Cenotaph website at: <http://www.aucklandmuseum.com/war-memorial/online-cenotaph/> and using the service numbers or names of the service men.

For any questions or comments, contact the Great Grand Son of Albert Davey, Robert Davey 027 3183433 or [top\\_shotmx8@hotmail.com](mailto:top_shotmx8@hotmail.com)

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SGT OFC Brisco R.H.  
Agar St, The Strand  
London 16/7/42

Dear Mrs. Gould

By now you will (know) that Douglas has been posted missing since July 10<sup>th</sup>. I put off the writing before this in the hope that something would have been heard of them by now. Nothing has turned up, however but there is still a chance as there was a convoy in the vicinity of where they went down, and the old saying that "truth is stranger than fiction" is truer even in time of war than at any other time.

I will tell you all I know as to be left in doubt and wondering is not pleasant. Unfortunately I had been on a weeks leave and returned on the July 10<sup>th</sup> about 8.30pm. What a welcome!

Doug's crew with three or four others were sent out from here on a daylight raid to the Rhur as it was thought it was a 10/00 cloud. However they were recalled just as they got to the Dutch coast, at least the others were. Their plane "U" was the first off by 10 or 15 minutes and perhaps they were a bit further in. Two of the other crew reported being chased by fighters but lost them in the cloud which was fast breaking up, and the chances that "U" being further away had even less cloud covering and the fighters who were chasing the first lot home, turned back to Holland and found "U" streaking from cloud to cloud. There is no doubt whatever it was the fighters that got them and there was two or more. They were top-notchers at fighter affiliation as they proved when they got the JU88.

However it seems that they sent out a wireless message saying that they were going down into the sea 10 or 12 miles from the English Coast. Planes were sent out from here that evening and launches from Yarmouth, but they found nothing. Still there was a convoy in the vicinity and it would have to maintain a wireless silence until it reached its destination.

Well that's all I can tell you and if its been any help in clearing matters up I'll be glad. He was one of my best friends and we have been together ever since our first day in Levin. The crew was the finest bunch of boys one could wish to meet and accept for the pilot we have all been together for seven months and living as we do one can soon find the good and bad in a man and there was nothing bad in any of them. Hoping for good news soon.

Yours Sincerely,

Robert H. Brisco

