

# The Mosquito Aircraft Association of Australia

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## BULLETIN - No. 5 - DECEMBER - 1993

### JEEP ?



The Reader may well reflect "Why is this wingless machine featured here, appearing in this Aeronautical Bulletin?"

- Well, this compact, popular and versatile small vehicle, was probably the most used, useful and reliable ground machine of WW II, used extensively and to good effect by all three services.

Extremely adaptable, it ferried ground and air crews to and from hangars, revetments and aircraft, towed bomb racks, doubled as emergency ambulances, mobile gun platforms and many, many other useful wartime functions. The JEEP was also the jealously protected "little darling" of many a Commanding Officer, both in forward positions and Base Camps. Horrifying was the punishment visited on the miscreant (never mind the rank) who had the temerity to "borrow" (service term for "Steal") the CO's JEEP (Editors note - Sadly to record this happened quite frequently - Remember ??)

This article is prompted by the picture of the JEEP above, sent in by our member, Noel Sparrow of 29 Chewton St; Oxford Park 4053. Tel 07-4788202.

Noel's affection for the JEEP started when he was quite young, culminating when he bought 090-OQV as a near wreck in the early 80's for \$1700 & spent 2½ years rebuilding it to its original pristine state. His JEEP is a Ford, similar to the Willys, with all parts interchangeable. Noel has been a member of The Military Jeep Club of Queensland for over 10 years, which is in constant demand for special parades & static displays. On

Anzac Days their Jeeps provide transport for disabled ex-Service personnel in the Brisbane Parade & Noel & his Jeep has led the Motorcade on many occasions. Noel also has a restored Bantam Trailer. He was a Corporal Airframe Carpenter on Mosquito Aircraft on 87 PR Squadron in the aerial mapping days. We thank Noel for his contribution.

Now, perhaps the most intriguing thing about the JEEP is as Noel says - "after all these years no one can say for sure how the name JEEP came about." This statement has been echoed by many with interesting but unproven solutions, as follow.

The origin of the word "JEEP" is surrounded by conjecture & controversy & has remained unsolved for over 50 years. Willys Overland prototype, it seems, was called a JEEP (reason unknown) & the name was accepted readily by the military and the public. Although the name is a registered trade mark, the exclusive property of American Motors, it is commonly used to describe any light vehicle with 4 wheel drive and a layout influenced by the vehicle first to be called a "JEEP"

One popular conjecture associates the name "JEEP" with cartoon artist's (SEGAR) popular cartoon strip POPEYE, where a little animal appeared called "EUGENE the JEEP", about the size of a dog, ate nothing but orchids and could become invisible. This little animal captured the imagination and by analogy anything astonishing became to be described as a JEEP. (sounds reasonable)



The letters "GP" classifying the JEEP as general purpose, are considered by many to be the reason for the name - and this too has merit.

For some people JEEP is an old army slang term, dated back to the first World War and generally applied to a new vehicle, the name of a dance or a name given to any odd looking individual.

It would seem to be a classic case of "Your guess is as good as mine".

Interesting to note that an American Autogiro & the prototype of the B17 Flying Fortress & the Dodge half ton 4 x 4 were all called "JEEP".

The frustration associated with this mystery is typified by the writer in his book "American Language". He asks the question "CAN ANYBODY GIVE ME THE EXACT ETYMOLOGY AND THE HISTORY OF THE WORD. ?

The JEEP was built by three well known Motor Houses as follows.-

Willys	-	360000	Jeeps
Ford	-	278000	"
Bantam	-	2675	"

640675 " Plus Ford, in 1942

produced the Model G.P.A. Amphibious Jeep, building 12778 G.P.A.'s by the end of the War.

These figures represent an amazing and outstanding Industrial feat.

This is your Bulletins' tribute to a fine little & surprisingly robust service vehicle which all ex-servicemen recall with affection and can associate with their own, individual experiences.

*In the great tradition of the Western this cavalry sergeant prepares to give the coup de grace to his Jeep which has broken its "front leg". Bill Mauldin's sketch well expresses the feelings of drivers for their Jeeps.*



## The Axe



The Restoration Team is always on the lookout for "Bits & Pieces" surviving from Mosquito aircraft for possible use in the restoration. We can help in this search, & the following story tells how a COCKPIT AXE was resurrected by a member of the Association.

David Ephgrave of 31 Bungalow Ave; Balgowlah Heights, NSW 2093, a pilot on 87 PR Squadron at Coomalie Creek in 1945 (& later in peace time) advised yours truly that he had located ( ? ) a cockpit axe which he thought may have come from a Mosquito. A sketch from a Pilots' Notes of an axe, sent to David, confirmed that he had in fact found ( ? ) THE GENUINE ARTICLE. Reference to the Team confirmed that we did not have a Cockpit Axe in the stores at that stage, but thanks to the Association (thats all you blokes out there) and a new member's interest and enthusiasm, the team will now have another authentic artifact to aid in the fitting out of Mosquito A52-600.

David missed out on the February Reunion, as he only heard of it when it was well over, your scribe is sure he would like to hear from any of his old mates on 87, particularly those living in NSW. Give him a bell. Thanks David for your contribution to the project. Fellows - for located ( ? ) and found ( ? ) above - the educated in the Service can undoubtedly read "LIBERATED!!! "

THE TEAM.

The Bulletin will progressively bring you a thumbnail sketch of the personalities devoting their spare time (& plenty of it) to restoring Mosquito A52-600.

The following sketch is of A 323547-LAC G.J. (Geoff) Mathews of 503 Wing Drawing Office, RAAF BASE Richmond, NSW. 2755. Geoff's photo appears in a group on page 5 of this Bulletin.

Geoff has made your editor's job easy, so here he is - in his own words.

Born: 27/3/65 at Penang, Malaysia .- Educated: Werribee, Victoria. Attended Boy Scouts and Air Training Corps, Joined the RAAF as a member of No. 35 Apprentice intake (a sprog - and proud of it !!!) in 1981, graduating as an engine fitter. Posted to 77 Squadron for 6 years then Victoria Barracks for 1 year, training as a draughtsman and finally 503 Wing (then 2 AD) about 3 years ago.

Interests: Motor sports, Amateur Radio, restoring antique warbirds, shooting, tinkering with engines, the list goes on .....

Future hopes: To see A52-600 fly whilst I am still a member of the restoration team. To get my amateur radio operator's licence and to be able to make a living racing cars.

Returning to present events, I am presently designing a jig that will allow us to strip and repair A52-600's rudder whilst ensuring that it stays straight. It may be some time before the jig design is finished as the drawing office currently has a big work load which will take some time to clear.

Keep up the good work, it is encouraging to see how wide the Association's net has been cast. best wishes to all.

It should be added that Geoff played his part in the design & drawing of "The Roll Over Stand", described & shown in previous issues. Also he is enthusiastic, happy natured and possesses a quality very necessary in those attempting vintage aircraft restoration - no sense of time, combined with a boundless optimism - Good on you Geoff.

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Our second sketch for this Bulletin is of FLTLT P.G. (Paul) McGuinness, an Engineering Officer, stationed at RAAF Base, Richmond, NSW.

Paul's Service Record, commenced in 1967 as an engineering apprentice and since then he has gained wide experience through his service on No.1, No.3, No.6, No.10, No.75, No.76, No.77, No. 481, No.482, No.478 Squadrons, Air Force Office, No.1 CAMD, and 503 Wing, working on Neptune, Sabre, Mirage, F111 C , F4E Phantom & Vampire aircraft at Squadron and Depot level. And now, of course ON MOSQUITO A52-600. Many of these Squadrons' Numbers will recall old memories to many of our members.

Paul was commissioned in 1987, has been involved in restoring an Anson and a Mk. V111 Spitfire. He was OIC Historic Aircraft at 1 CAMD 1990/93 & maintained Canberra , Vampire, Sabre & Mirage Aircraft. On UK Courses Paul qualified as a bomb disposal officer (1986) and as an anti-terrorist bomb operator (1987). He also has a wide range of aircraft weapons and weapons systems knowledge.

He relaxes (when he has time) with Golf, Astronomy, Philately, Aircraft (Kit) Modelling and Military History. Paul's photo can be seen in a group on page No.5.

Since taking on the 2IC job on the restoration project, Paul has been most helpful to your Secretary and demonstrated a flair for Administration and Public Relations , FLTLT Mike Mayfield can rest easy in the knowledge that the tasks he performed prior to his posting, are in capable and willing hands.

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To those of our Members who have not yet had an opportunity to view the restoration work in train on Mosquito A52-600 and meet the "Team", voluntarily working on the project, the photographs on the opposite page will bring a feeling of reality to the mammoth task ahead.

The photo at the top will also introduce FLTLT Steve Graham, who has recently taken over from SQNLDR Mike Shaw as OIC project. Also FLTLT Paul McGuinness as 2IC, who is most ably carrying on the PR work commenced by FLT LT Mike Mayfield before his posting to Townsville on No 35 Squadron.

Through the Bulletin we welcome Steve and Paul to the A52-600 Restoration Team and as new members of this Association.

It should be remarked that both Mike Shaw and Mike Mayfield are maintaining their keen interest in the progress of the restoration and the Association. Mike Shaw who has resigned from the RAAF to take up a position with Hawker de Havilland will still be working on the Richmond Base and will be the technical and engineering consultant to the team. Mike Mayfield is keeping busy ferreting out bits and pieces of Mosquito Aircraft for A52-600. He recently located a Pilots seat in Darwin, and as one is needed, negotiations towards acquisition have commenced. His posting away from Richmond has in no way diminished his intense interest in the restoration.

The new OIC Steve Graham is a Pilot and also versed in Aero Engineering (Airworthiness Standards). His 2IC Paul McGuinness is an experienced engineering officer, with a wide background in Squadron service, working on many types of operational RAAF aircraft. Both are bringing wide skills and enthusiasm to the A52-600 restoration project.

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#### ITS A SMALL WORLD !!

Leigh Taylor, one of our Father & Son combinations in membership, has sent in the following interesting history of the adoption of the Kangaroo Insignia for RAAF Aircraft. (Leigh's Dad is Ray Taylor of 18 North Banff Rd; Floreat Park 6014. Ray served with No. 1 Attack Sqdn. in Borneo in 1945.)

Leigh quotes from "FLYPAST"-A Record of Aviation in Australia by Neville Parnell and Trevor Boughton.



12 September 1955: Experiments with new insignia to identify Royal Australian Air Force /Royal Australian Navy aircraft were taking place; the first applied to an Avon Sabre at RAAF Base Laverton Vic. and another to De-Havilland Beaver A95-201, both depicted a fighting kangaroo; 26 September 1956; Minister for Air (A.G. Townley) stated the Kangaroo insignia would be applied to all military aircraft so that they could be distinguished from Royal Air Force machines, this practice was already in use by Canada (maple leaf) and South Africa (springbok); the style showed a hopping kangaroo as on the penny coin, the early fighting style kangaroo being rejected; credit for the adoption of the kangaroo insignia as the national marking is given to journalist Stanley Brogden, then holding the rank of Group Captain and in charge RAAF Public Relations; **it was however, not the first use of such a marking on a RAAF aircraft; during 1943, a De-Havilland Mosquito 11, DD739 coded RX-X flown by Flg Off C. Griffin of 456 Squadron then based at Middle Wallop, England, wore a miniature version of the kangaroo roundel beneath the cockpit, also applied to other aircraft of the Squadron, initially RAAF aircraft used the new style only on the fuselage while RAN used it in all six positions.**

NOTE !



Leigh adds - " So we can see that the Mosquito and the men who flew and worked on them were the Pathfinders again."

NOW !! The most interesting thing about this par for the members of this Association is found in the first use of the official RAAF insignia in 1943 by 456 RAAF Mosquito Squadron, 13 years before it was officially adopted - the pilot of Mosquito DD739 mentioned above, F/O Col Griffin, was one of our early members, joining the Association on 4/8/92. Col's Address is Box 628 Gisborne, 3437.



SOME OF THE RESTORATION TEAM.



Russ Keep - Steve Graham OIC - Paul McGuinness - Mike Shaw



L. to R.

Harry Howard      Neils Sletering  
Athol Holtham - Tom Le Page      -      Les Press - Geoff Mathews.

Proposed Reunion - 50th Anniversary.

87 (PR) Squadron

Date: Friday	Venue: RAAF Base.
9th: Sept. 1994	Williamtown, NSW.

Programme: commences at 1030 hrs. at Fighter World car park. You will enjoy your Tour of Fighter World (cost \$2). 1130 Hrs. proceed to RAAF Base for lunch (cost \$ 15 approx) Following lunch a tour of the Base has been arranged, concluding at 1500 hrs.

Eligibility. 87 Wartime & Peace time, including Survey Flight & Sqdn. personnel with wives & friends.

Accommodation. A list of Motels in the area will be provided.

For full detail & Application Form - contact JACK MARCH, No. 3 Orana Close, KAHIBAH NSW.2290. Ph. (049) 432271.

Do not direct your enquiries to this Association as Jack March is convening the Reunion and has all the details you will need.

A Must for the Library.

A recent letter from David Vincent advises that stocks of his book, MOSQUITO MONOGRAPH are very low.

Now, will be the last opportunity to obtain a copy of this very fine and well illustrated record of the RAAF Mosquito Squadrons.

MM. outlines the complete histories of 456, 464, 1, 87, 94.RAAF Squadrons, 5 OTU at Williamtown and RAF Squadron 618.

It outlines the production of the Mosquito in Australia and features a most interesting chapter, on Mosquito Survivors in Australia, giving the full background of "Our" A52-600 to 1982

The Book is economically priced at \$25-00, including postage and packing.

Please order direct from David Vincent, 29 Xavier St; Highbury S.A. 5089 - but be quick to be sure of a copy - let David know if you are an Association member. DO NOT order through the Association.

The next Australian International air show and aerospace expo will be held at Avalon Airport, Melbourne, from March 21 to 26, 1995.

It is hoped to have the Mosquito A52-600 restoration project represented there by an Association Display, at a later date (much later) further info' will be circulated.

Payment of Annual Subscriptions for 1993/94, were due on 4/8/93 & the Annual Report advised that "DUE TO THE COST OF PRODUCTION, POSTAGES & STATIONERY, AFTER THE ISSUE OF BULLETIN Mk. 4, THE BULLETIN CAN ONLY BE FORWARDED TO FINANCIAL MEMBERS! Well, as the percentage of renewal is high, your Committee has decided to send out the Bulletin to all Members, so all will receive this Bulletin no.5 - BUT after this issue, only financial members will be on the Bulletin mailing list,

This notification is printed twice in this issue, so if you miss it in one place, it will hit you in the eye in another.

The receipt book is open and the pen poised for action - give the Treasurer something to do!!

A Salute to all Ground Crews, Past - Present & in the Future.

One group in the aviation fraternity - namely pilots - is singled out for recognition in perhaps the majority of all aviation histories and articles put to pen. As in the past and the present, however, those persons responsible for restoring, servicing and maintaining the aircraft have received little or no recognition for their efforts nor is there any reason to believe that this "norm" is liable to change in the future. These types have been the "silent majority" since the dawn of aviation - their services seldom recognized but without which aircraft simply *could not fly!*

ALLAN ("Babe") PROCTOR DFC.

ex-459 & 267 Sqdns; M.E. & 87(PR)Sqdn. NT.No. 403073

Mrs. Nikki Van Eyk, Allan's daughter, was only 3 months old when he died in 1956.

She would love to hear from old mates or anyone who has photos or may have known Allan. She has asked the Bulletin to help her in her search for information, and you are urged to contact Nikki if you feel you have any contribution to make.

Nikki says - "WANTED - Any information relating to my late father, ALLAN ("Babe") PROCTOR, FLTLT-DFC who flew in the M.E. & the Pacific, where he flew Mosquitos. He joined Qantas after the War.

Please, if you can help me fill in some gaps, write or call me (reverse charges OK) to Mrs. Nikki Van Eyk, 4 Carlton Court, Templestowe 3106. Ph: (03) 846 6431!



### The Darwin Aviation Museum

Through John Haslett and Bob Alford of the Aviation Historical Society of the N.T. and the above mentioned Museum, we have learned of their plans to mount a Mosquito diorama Exhibit in a portrayal of service life at Coomalie Creek, where No. 31 Squadron (Beaufighter) No.1 PRU and No.87(PR) Squadron, (Mosquito) were based during the War. They report some interesting stories on their adventures in the outback on their Mosquito parts recovery trips. With some "horse trading" with the team & us, they have a virtually complete de Havilland Mosquito rear fuselage empennage assembly. We were able to supply enlargements of photographs of a PR Mk. XVI Mossie and one of a Lightning (ex 1 PRU), together with other surplus parts.

On their side the Museum has made available to us a complete horizontal tailplane assembly, and Mike Mayfield recently "spotted" a Pilot's seat which the Museum may be "encouraged" to "swap"

Through the Bulletin, the Association and the team, publicly express their appreciation to the Society and the Museum for the part they are playing in the restoration of A52-600 & their preservation of the Mosquito story as it applied to Darwin.

Should any of you be travelling thro' N.T. a trip to this Museum should be high on your list of places to see - DON'T MISS IT !!

### Coomalie Creek - Darwin N.T.

It will be of interest to ex-personnel of No. 31 Beaufighter Sqn. and No.1 PRU and No.87 (PR) Sqn. both flying Mosquitos, to learn that the owner of the property at Coomalie Creek where the Squadrons' camps and air strip were established, has preserved the site and is actually restoring the main buildings.

Keith Muller of 2 Baronesa Rd, Penrith 2750 has just returned from a trip north when he visited the site and found the owner had restored the Chapel and was planning further works. The owner Mr. Richard Luxton of PO. Box 38679 Winnellie NT. 0821 would be glad to hear from any of you fellows who can throw light on the camp layout, particularly the positioning of major buildings (the writer remembers where the Bar was !!!) Also access to photos you may have of the camp would be very helpful. Our thanks to Richard for his interest and "top end" hospitality to his visitors "from days gone by" If you feel you can assist him make direct contact.

A trip out to Coomalie is a must if you are tripping thro' N.T. Ring Richard first tho' for permission and a chance to sign his visitors' book.



### A52-600 in the News

Keep your eyes on the News Stand for the November issue of "AUSTRALIAN AVIATION". David Prossor writes a War Birds section each month and the next issue will outline progress on the restoration, with reference to this Association. On a recent trip to the National Aviation Museum, your Editor met Dave, who acted in the capacity of Guide to a party of "airminded" Probsians.

This is an excellent Museum with many interesting exhibits, and is highly recommended for an individual or group tour. An outstanding exhibit is the Bristol Beaufighter, completely restored in pristine condition, and looking every bit as deadly as it really was.

Excellent souvenir items are available, including Sqn. Badges.

To arrange a tour, contact Australian National Aviation Museum - Moorabbin Airport, Cheltenham 3192. Ph. 03.5807752



## MEMBERSHIP.

At the date of going to press 114 members out of 165 at the close of our first year, have renewed their memberships, representing 69% . Our Annual Report advised that only financial members would receive Bulletins after Bulletin No. 4 . However on the likely assumption that we have a few "forgetters" out there, our issue No.5 is being forwarded to all of last years membership, plus our new members this year - BUT - from this issue, in future, our mailing list can only include Financial Members, due to the costs of postage, material and production of the Bulletin.

If you have "forgotten" - all is forgiven - just send a cheque for \$20-00 to your Secretary/ Treasurer

New Members at this printing date total 29, listed as follows;

D.T (Dudley) Bond 13 Giles St; Magill 5072  
J.D.(John)Williams 160 Cilwen Rd; Cambridge 7170 Farmer,ex Aviation Ints  
L.R.V. Trestrail(Les)1 Kings Crt; Metung 3904 Retired ex RAF Cpl. Fitter  
H.J.March(Jack) 3 Orana Close, Kahibah 2290- ex RAAF LAC W/Op  
W.D. (David) Ephgrave 31 Bungalow Ave; Balgowlah Hts. 2093 -ex 87 Sqdn (P)  
L.O. (Laddie)Hindley Batar Creek Rd; Kendall 2439 - ex 87 Sqdn & others(P)  
W.E.(Bill)Henderson 45 Hackett Terrace, Charters Towers 4820- War Research  
D.W.(David) Nolley Lot 258 Koojedda Rd; Bakers Hill 6562- LAC Armourer  
W.D.(Doug) Morrison 54 River Rd; West, Lane Cove 2066- Aerial Survey  
D.H. (Doug) Knight 39 High St; Coffs Harbour 2450- LAC Inst/Mkr. 87 Sqdn  
D(Duncan) Forrester 118 Bay Rd; Mt. Martha 3934 Aviation Artist.  
A.E. (Allan) James PO. Box 267, Raymond Terrace 2324-Sgt.Equip- 1 Sqdn.  
G.W. (George)Redding 12 Marsh Ave; Ballina 2478- Nav/W F/O 2AD Ferry Flt  
G.C. (George)Debnam 10 Reninna St; Park Beach 7173-LAC Ftr/Arm. 1 Sqdn.  
D.H. (David) Pearce 55 Horn St; Leongatha 3953- FLT LT RAF GD 61&9Sqdn.  
R.D.(Rex) Borchers 8 Maypark Drive, Paynesville 3880- Cpl RAAF M/Ord 31S  
FLTLT P.G.(Paul)  
McGuiness 16 Ovens Drive, Werrington County 2747-RAAF Engineer  
FLTLT S.J.(Steve)  
Graham 36A Castle Howard Rd; Beecroft 2119 -RAAF Pilot  
S.O.(SEAN) Trestrail 9 Rosella Close, East Blaxland, 2774- Qantas Pilot  
ex RAAF Pilot  
A.A. (AUB) Taylor 7/28 Dunlin Drive, Burleigh Waters 4220 ex 464 Sqdn.  
D.J. (David)Vincent 29 Xavier St; Highbury 5089 Researcher/ Author  
Aviation War History.  
B.M. (Barry ) Arms 1 Crawford St; Gosford 2250 ex Army RAASC  
S. (Sam) Battiato 49 Bulla Rd; Bulla 3428 Architectural Draftsman  
Narromine Aero Club PO.Box 162 Narromine 2821  
F.J. (Fred) Howe 30/B Mayfair St; Mt Claremont 6010 LAC RAAF FL/Mch 456S  
J.P (James) Pinnis 31 Charteris Drive, East Ivanhoe. Junior Member  
P.D.(Peter Clarke) 7 Cross's Rd; Traralgon 3844. ex AIF ME.& Pacific  
R.W.(Bob) Iredale 793 Esplanade, Mornington 3931 ex 464 Squadron.  
G. Henning (Geoff) PO.Box 111 Traralgon 3844 Pharmacist.

A warm welcome is extended to these 29 new members.

**ANNUAL SUBSCRIPTIONS.** Members please note. - Unfinancial ie("forgetting") members will receive a reminder with this Bulletin . The continued interest & support of all our members is crucial to ensure the A52-600 Restoration project proceeds smoothly and within an acceptable time scale.

If no such note accompanies your Bulletin -  
**DO NOT** send us \$20,as your subscription is already paid.





The most recent summary of works accomplished on restoration of Mosquito PR Mk XVI A52-600.

This report indicates the results of careful planning for this restoration and reflects most favourably on the diligence and enthusiasm of the volunteer team at work at RAAF Base-Richmond NSW on this exciting project.

We, the members of this Association, can play our part in the A52-600 project, through our continued interest, support and assistance to the RAAF and the Restoration Team in their endeavours to fully restore this unique and historic aircraft.

As the project assumes more "reality" to our membership, some valuable leads towards availability and location of parts, or offers to assist in various ways, are being received from Members. Some of these leads are reported on elsewhere in this issue.

If YOU, the member feel you can be of assistance in any way, just send the particulars to the Secretary and the matter will be passed on to the OIC A52-600 Restoration.

Never feather



both together

1. The project was commenced at RAAF Richmond by 503 Wing in January 1990. Most of the first year was spent determining the feasibility of restoring the aircraft to an airworthiness condition. After determining that the aircraft could be restored to a flying condition work commenced in late 1990. The timescale for the project was initially estimated at 10 years. This estimation will be monitored and amended as necessary but, because of the painstaking attention to detail required and the sheer volume of work, the estimate is still considered to be reasonably accurate. A summary of work completed and underway is as follows:

- a. sufficient quantities of Grade A sitka spruce and balsa have been purchased to permit the wing and horizontal stabiliser main spars to be refurbished or re manufactured.
- b. design and manufacture of a 'rollover' jig has been accomplished. The fuselage can now be rotated through 360 degrees for ease of maintenance.
- c. the cockpit area has been catalogued, photographed and stripped.
- d. wing fittings (including radiators and undercarriage) have been photographed and stripped. Various major components have been subjected to Non-Destructive Inspections and most are in excellent condition.
- e. RAF Museum Hendon has supplied a quantity of publications, of which 20% have been converted to hard copy.
- f. a total list of PR Mk XVI equipment part numbers and drawing numbers have been acquired. Approaches have been made to several agencies to supply necessary drawings.
- g. restoration of propellers completed. Two spiders and three blades are not suitable for flight and replacements will have to be obtained.
- h. restoration of the tail wheel assembly to airworthy condition.
- i. approximately 35% of aircraft instruments serviced.
- j. Mk 76 and Mk 77 Rolls Royce Merlin engines have been inspected. The engines are complete and indications are that there is no serious internal corrosion and overhaul should be feasible.
- k. status of woodworking :
  - (1) bulkheads 6 and 7 manufactured.
  - (2) lower portion of instrument panel refurbished.
  - (3) tail fin internal structure completely rebuilt.
  - (4) rear stbd hatch refurbished.
  - (5) new stbd cockpit floor manufactured.
  - (6) internal crew-door hatch refurbished.
  - (7) external crew-door refurbished.
  - (8) cockpit floor support ribs manufactured and installed.
  - (9) canopy rim refurbished.
  - (10) approx 80% of the nose fwd of the cockpit has had the balsa replaced and formers, joiners etc refurbished or manufactured and installed.
  - (11) fwd observation frames (pt & stbd) manufactured and installed.
  - (12) Navigator's table refurbished

CARTOON - per favour The de Havilland Aircraft of Canada Ltd; Toronto 1944

WELL !! Some pilots have been known to retract under carriages ON THE GROUND !!



Newly restored Instrument Board Panel nearing completion. The Team, in addition to external fuselage repair, have made considerable headway on the cockpit and nose internal restoration.



Horizontal tailplane assembly obtained in an exchange with the Aviation Historical Society of Northern Territory.

Originally donated to AHSNT by Mr. Stan Kenyon in 1978 the transfer to the A52-600 project was arranged following membership approval, by AHSNT Vice President, Mr. John Haslett.

With the reconstructed fin only awaiting the external skin, the whole tail section is well on the way.



Cpl. Harry Howard laying out completed sections of cockpit flooring. Cockpit floor support ribs are installed.

This will serve to introduce "OUR MAN IN NSW" - Ron Vassie taken on a recent trip to RAAF Base Richmond.

Ron has been of tremendous assistance to us, with his photography, sale of badges, contact with the team at Richmond and his detailed review of the three Mosquito's (in varying stages of health) in New Zealand. He is photographed beside the restored cockpit hatch cover.



From the above it is very clear that much is being accomplished in addition to the major works on the main section of the fuselage.

Our Bulletin No. 1 signalled that Members names & addresses would be published in future issues if no objections were received. We have started the list with our new members in this issue. Next issue will list a section of our first year members. This step will undoubtedly renew many very old friendships where contact has been lost over the years.

Thats all fellows - your editor has run out of WORDS and SPACE.