

# The Mosquito Aircraft Association of Australia

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PATRON AIR VICE-MARSHAL J.C. JORDAN AO (RAAF-RETIRED)

## BULLETIN - No 3 - MAY 1993



Above: The Ta-154 was both smaller and more powerful than the de Havilland Mosquito. The first prototype, without armament and radar, is shown here.

NOW - BE HONEST !! How many of you know that Germany produced the above shown aircraft ?? - designated the TA154 "MOSKITO"

In 1942 when the DH98 MOSQUITO first appeared and dominated over European skies as a night fighter, Goering, the Luftwaffe and the German High Command proved the old adage that "Imitation is the highest form of flattery." Imitation is nothing new however, - particularly in the aviation industry.

Kurt Tank was called on to counter British air supremacy with his own version of the DH Mosquito. (Kurt was the designer of that great German Fighter, the FW 190.) The result was the aircraft shown above, THE GERMAN MOSKITO. Although produced by Focke-Wulf the identification TA 154 was applied to the MOSKITO as a tribute to Kurt Tank who designed and test flew the TA 154.

"The Moskito" was a twin engine, shoulder wing monoplane with retractable tricycle landing gear. Power supplied by two Junkers Jumo 211 engines of 12 cylinders, inverted "V" liquid cooled and developing 1750 hp at 2300rpm. Their installation was very neat and the annular radiators gave the appearance of radial engines on extended nacelles. This however, did severely restrict the pilots view.

Where Britain developed the now well known Araldyte epoxy glue (used in "our" Mosquito) Germany produced a phenolic resin glue called "Tego-Film". The use of this glue gave the resulting airframe the strength of rivetted metal !

The landing gear was weak and gave endless trouble causing many crashes, including 10 prototypes, despite many modification attempts to correct faults. only 10 operational

aircraft were produced before the project was abandoned - it is thought for political reasons.

Specifications and comparison with "OUR" Mosquito MkXIX are detailed for the information of our "Buffs". It is interesting to note that in some areas the "MOSKITO" was most competitive with the Mk XIX, but could not compete in range and fuel load, but had a slight edge in speed.

Your editor is indebted to "Early Bird News" March 1989 and our member Bert Morgan of Queensland, previously of RAAF No. 1 Mosquito fighter-bomber Squadron for this gen. If anyone would like the full story, send a stamped self addressed envelope to me.

Comparative Specifications & Performance

<u>Focke-Wulf Ta-154 Moskito</u>		<u>De Havilland MK. XIX Mosquito</u>	
Wingspan:	52'6"	Wingspan:	54'2"
Length:	41'3"	Length:	41'10 1/2"
Height:	12'0 1/2"	Height:	15'3 1/2"
Weight:		Weight:	
Empty:	14,240 lb	Empty:	14,471 lb
Max. Loaded:	18,600 lb	Max. Loaded:	20,547 lb
Speed:		Speed:	
Top:	382 mph/19,000'	Top:	378 mph/15,200'
Landing:	150 mph	Landing:	145 mph
Stall (Wheels and Flaps Up):	150 mph	Stall (Wheels and Flaps Up):	150 mph
Stall (Wheels and Flaps down):	110 mph	Stall (Wheels and flaps down):	112 mph
Service Ceiling:	30,500'	Service Ceiling:	34,500'
Wing Area:	349 sq ft	Wing Area:	450 sq ft
Wing Loading:	53 lb/sq ft	Wing Loading:	47 lb/sq ft
Power Loading:	5.31 lb/hp	Power Loading:	6.28 lb/hp
Engines: Two 1,750 hp Junkers Jumo 213R inverted "V"		Engines: Two 1,360 hp R.R. Merlin 25.	
Armament:	3x30mm MK. 108 cannon, 2x20mm MG 151 cannon	Armament:	2x20mm cannon
Max. Range:	855 miles	Max. Range:	1,830 miles
Fuel Load:	402 gallons	Fuel Load:	516 gallons (Normal)
Endurance:	2 1/2 hours	Endurance:	4 1/2 hours

Bulletin Pars.

The Editor thanks those contributors of material. Don't be discouraged if it is not printed straight away - it will most probably make space in a later bulletin.

We will need a lot of detail from our readers to maintain a quarterly publication and keep our pages of interest to you.

Squadron songs, tall tales and emblems, photos etc; etc; can all be used. KEEP IT COMING!!

Ed.

REUNION - RAAF Mosquito Units (Pacific Area)

This section is perhaps best introduced by the following letter of greeting.

MESSAGE TO MEMBERS OF THE MOSQUITO AIRCRAFT ASSOCIATION OF AUSTRALIA FROM DAVID VINCENT, AUTHOR OF MOSQUITO MONOGRAPH.

123 Registrations were received & the Reunion lived up to all expectations. By some miracle the programme & timetable stayed on track (altho' some of us missed the bus at the Base but were rescued by the two Mikes.) We were pleased to welcome Air Vice-Marshal G.J.J. Beck, Air Commodore B. D.Searle & Group Captain G.E. Smith to several of our Functions & thank them for their participation in our programme.

The years simply rolled away as we renewed friendships of up to 50 years standing.

On the occasion of this first ex RAAF "Mosquito Men" reunion I would like to take this opportunity to send greetings to you all and pass on my best wishes for the success of this carefully planned and special weekend.

The reunion will provide a perfect opportunity for many of you to catch up with old friends, friendships which through time and geographical barriers are hard to maintain, but nevertheless remain.

For some of you, that old friend may be A52-600 which the RAAF are currently restoring.

All of you, no doubt, will be intrigued to see the trouble - and expense - the RAAF are going to to preserve this aircraft. I find it very heartening that in these tough economic times the RAAF are still able to pursue the restoration of this unique aircraft. It must be a real worry for the Restoration Team every time funds are mentioned, but with your support I believe the restoration of this aircraft will become a reality; a fitting tribute to all of you who say with pride that they served on "Mossies".

From one deeply interested in the history of that magnificent service the RAAF, thank you to all involved in this weekend's activities for keeping history alive.

David Vincent



# COMBINED RAAF MOSQUITO UNITS & SQUADRONS

## (PACIFIC AREA) REUNION



The Welcome, greeting the "Reunionists" at our accommodation, The Rum Corps Resort at Windsor, NSW. as they arrived.



Reunion Convenors "Sam" Jordan & Allan Davies - in a relaxed moment.



The inspection of A52-600 at the Reunion, mounted in the completed "Roll Over Stand". To the great relief of your C'tee, the aircraft is now housed in a large hangar, with ample room to work on the wing, store completed parts & sections. This facility, together with the completion of the Stand are two great steps forward for the restoration team. We fondly hope that the project is now a step closer to finding that permanent "home", giving the team the confidence of continuity in suitable accommodation, not previously enjoyed.



Kym Bonython, one of our speakers at the Reunion Dinner.



"Sam" Jordan making our presentation to the CO. of 503 Wing, GRPCPT. G. Smith at our reunion meeting.

Grateful thanks to our official photographer & Badge Salesman Extra-ordinary - RON VASSIE, For the fine photography.



PUTTING THE REUNION TO BED.

- 1) An Audit of the Reunion's financial statements has been conducted and the Auditors Certificate received. Anyone attending the reunion can obtain a copy of statement and certificate by sending a self addressed envelope to the secretary duly stamped.
- 2) Due to overestimation of Reunionists capacity !! and a very welcome injection of funds via a grant from DVA, a surplus of \$578 has resulted, or \$4.70 per person registered. As it may well be some considerable time (if ever) before a similar reunion can be mounted & which could include entries from persons not attending our first reunion, your joint convenors make this recommendation: -

That the surplus be transferred to the MAAA. as a donation from the Reunionists to the restoration of A52-600. Unless a flood of objections are received, this donation will be made on the 15/6/93.

- 3) On your behalf, "Sam" & I have sent letters of appreciation to all those many people whose support, and participation ensured the success of the reunion. These "THANKYOUS" are now gratefully extended to YOU, the Reunionists, without whose support the reunion would never have got off the ground. The moments shared with you by "Sam" & myself will be long remembered by us both.

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Narrow escape by BAe Mk. T3.RR 299 . Advised by member Brian Swash, from an article in FLYPAST. In September 1992, en route from Chester to an airshow in Belgium, flying at 2500 ft; with Peter Henley at the controls, a close encounter was had with a glider over Dutch air space. The glider was seen, slightly ahead of the Mossie and below. Peter pulled up hard on the controls, but to his horror the glider chose the same evasive tactic. Peter then went into a dive trying to avoid a collision & flew under the glider. On landing at Antwerp he filed a report & was advised that the glider had landed safely but with part of its wingtip missing. Following close examination it was found that a propeller blade was marked, not unlike that of a bird strike-- CLOSE !!



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News from Miami, Florida, USA.- The Weekes Air Museum is the owner of one of the only 2 Mosquitos still flying. This Mk. B35- RS712 was reported on in our No.2 Bulletin by Allan Ellis . We wrote to this Museum and the following is an extract from the reply of Linda Meyers, Managing Director,

----- " As you may have already heard, the Weekes Air Museum took a direct hit from Hurricane Andrew but luckily our Mosquito was on exhibit at the EAA Museum in Wisconsin.

Unfortunately, due to the hurricane, things are not yet back to "normal" and I am unable at this time to gather more information.

I wish you and the Association much success. Please keep us informed as to your progress." -----

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We understand that the damage to the Museum's aircraft was most severe, and proffer our sympathies & hopes for an early return to normal. We will be keeping in touch with the Weekes Air Museum.

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Membership. The Association now has 165 Members. Following the annual meeting a further canvas of ex-personnel of 456 & 464 Squadrons will be conducted. Members should keep in mind the desirability of enrolling younger members in our ranks. Close friends and family members are logical choices for consideration.

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State Representation. - As foreshadowed at the reunion, your C'tee has resolved as follows (under the power to co-opt) "That the principle of State representation be accepted, with appointments being made as occasions arise. State Representatives to be solely under the control of the C'tee, only taking action in Association affairs under the direction and/or permission of the Committee."

This step will prove of great value to the Association, as with the Tyranny of Distance, your Executive & C'tee can obviously not function physically over all States, without a practical form of assistance. Also in the long term, more of our Membership will be able to play an active part in the Association.

Annual General Meeting. - As this will be the last Bulletin before our AGM, notice of the meeting is now advised. Please diarise the date & Victorian Members on the Gippsland "end" make an effort to attend. Interstate members visiting our area are especially welcome to the AGM. Just let us know if you are coming - To be sure of a seat & a Cuppa!!

THE MOSQUITO AIRCRAFT ASSOCIATION OF AUSTRALIA.

Notice of Annual General Meeting

The Annual General Meeting of the Mosquito Aircraft Association of Australia will be held in the Traralgon(Victoria) Court House on WEDNESDAY 4th AUGUST 1993 Commencing at 2.00pm.

BUSINESS.

- 1) Presentation of Financial Statements for the year ended 30th; June 1993.
- 2) To receive and adopt the Annual Reports.
- 3) Election and Induction of Office Bearers and Committee for the year ending 30th; June 1994.
- 4) Fixing of Joining Fee and Annual Subscription for year ending 30th; June 1994.
- 5) General Business at the discretion of the Chairman.

Note 1) Motions for inclusion in the Agenda are to be lodged in writing with the Secretary not less than 14 days prior to the AGM.

Note 2) Nominations for the positions of President, Vice President, Secretary, Treasurer, and four Committeemen are called and close on the 15th; July 1993.

Nomination Forms may be obtained on request from the Secretary/ Treasurer, Allan L. Davies, 4/18 Gordon St; Traralgon, Vic; 3844.

The Retiring Committee. M. Ripper (Pres), K. Johnston (V.Pres) A.Davies (Sec/Treas), Committeemen H.Gamble, R.Furlong, J.Burns and R. Skinner, retiring with the effluxion of time, have all indicated they will accept nomination for the ensuing year.

A special appeal is made to our Melbourne Members to attend our FIRST AGM. Your Editor knows of one car coming with 3 vacant seats, and it shouldn't be hard to make up a couple of other car loads to swell the attendance and "HAVE YOUR SAY" !!!



Executive and Committee. Without in any way wishing to influence nominations, Members are asked to carefully consider the importance of having their Executive and Committeemen in a position geographically to attend meetings & work together in the affairs of the Association.

With the Association's base currently in Gippsland Vic; the logical geographic boundaries are obviously set within Victoria. To give a guide on the commitment to the Committee, 5 meetings have been held already this year. The gradual appointment of State Representatives will further share Committee duties through other States.

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The above photo shows another aspect of the Turn Over Stand, built to facilitate work on the fuselage of A52-600. The stand turns thro' 360 degrees, also providing a very strong mobile carriage when the aircraft is required to be moved.

This shot shows the cockpit canopy & perspex nosepiece removed & the cockpit completely stripped. The woodwork from the rear of the cockpit to the nose has been restored (this work being completed, plus the construction of the Roll Over Stand, since your last Bulletin)

The stand has been revolved to a 45 degree attitude to bring the cockpit hatch opening into a handy working position (on opposite side of fuselage.)

The Stand was designed & the construction arranged by the Restoration Team. The design concept & excellence of workmanship was particularly remarked on by those of us with an engineering bent, at the Reunion inspection of A52-600 in February 1993.

Restoration wood workers Athol Holtham & Cpl. Harry Howard have covered a lot of ground in a relatively short time & we thank them for their dedication. Also thanks to Harry for providing the above Photo, which has helped to keep us briefed.

In a letter received by your editor from the above mentioned Institute, the following interesting paragraph is quoted.

"WE HAVE A MOSQUITO (MK TT35 No. TH998) IN STORAGE THAT WAS GIVEN TO US BY THE RAAF IN SEPTEMBER 1963. IT IS DISMANTLED, BUT IN GOOD CONDITION, AND IS STORED IN OUR PAUL GERBER FACILITY IN SILVER HILL, MARYLAND. I HAVE ENCLOSED A COPY OF AN ARTICLE ABOUT THE UNIT FROM WHICH IT WAS TRANSFERRED TO US."

This Mosquito has a chapter in Stuart Howes book "Mosquito Survivors".

## Good wishes RAAF 50 years in Sale

The 44th; State (Vic) Conference of the RAAF Association was held at RAAF Base, East Sale on 14th, -16th, May '93.

"CONTACT" The Newsletter of that Association, advises that MAAA will be the subject of an article in the June Issue of "CONTACT", and we thank RAAFA for their interest in our fledgling Association.

"CONTACT" also assisted in the search for ex-members of Mosquito Squadrons, in the lead up to the reunion last February.

## Base originally temporary

RAAF Base East Sale owes its existence to the outbreak of World War 2 when it became necessary to open up a considerable number of training units for the RAAF.

While operating from West Sale, and then Bairnsdale, land acquisition investigations were still progressing, and the RAAF, in the latter part of 1942, purchased some 486 ha. from several local graziers, the principal ones being Mr Robert Cobains, Mr S.J. Overend and Mr Killeen.

The acquisition east of Sale absorbed a state school, and a large gravel quarry reserve, in the centre of an area known as 'The Heart'.

On April 22, 1943 No. 1 Operational Training Unit transferred its operation to East Sale under the command of Wing-Cdr. C.D. Candy.

At East Sale training was quickly resumed, with the aircraft complement being 49 Beauforts, 18 Hudsons, 34 Oxfords, 12 Fairey Battles and one Tiger moth.

By the end of May 1943 total strength of the base was 2480 personnel, including 306 pupils under flying training.

As the year unfolded training and intakes increased and during 1944 further numbers were added.

At the end of July that year the strength rose to 2576 personnel and near the end of the year to 2763 personnel.

In June 1945 a further 263 ha. of land on the eastern boundary of the base were purchased by the government for 11,500 pounds, enabling expansion to take place.

From its formation No. 1 Operational Training Unit trained 3158 pupils and

had flown 137,962 hours.

With the cessation of hostilities No. 1 OTU, as a training unit, ceased to function on December 31, 1945, and on January 1, 1946 the unit became RAAF Station East Sale charged until only 882 personnel remained.

The build-up commenced in February 1946 with the formation of the Heavy Bomber Conversion Unit, the Air Armament School and the School of Air Navigation, supplemented by a maintenance squadron.

During the middle of 1946 the station commander, Group-Capt. D.W. Kingwell, noticing the drabness of the domestic area, and devised a tree planting scheme.

The Heavy Bomber Crew Conversion Unit disbanded at the end of August 1947 and in December of that year Central Flying School moved in

As many of our members served at some time at RAAF Base East Sale, this article from the Gippsland Times, on the occasion of the Base's 50th; anniversary, held in mid April 1993, is included in our Bulletin. Quite a few of us in air-crew and ground crew received training there on the Bristol Beaufort.

from Point Cook

In October 1948 plans were laid for the construction of a new east-west runway and on March 17, 1950 it was officially opened.

In 1951 three important events took place — formation of the Sale Flight of the Air Training Corps, the first National Service intake, and the recruiting of the first post war female members of WRAAF.

On April 30, 1952 RAAF Station East Sale ceased to exist, and instead became Headquarters RAAF East Sale, comprising the Formation Headquarters, Base Squadron, Air Armament School, Central Flying School, School of Air Navigation, Maintenance Squadron and School of Photography, the last named forming as a school on April 1, 1952.

In November 1959, the City of Sale granted Freedom of Entry to the City to RAAF East Sale — the first RAAF Base ever to be so honored.

Although the organisation of the base remained virtually unchanged from 1959 to 1981 there were many highlights for the base over those years.

The year 1981 saw formation of the School of Air Traffic Control, which became a unit in its own right after being a flight of Central Flying School from 1957 to 1981.

The 80s also saw the re-formation of No. 32 Squadron on July 1, 1989.





## COOMALIE CREEK AIRSTRIP (Darwin)

Of interest to ex-members of 1 PRU and 87 PR Squadron and any 31 Squadron (Beaufighter) bods, who may read this, is the news that a "Coomalie Exhibit" is being mounted at the Darwin Aviation Museum.

Through John Haslett of Northern Territory Aviation History Preservation, our Association has provided some items of interest for the Exhibit (Mosquito Parts and Photographs) and his efforts have made a stabilizer available to us for the A52-600 restoration project.

Four bombing & strafing raids were made by the Japanese on Coomalie strip & instalations from November 1942 to August 1943. The current owner of the Coomalie Creek Strip area, Richard Luxton has almost completed the reconstruction of the Chapel the Squadrons had erected in the camp area.

John Haslett further advises that 31 Squadron plan to hold their next reunion in 1994 at either Sydney or Darwin. If the vote goes to Darwin, a nostalgic visit "BACK TO COOMALIE" with perhaps a 1 or 2 night tent camp (per Army favour) could well be on the Agenda.

This mention of Coomalie brings back to mind a (then) topical poem produced by the Squadron bard (?) about the pleasures of living at "The Creek" (?)

" THE SPOT WHERE WE LIVE IS A VERY FUNNY PLACE  
WITH BUGGER ALL OF ANYTHING, EXCEPTING TREES & SPACE,  
BUT THOUGH OTHER BLUDGERS SAY IT'S LIKE A TOMB,  
YOU'LL ALWAYS FIND THE BASTARDS HERE.  
WHEN THE BEER IS IN FROM BROOME".

Perhaps we will hear more of 31's plans in time for our next Bulletin.

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Recent happenings & pars. Our Patron Air Vice-Marshal J.C("Sam") Jordan led the Anzac Day March in Brisbane this year. This would have topped 1993 off for "Sam", following closely on the Reunion, held at Richmond in February. -

Sickies. Our President Max Ripper has had a couple of run ins with the Surgeon over a dicky knee. Last seen very bright & giving plenty of cheek to the nurses. By the time this is read he will be up & about again.

Your Committee men must be working too hard, Joe Burns has also run foul of the MO. Up and about now however and nearly in the clear. He made the last Committee meeting !!

The Mosquito Aircraft entered into a second career in the peace time following WWII, many being sold to small airforces, some being - Burma, China, Israel, Sweden, Norway, Czechoslovakia, Turkey & Yugoslavia. Others were used for some years in high altitude photo mapping. BUT regretablely many were cut up & burned!

Perhaps a good way to park this bulletin in its revetment, would be to quote from the BAe Pilot of RR299 in his article in PILOT January 1992.

PETER HENLEY said -

"IT IS SAID OF MOSQUITO PILOTS THAT THEY FALL INTO ONLY TWO CATEGORIES :  
THOSE WHO HAVE GONE OFF THE SIDE OF THE RUNWAY, - AND THOSE WHO WILL DO  
SO IN THE FUTURE !!! "

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DON'T FORGET to send your snippets of information to the editor.

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Thats All for now - CHEERS till Bulletin No. 4 - Chocks away !!

