

Many people have been very helpful over the duration of this project, and no doubt we will get more help in the future as the campaign hots up. To everyone who has helped so far, your assistance is much appreciated – this is not a one-person job!

If I've left anyone off the list, the error (and apologies!) are mine.

First and foremost, the indefatigable Jerry Nairn, who has been co-pilot for most of the trip, and helped out with project planning, trips to the UK and visits to various museums, ideas, contacts in the financial world, and constant moral support.

Ex-IBMer Frik Linde of [Witteberg Private Nature Reserve](#) for always being willing to review funding approaches and publicity. Other IBMers and SCSers have also been very helpful with advice, contacts and stories, especially Richard Vernon and Dennis Walker.

Peter Pickering of Aden Airways (<http://www.adenairways.com/>) for posting some info about Dad which has led to several contacts, as well as allowing me to use one of his photos (a Vickers Valetta from RAF 233 Squadron).

Edi Eusebi (<http://www.mondolfoinguerria.com/>) from Mondolfo in Italy, where the SAAF were fighting in 1944. He's been a mine of interesting information and provided some fascinating photos.

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Lt-Col Martin Louw, ex South African Air Force and now Flight Director at [Comair](#) , for kind permission to reproduce material from the book he and Dr Stefaan Brouwer co-wrote: The SAAF At War 1940 – 1984.

Pete Rushen, ex RAF XXIV Squadron, for the photo of Hastings 491 after its last landing.

The South African Military History Society for their wonderful [research resource](#) .

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Kirk Kinnear of the [SAAF Museum](#) and Peter Elliott and Andy Simpson of the [RAF Museum](#) for interest and advice.

Stuart Farrar, John Iles and John Carter for contacting me with extra information about some of the stories on the website. Stuart served under Dad in 233 Squadron in Aden and went to Mogadishu on the Somalia Flood Relief operation. John Iles is the son of Shorty Iles, who took off in a Spitfire with a mechanic sitting on the tail, and John Carter is the son of the mechanic!

Flt Lt Keith Webster (ret'd), also ex 233 Squadron, for some wonderful photos of Aden days including one taken in the 233 Squadron ops room at RAF Khormaksar. Keith went along to Mogadishu and flew several of the supply drops, and says it's just as well Stu Farrar and friends didn't know about the storks!

Nicholas Pakula, whose highly-decorated father Kaz served under Dad as a navigator in 233 Squadron. We were great friends with the Pakulas back in the UK (at RAF Odiham). My mother gave them a wonderful collection of photos and diaries something like 45 years ago, and they've kept them safe all these years.

Vintage aircraft enthusiast Vaughan Mears for entertaining conversation and advice about the aviation history community in the UK.

UK consular services in South Africa, and especially Marilena; when there was a documentation hold-up on my passport renewal which looked as though it would scupper my trip to the UK, they went the extra mile.

Dad's old mate Air Chief Marshal Sir Jock Kennedy for always being willing to answer strange questions about how the RAF used to operate, and for providing a couple of personal reminiscences from XXIV Squadron days, and the Old Cranwellians association for putting me in touch with him.

And of course Dad himself – Squadron Leader D W Barnard (RAF), KCVS, QCVS. Without his almost magical ability to fly things which according to the laws of physics should have fallen straight out of the sky, there would be no story to tell!

As we prepare to go live with the internet appeal, I'd also like to thank my faithful friends in the Cape Town IT community, who have had their ears bent about this project for the last five years, and have now been roped into service as beta testers (I'll add names as the test results come in):

Rob Kinman

Helen Mitchell

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