

# The Mosquito Aircraft Association of Australia

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

## BULLETIN - No 6 - April 1994

### THE DARWIN AVIATION MUSEUM BOEING **B-52** BOMBER

Arrival of bomber and escorts



Ready for its new home

The B52 G, 59-2596

"DARWIN PRIDE".

The Museum carried out negotiations with the United States Air Force and the Northern Territory Govt; to obtain a Boeing B-52 Bomber and to build a museum to house and display it.

This was achieved in June 1990 when the new Darwin Aviation Museum was Officially opened with a B-52G Bomber in pristine order on permanent loan from the USAF.

This is a very brief story of how this huge aircraft was gained for the people of Australia.

The B52 was flown into Darwin as shown in this photo and a specially large hangar had to be constructed to house this super size aircraft, where it now dwarfs other exhibits nestling beneath the great wings.

"Darwins Pride" arrived in Darwin with an RAAF F-18 Fighter Escort in March '90 & amongst other Service assignments was flown by 92 Bombardment Wing on Vietnam Service.

This aircraft was handed over at Darwin in peace as a gift to the people of Australia. The 50 cal. Guns have the barrels removed to indicate peace. The plaque inside the bombbay is worded "rest in peace". The preparation of the project earned the B52 the name of "Glossie Aussie" by American servicemen. Normally the B52 takes off with  $\frac{1}{2}$  fuel load & refuels in the air. It uses 81000 litres of fuel to take off & gain cruising altitude. The fuel load is approx. 100 tonnes. Bomb racks are removed - as yet another sign of a gift made in peace & goodwill.

The specifications on this heavyweight giant, beggar the imagination and

the reader is reminded that these dimensions are shown in METRIC. !!

Height. 14.5 metres (4.5 Stories)  
Length. 52 metres  
Static weight. 78 tonnes  
Max. take off weight. 217.7 tonnes  
Max. Service Ceiling. 52000 Ft.  
Max. range without mid-air refuelling. 13200 km (8000miles)  
Crew. 6

Wingspan. 56 metres  
Fuselage Height. 6.2 metres  
Est. Weight. now 67 tonnes (engines & avionics removed)  
Max. Speed. 1030 kph (625 mph)  
Engines. Pratt & Whitney J57s ( 8 engines)  
Longest flight time. 32 hours.

Maintenance costs per year over \$20,000

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This wonderful gift made to the people of the Northern Territory is a most fitting tribute to two nations' aspirations to world peace. Grateful thanks to personnel of the Darwin Aviation Museum for the material supplied in putting this story in our Bulletin.



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This item, following the B52 Story above is really going from the Sublime to the Ridiculous - BUT our NSW State Rep. Ron Vassie, when visiting your Editor last November, insisted at gunpoint (well not really, but threatened to cut off my "Fosters" supply, WHICH WAS WORSE !!) that a snap be taken to show members the wonderfully comfortable & commodious office, in which your Bulletins are so cunningly & laborously devised (?) & formally introduce you all to your Editor ( you are assured it was Ron's idea)  
The large (?) and neatly kept(?) desk will, I know, be the envy of you all but you will see from the broad, toothy grin, that my desk and I are very comfortable together, at least Fay (my wife) knows where I am (AT LEAST SOME OF THE TIME !!!)  
In spite of some malicious & unkind Rumours, I don't really sleep on the job, although there is a single bed next to the desk. Should a nod off be indicated occasionally when the old brain cells begin to shudder, who amongst you would dare to say me nay ??  
To conclude & in more serious mode, let me say this periodical would be most difficult to produce without the contributions & suggestions received from you, the members & other associations akin to our own. This aid is greatly appreciated & please keep them coming. With grateful thanks for your continuing interest & enthusiasm for the Association's objects.

"G'day

Mate"



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# COOMALIE CREEK CHAPEL RESTORATION

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In our last issue we described how Richard Luxton of Darwin NT. was restoring some structures at the camp sites of No.31 & No.87 Sqdns. Base at Coomalie & advised that he would appreciate receiving photos or other details of the camp areas.

Richard tells us he has received a lot of material from our members, which will be useful to him. Thank you for your prompt responses.

Richard has sent in a photo of the restored Chapel, which is pictured above. This task was undertaken by Richard with staff & students from the Dept. of Architecture Northern Territory University. It is truly a delightfully simple structure, blending well with the bush environs. The restoration reflects great credit on all those involved in the project.

Some remarks on this unusual Chapel are well worth repeating - thus -

"To fail to acknowledge the care & effort in making a work so light, frail almost, & appropriate to the spirit of the place would deny the joy one feels in having at least one of these buildings as a physical record to minimalism in architecture."

GLEN MURCUTT - Architect.

"They built this Chapel. An airy fairy Chapel with air & light coming in at the sides, which were of iron slopes to let the light in but keep the rain out!"

PADRE DUNBAR RAAF  
First Chaplain.

It would be good to know just who were the Squadron carpenters, handymen & volunteers - and not to forget the designer, who left their mark at Coomalie in this delightful & unusual structure. Anyone with information PLEASE write in !!



The above organization was founded in England slightly before our foundation meeting in 1992.

It is an association, in the main, of Mosquito aircraft aircrew who have joined together for fellowship, special events & gatherings, sharing many memories of times spent together on Mosquito Squadrons.

Membership is large - over 500, with many overseas members, particularly Canada, with a small representation from Australia.

Any of our members who served on RAAF or RAF Mosquito Squadrons over Europe would have a lot in common with this organization.

Your Secretary is a reciprocal member No. 455, representing our Association & receives notices & the periodical official Newsletter "THE MOSSIE" of some 40 pages. This publication tells stories of the Squadron days, with general news on the Mosquito aircraft & personalities of the Squadrons. It is forwarded free & post free to all members approximately each quarter.

Overseas Annual Sub is £8£, and eligibility is simply that the applicant was a member of aircrew flying in Mosquitos in any war theatre.

FOR FURTHER INFORMATION write to the Membership Secretary, TONY WILSON  
21 Kingwell Rd; Hadley Wood, Barnet, HERTS. EN4 OHZ. - Tony will send you all the gen "tout suite" - I am sure.  
Ed.

ANNUAL GENERAL MEETING

ANNUAL GENERAL MEETING. - Notice of this meeting is advised hereunder, as this is the last Bulletin to issue before the AGM. Our last AGM was well attended, but it would be great to have a larger representation from our closest capital city - Melbourne. Take up a carload of two and visit Traralgon to attend the AGM this year. It is only 100 miles travel on mainly freeway conditions and you will get home before dark. Please let us know if you plan to attend - to be sure of a seat and "a cuppa". A great chance to renew old friendships!!

THE MOSQUITO AIRCRAFT ASSOCIATION OF AUSTRALIA.

Notice of Annual General Meeting.

The Annual General Meeting of this Association will be held at the Traralgon City Offices, Kay Street, Traralgon on Monday the 15th; August 1994 commencing at 2.00 pm.

Business

- 1) Presentation of Financial Statements for the year ended 30th; June 1994.
- 2) To receive and adopt the Annual Reports.
- 3) Election and Induction of executive and committee for the year ending 30th; June 1995.
- 4) Fixing of joining Fee and Annual Subscriptions for year ending 30th; June 1995
- 5) To consider the outgoing Committee recommendations for changes to the Constitution.
- 6) 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 1944.

The Retiring Committee, Max Ripper (Pres), Ken Johnston (V.Pres), Allan Davies (Sec/Treas.), Committeemen Joe Burns, Ron Skinner and Col Ryan all intend to stand for nomination for the year ending 30th; June 1995.

Nomination Forms, are available on request from the Secretary, 4/18 Gordon Street, Traralgon 3844.

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CONSTITUTION

The following amendments, alterations and additions are submitted and recommended to members by the Committee of Management, for approval and adoption at the Annual General Meeting.

MEMBERSHIP.

3.1 ADD after the words "objects of Association" "Junior Membership shall not convey voting rights until the age of eighteen (18) has been attained."

THE COMMITTEE.

5.2 DELETE after the words "and shall be" the word "called" & replace with the word "closed".

and ADD after the words "the annual General meeting" "the Chairperson at an annual General meeting may call for nominations from the floor to fill any vacancies for Executive and Committee."

MEETINGS.

6.6 DELETE the word "not" after the words "proxy voting is"

DISSOLUTION.

11.2 ADD after the words "the dissolving association" "always provided that any assets remaining after the payment of all debts and liabilities of the association will only be transferred to such funds, authorities or institutions approved by the Commissioner of Taxation or a Deputy Commissioner for the purposes of sub paragraph 78 (1)(a)(i) or (ii) of the Income Tax Assessment Act 1936, or any amendment or reenactment thereof."

Reason for changes.

Para 3.1 Currently Junior membership age bracket is from 1 year old to 14 years old. The age 18 would seem to be a fair and generally accepted age to carry voting privileges and responsibility

Para 5.2 The closing of nominations 21 days before the AGM gives members the opportunity to ascertain the nominees standing for office in time to lodge a proxy vote if so desired.

and - Should nominations not be lodged for some of the offices requiring to be filled, this clause will ensure that the full complement of Executive and Committee may be elected at the discretion of the chairperson of the AGM.

Para 6.6 This amendment to the Constitution will give our Australia wide membership the opportunity to lodge their vote at Association meetings if so desired when called for, by proxy.

Para 11.2 This addition is required by the Australian Tax Office.

# MEMBERSHIP

Our Membership at the close of our first year was 167. At the date of issue of this Bulletin, renewals of membership totalled 150 and the registration of new members in our second year, totalled 45. This is an increase of Membership to 193, which amply indicates the continuing interest & enthusiasm in Association affairs & the A52-600 restoration project in particular. Four Junior Members are included in these figures & the incidence of father and son memberships is increasing. If you, the Member, knows of someone who may be inclined to join our ranks, drop the Secretary a line & a package on the A52-600 restoration & the Association will be forwarded to your nominee with an application form. A lot of our members have already assisted in this way & their efforts are appreciated. The balance of Youth & "not so youthful" is levelling out in the membership, which provides for a continuity needed in an Association such as ours.

The list of Members, commenced in the last Bulletin is continued. 87 Sqdn.

- J.C. ("Sam") JORDAN PO Box 6127 - Tweed Heads South 6127 - AWM RAAF (Ret) (N)  
A.L. (Allan) DAVIES 4/18 Gordon St, Traralgon 3844 - ex 52, 454, & 87 Sqds. (P)  
M. (Max) RIPPER Lays Rd; Ext. Gormandale 3873 - ex 1-Sqdn. Fitter  
K. (Ken) JOHNSTON PO Box 178 Traralgon 3844 - Ins. Consultant  
Pres. RAAFA Glpps Brn.  
H.A. (Herb) GAMBLE 51 Ardyne St, Murrumbidgee 3163 - CG 87 Sqdn. & Survey (P)  
J. (Joe) BURNS 3 Steele Cr. Traralgon 3844 - Rear Gun. Lancasters  
467 RAAF & 75 RAF Sqdns  
R. (Ron) SKINNER PO Box 519 Traralgon 3844 - RAAF - Newsagent (ret)  
R. (Rolly) FURLONG "Woolmers" Flynn 3844 - 80 (Kittihawk Sqdn) (P)  
M. (Tim) GOODE 8 Coalville Rd; Moe 3825 - Med. Orderly 87 Sqdn.  
C.J. (Col) RYAN 1 Hill Cr.; Traralgon 3844 - Ret. Dairy farmer.  
C. (Cec) STAMMERS PO Box 367 Traralgon 3844 - RAAF - Ret. Engineer (P)  
G. (Gill) LUNDBERG Fish Creek Rd; Walkerville 3959-87 Sqdn. RAAF (P)  
J. (John) SKALESKOG 172 Princes H'way Traralgon 3844 - 330 Sqdn Nor. AF Flying Boats. Ft. Eng.  
J. (Jack) HENDERSON PO Box 545 Morwell 3840 - ex W/O Perm RAAF Eng. (P)  
J. (John) BURGESS 138 Seymour St, Traralgon 3844 - RAAF (P)  
V. (Vin) Dr. THOMAS PO Box 752 Albury 2640 one time part owner of A52-600 & Great Mosquito enthusiast.  
L.P. (Laurie) BOND 3/33 Collins St; Mentone 3194 - 87 Sqdn. broke record (P Aust/ NZ in Mosquito to 18/12/46, L. Lobb Nav.  
R. (Ron) VASSIE 33 Parthenia St; Dolans Bay 2229 - 87 Sqdn. Photo (P)  
D. (Duncan) WEMYSS 11 Linden St; Box Hill Sth. 3128 - ex-1 Sqdn Fitter  
A. (Allan) ELLIS 21 Kinsale St; Reservoir 3073 - RAAF Eleot/ Fitter  
C.A. (Alan) PATCHING 22 Eyre St; Balwyn 3103 - Lifetime in Flying pursuits, Glider pilot, tested Mossie A/F's  
R.W. (Bob) GREEN 1 Anne Marie Cr.; Pt. Halloran 4163, 87 Sqdn. Lifetime (P Commercial Pilot  
A. (Arthur) WOOD 61 Gonyah Grove Traralgon 3844 - Ret. Watchmaker  
J.R. (Rowdy) REYNOLDS 46/279 Morrison Rd. Ryde 2112 - 87 Sqdn. (M)  
J. (John) BROWNING School Rd; Willung Sth 3844 - Carpenter, worked on production of Mosquitos in England.  
T. (Tom) PARSONS 15 Callaway Crs. Leongatha 3953-RAAF served in Europe (P)  
J. (Joe) GRAHAM 162 Princes H'way Traralgon 3844 - Senior Service!!  
K.G. (Ken) Mc LEOD 3 Hilda St; Blaxland 2774 - W/Ofdr. RAAF Base Richmond, member of restoration team  
M. (Mike) MAYFIELD-RAAF Base Townsville 4810 FLTIT Serving RAAF Pilot  
Foundation member of restoration team  
B. (Brian) HALL PO Box 181 Glen Osmond 5064-Active in Legacy & RAAPA in Adelaide. - ex 94 Sqdn.  
G.E. (Garry) SMITH RAAF Base Richmond 2755 G/Cpt. OC 503 Wing.  
H. (Harry) HOWARD " " Cpl Air frame carpenter  
Foundation member of restoration team.

- R.A. (Athol) HOLTEAM 39 Tyne Crs; Nth Richmond 2754 - Cabinet maker  
Glider engineer & construction- foundation civilian  
member of restoration team on airframe.  
M.J. (Mike) SHAW 1/97 Colonial Drive, Bligh Park 2754 - Aeronautical Engineer  
foundation member of restoration team  
T.H.Y. (Tom) Le PAGE RAAF Base Richmond 2755- Prop. specialist, foundation member of restoration team (engines)  
G.J. (Geoff) MATHEWS RAAF Base Richmond 2755- Draftsman LAC. foundation member of restoration team.  
H.R. (Nells) SLEETERING RAAF Base Richmond 2755- LAC Foundation member of  
M. (Martin) MULLAN RAAF Base Richmond 2755 - LAC restoration team " "

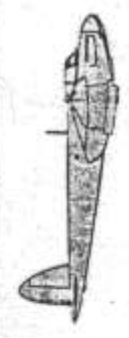
The above named members are all foundation members of the Association.

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New Members registered since the last issue of your Bulletin.

- Mrs.P (Mikki) VAN EYK 4 Carlington Cr. Templestowe 3106 - our 3rd; lady mbr.  
M. (Mark) JOHNSTON 10 Carrington St; Summer Hill 2130-Diagnostic radiographer- next entry is Mark's father.  
R. (Roy) JOHNSTON PO Box 471 Woolgoolga 2456-464 Sqdn. (P)-Flew on the University of Aarhus raid on 31/10/44  
K.S.(Ken) JACKSON 105 Keira St; Wollongong 2500 -Property Valuer- next entry is Ken's father.  
S. (Stephen) JACKSON 123 George St; Windsor 2759-W/Ofdr.Eng.RAAF (Rtd.)  
P. (Paul) FREEMAN 19 Newry St; Nth. Fitzroy 3068 Solicitor (Aviation (P & Marine Law)  
R.C. (Bob) LARGE 152 Cascade Rd; Raceview 4305- exRAAF Engine fitter.  
D.G.J.(David) BISHOP 85 Alexandra St; Greensborough 3080- Civil Engineer  
Glider pilot.  
P.M. (Patrick) SHAW 1/97 Colonial Drive Bligh Park 2756 Junior Member.  
D.J.M.(Damien) SHAW " " " " " "  
L.P.S. (Lauchlan)SHAW " " " " " "  
R.N.(Richard) ELLEMOR 1/14 Fewster Rd; Hampton 3188 Contractor.  
D.(David) MACHET 8 Kinane St; Brighton 3186 Medical Practitioner.  
H.L.(Howard) YOUNG PO. Box 27 KUNDUNURRA 6743 Contractor, ex RAA; President Truscott Base (WA) Tribute Committee.  
R.J. (Rod) FOX 2 Pembroke Court, Ringwood 3134(ex CWP) Accountant  
R. (Ron) VIDLER 9 Lee Crs; Goonellabah 2480- ex 456 Sqdn - Fitter 2A

A warm welcome is extended to our new members. If you see a familiar name in our membership lists - drop a line - make a phone call and keep in touch. This association has already brought together many old mates, who had lost contact over a long period - JUST MAKE THE CONTACT !!

Editors acknowledge to the following contributors to this issue :- Bob Alford, Aviation Historian - "Darwins B52" Richard Lutton,"Coomalie Chapel" Brian Hall ex-94 Sqd. "Bits & Pieces" Howard Young, a new member ex-RAA, "Return to Truscott" Vic Grenville & Ron Vidler, both ex 456 Sqd. "The Flying Kangaroo" FLTIT Steve Graham, OIC Restoration "Report" "Crash" Morgan, "This NICKNAME" FLTIT Mike Mayfield. our field officer - "Report"



PLLT Allan Proctor (dec)

You will recall that Nikki Van Eyk sopealed through our pages for information and photographs of her father Allan, who died when she was only 3 months old.

Your Secretary visited Nikki in November and met husband Paul & three lovely children. A big thankyou to those members who contacted Nikki following the notice in our Bulletin, with stories of "Babe" and photographs.

To date Nikki has heard from or met your Editor, Herb Gamble, Len Lobb, Ron Vassie and Allan's Navigator on Mosquitos, Bert Garrett.

It will be noted in the list of new members in this issue, that Nikki has joined our ranks and a special expression of welcome is now extended to her.

FOR YOUR LIBRARY

"DARWIN'S AIR WAR" is the exceptional story of all facets of the Japanese air raids on Australia and the Units involved in the struggle, which commenced on 19th Feb. 1942, virtually unknown to us all in other parts of Australia & overseas.

It continued unabated over the Northern Territory skies, until the last raid over Parap, Adelaide River & Batchelor on the 12th November 1943.

This unique record of Darwin's Air War is produced by The Aviation Historical Society of the Northern Territory. It is a graphic, well illustrated record of the many Units & incidents involved in this "close to home" battle & aerial invasion over Australia and the events leading up to this first attack on Australian soil.

Full records of areas attacked, of casualties of persons, aircraft & equipment & stories of the RAAF, RAF, USAAF & NEI-RAAF Squadrons taking part in the defence are graphically outlined.

Coomalie Creek Air Strip & Camp areas, the Base of 31 Beaufighter Squadron, No. 1 Pr Unit & 87 (PR) Squadron (Mosquito's) was attacked on several occasions & some unit personnel & other units are mentioned in the book.

PRICE is only \$17.00 including postage & packing & can be ordered through Bob Alford the author & Historian of the Society at 30 CALMA GARDENS, LUDMILLA, NT: 0820

The Society, Author & all taking part in the production of this book, are to be congratulated on the carefully researched, factual account of those perilous times for our country.

This book will answer many of your puzzled questions on the WHY'S, WHERE'S & HOW'S of this FIRST aerial invasion of Australia, for readers WHO WERE THERE & MANY WHO WERE NOT, but whose lives were touched by the events recorded in DARWIN'S AIR WAR. Highly recommended for your reading.

A recent letter received from Stuart Howe, the author of MOSQUITO PORTFOLIO, MOSQUITO SURVIVORS and THE de HAVILLAND MOSQUITO. Perhaps you can help him.

Allan L. Davies,  
4/18 Gordon Street,  
Traralgon,  
Vic.3844,  
Australia.

25a Marlborough Avenue,  
Edgware,  
Middlesex HA8 8UH,  
England.

18 November, 1993.

Dear Allan,

Many thanks indeed for your latest letter - it is always very good to hear from you and I am grateful to you for keeping me in touch with your Association and progress news on A52-600.

As you know, my third book on the Mossie came out just over a year ago, but I am now researching new material for my fourth book on the subject! I am especially seeking photographs and I would be very grateful for any contacts that you may be able to assist me with, please. I am seeking official, but especially privately taken photos, and any lent material I can easily copy and return. I may also be doing a revised 'Mosquito Survivors' in the not too distant future!

Regarding your note about the BAe Mosquito, its future with the company does not appear to be under threat at the moment. It did the air show circuit this year, but suffered a sick engine towards the end of the season which is causing a few headaches. Otherwise it is in good health!

I do hope that all is well. Have a good Christmas and New Year and I look forward to hearing from you again soon.

Kindest regards,



Stuart Howe.

Editor's note.

If you have any photos or other material on surviving Mosquitos or any other detail of interest on that aircraft, I am sure Stuart Howe would be glad to hear from you.

I have sent him photographs in the past and can assure you he is very good at returning any material he receives.

It might be wise to write to Stuart first telling him what you have and wait for his reply telling you if he can use your contribution.

His comment on the BAe Mossie RR 299 confirms the news that some engine trouble has been experienced. As Peter Henley a previous pilot of this aircraft has retired, the Bulletin will be contacting John Davies, Avro International test pilot, who has taken over as display pilot, to obtain an update on RR299 and details of the incident which occurred in flight.

HOW "CRASH" MORGAN GOT HIS NICKNAME

EARL JAMES MORGAN of 24 Captain Strom Plice, Carlingford NSW. 2118 who had a stint on Mosquitos as a mechanic on No 1 Sqdn at Labuan Island, Borneo - tells us the story.

"When I was stuck with this nickname it "stuck" with me right through my RAAF service, right up to now. Several incidents occurring at Evans Head "won" me the name as now outlined:

1) The Fairey Battle that I had worked on, suffered a mid air collision with another aircraft, regrettably, with the loss of both crews.

2) I had been for a test flight in a Fairey Battle, and a tyre burst on landing, resulting in a merry dance around & off the strip.

3) A few days after, whilst towing a Fairey Battle down to the inspection hangars with me driving the tractor, on the return trip deciding I could do with some extra "herbs" I stuck a PEG UNDER THE ENGINE GOVERNOR !! Great were the results as I sped between the hangars. However the route required me to negotiate the narrower gap left by the hangar doors, turn sharply around the AMMUNITION HUTS between the hangars, then straighten up & do the reverse at the other end of the hangars. Only trouble was that I had the tail bar (used to turn the tailwheel of the aircraft sticking out of the front of the tractor) This (strangely enough) interfered with my sharp turning ability!!

It was possibly pretty predictable that I succeeded in driving the tractor (full speed ahead) plumb through the side wall of a hangar, leaving one very shocked Flight Sergeant, dozing in his den, in my wake. Need I say - my weekend leave was cancelled, and issued with hammers & a length of waterpipe I was left to straighten out the mangled corrugated iron sheets. It took a long time - & they didn't look much different when I finished the task.

4) Just to break the furphy that they come in Threes !! Again towing a Fairey Battle from tarmac to parking bay with other aircraft, using a tanker as the tow. In this situation it was necessary to have one person controlling the tail bar, one in the cockpit on the brakes, one walking at each wingtip, one driving the tanker & one standing on the running board of the tanker, to direct the driver.

I was the one standing on the running board & as we passed the "Bludge Hut" the two blokes on the wingtips did a vanish into the Bludge Hut. By this time the aircraft had turned & was approaching its park position, but I noticed the port wingtip was rather close to a parked aircraft's rudder. I yelled for the driver to stop, jumped off the tanker & ran back, calling & signalling to the brakeman in the cockpit to STOP - STOP - S-T-O-Poooo!

By the time he reacted, the aircraft had rolled forward & punched a hole in the rudder of the other "Battle!"

The result ?? - I COPPED 7 DAYS CB - "FOR LEAVING MY POST" which I thought was most unfair, given the circumstances & my frantic efforts to prevent the bingle.

Shortly after this PATAL FOURTH, one of my mates greeted me with "HOW YA GOIN' CRASHER !" Well it was a moral to stick & the whole camp followed suit. Time & convenience shortened the nickname to "CRASH!"

How am I now ?

"CRASH HOT OF COURSE"

" THE POPPY LEGEND "

Ex-Servicemen & civilians are fully aware that the Red Poppy is of special significance in the remembrance of our fallen comrades in the many theatres of many wars.

But how many of us have heard the strange and haunting tale of the emergence of this emblem on battlefields from 1917 to well after the Great War, dating back to Genghis Khan bringing Poppy seeds from China to the west, as he laid Europe waste.

We are indebted to our member Brian Hall of Adelaide for bringing this detail to our notice.

The poppy legend originated in China. A white flower from which a potent drug was distilled was called the Flower of Forgetfulness. Genghis Khan brought some of the seed westward but after a battle the flower became red. In the centre of each was a cross.

It was found that on many battlefields, when everything else had been laid waste, the landscape was soon ablaze with the blood-red blooms. On the Somme battlefield in 1917, (and again after the war was over), the land burst forth in a blaze of scarlet with patches of yellow charlock and white camomile. Many graves of those buried near the front line were soon marked by the charlock due to the seeds being released when the grave was dug.

Lord Macaulay drew attention to the strange link of the poppy with battle and put forward the suggestion it should be regarded as the flower of sacrifice and memorial.

**More Language Barriers?**

Remember when hippie meant big in the hips And a trip involved travel in cars, planes or ships?

When pot was a vessel for cooking things in And hooked is what grandmother's rugs might have been?

When fix was a verb meaning mend or repair And be in meant simply existing somewhere? When neat meant well organised, tidy and clean

And grass was a ground cover, usually green?

When lights and not people were turned on and off

And the pill was intended to help cure a cough?

When groovy meant furrowed, with channels and hollows

And birds were winged creatures like robins and swallows?

When fuzz was a substance, all fluffy like lint And bread came from bakeries, not from the Mint?

When roll was a bun and rock was a stone And hung-up was something you did to the phone?

When chicken meant poultry and bag was a sack

And junk was just cast-offs and old brick-a-brac?

When cat was feline, a kitten grown up And tea was a liquid you drank from a cup?

When swinger was someone who swung in a swing

And pad was sort of a cushiony thing?

When way-out meant distant and far, far away

And man couldn't sue you for calling him "gay"?

Words once so sensible, sober and serious Are making the scene man, like psycho-delirious.

It's groovy, dad, groovy - but English it's not.

Me thinks that the language is going to pot.



# RETURN TO TRUSCOTT

Construction of this forward RAAF Base at Anjou Peninsula, NW Western Australia commenced in 1943. It was simply a "springboard" for our operational Squadrons to penetrate enemy installations in the Indian archipelago and Asian Islands. Operations from this remote RAAF Base commenced in early 1944.

This was a secret air base during the war and made it possible to target key enemy installations which the Japanese considered to be beyond our range. The area is currently leased to Santos by the WA Dept. of Lands & Surveys, on behalf of the traditional owners, the Kalumburu community & used for oil exploration in the Timor Sea. Little known is the fact that the existence of this base led to at least one Japanese Commando Unit landing on the North Western Coast in an unsuccessful search for this forward staging point.

A Japanese "Dinah" reconnaissance aircraft located Truscott on the 20th; July 1944 & was shot down by Spitfires of 54 Sqn RAF, so the Base remained secret to the end of the war.

Some Squadrons stationed or staging through Truscott were: - 12<sup>th</sup>, 21<sup>st</sup>, 23<sup>rd</sup>, 24<sup>th</sup>, 25 RAAF Liberators, 380th; Bomb Group USAF Liberators, 54<sup>th</sup>, 54B, 54G RAAF Spitfires, 2 RAAF Mitchells, 31 RAAF Beaufighters, 1FPU & 87 (PR) RAAF Mosquitos, 111, 112, 113, 114, & 115 Catalinas.

Some maintenance, supply, signals & defence units stationed at or near to Truscott were: - 1 & 14 Airfield Construction, 154, 161, 319 RADAR RAAF, 317 RADAR & US IORAN & Army Airforce Communications on nearby Sir Graham Moore Island, 344 RADAR on West Montalivet Island.

Army Support was: - 54 Mobile Heavy AA Regiment RAA: 134 Heavy AA Bty; 153 Light AA & 232 Light AA Btys; 67 AA Searchlight Bty; 2/2nd Boring Coy; small units of Army transport, ship unloaders, signallers.

Our thanks to Howard Young, President of the Truscott Base Tribute Committee who has provided this outline. The editor is advised that the committee is still gathering & seeking information re Squadrons & units that used Truscott Base, so the above statistics should not be regarded as complete.

More than 3000 personnel of all services served at Truscott at the height of its operational life.

Those of us who staged through Truscott will recall it perhaps, rather faintly, as a somewhat nondescript, flat, wooded, coastal area, dominated by one long landing strip, heading straight out to sea & carved out of the light timber forest. The prepared strip was overlaid with Maresden Matting steel mesh (very noisy on touch down) The stay was mainly for 2 nights, in tented accommodation in a no frill camp, no lasting impression can be recalled -- except perhaps for the excellence, huge quantities and size of the Truscott oysters and the quiet efficiency of the groundcrews. It was largely regarded purely as a refuelling station required to achieve the range needed & a place to rest up a night, after completing a long sortie.

Nevertheless the place has a haunting quality - so much so that THE TRUSCOTT BASE TRIBUTE COMMITTEE has been formed at KUNUNURRA WA: to perpetuate the associations formed at Truscott & preserve the memory of those who served and some who died there.

Two "REMEMBERS TO TRUSCOTT" have been held in 1992 & 1993 & a third is planned for the 20th May 1994. Two remembrance cairns have been erected & a Memorial Dawn Service is held. To those Veterans & others attending, this trip to one of Australia's last outposts is surely a pilgrimage.

Anyone contemplating attending in 1994 can obtain full details from HOWARD YOUNG, PO Box 1108 KUNUNURRA WA. 6743.

Truscott Air Base was named in honour of SQUADRON K.W (Blaney) TRUSCOTT DFC & BAR - of 452, 602 & 76 Squadrons.

# THE FLYING KANGAROO

The article in Bulletin No. 5 inspired by member Leigh Taylor on the origin of the "Flying Kangaroo" RAAF insignia, has generated some replies, with the full facts & the "NIGGY GRITTY" of the origin now placed before you.

Fred Stevens an Association member & an erstwhile pilot on 456 Sqn; says: - "Early in 1941, a group of volunteer groundcrew left Williamtown RAAF Base for service in England with the Royal Air Force. On the voyage IAC McTeer & IAC Vidler made a stencil of a kangaroo, copied from an old penny. A number of kitbags with this insignia were soon the pride of many owners. Ron Vidlers' kitbag was donated to the RAAF Museum, Point Cook"

Ron Vidler tells us: - "When I joined 456-Night Fighter Squadron at Valley in North Wales, I first put the insignia on the nose of a Beaufighter MkII-RX-K, but it didn't look too good as the "Beaus" were painted dead black all over. When the Squadron was at Middle Wallop the idea of putting it on our Mosquitos really got going.

By 30th; June 1943 it was on all "A" Flight Mosquitos. When the Sqn had moved to Ford, Sussex in 1944, it was on all "B" Flight Mosquitos as well. I have a photo of Mosquito Mk XVII RX-J, (showing the "Kanga"), flown by FLTR Stevens & FLTR Kellest, together with two swastikas & three flying bombs."

Ron Vidler feels sure this was the first Mosquito to carry the insignia, but without doubt No. 456 Squadron originated & flew the kangaroo insignia, however unofficially, in 1943 - 13 YEARS BEFORE THE INSIGNIA WAS OFFICIALLY ADOPTED BY THE RAAF IN 1956.

The bulletin makes no claim other than crediting 456 Squadron, through IAC's Vidler & Mc Teer, with originating THE FLYING KANGAROO, which was later used by commercial Air Lines & the RAN, as well as the RAAF.

This matter of the Flying Kangaroo insignia, could lead to interesting discussion at the 456 Squadron reunion, to be held on 9th; to 12th; May 1994 at Mulwala, NSW.

Editors note - Would be interesting to know if the story of the Flying Kangaroo insignia's early origin in 456 Squadron, figures in the Squadron's history.

## REUNION

Jack March the Convenor of the proposed reunion of 47(PN) Squadron in September this year, regretfully advises this function has been cancelled.

The reunion was widely advertised in service related publications & appeared in this Bulletin. Jack thanks those ex-personnel who have indicated their interest, but considers the numbers are insufficient to ensure viability & the well rounded enjoyment & fellowship expected on such an occasion.

Editors note. Organising a reunion is no easy task & Jack is to be thanked for his efforts in arrangements for the well balanced programme he had devised for this reunion. The 1993 reunion of RAAF Mosquito Squadrons (Pacific Area) held at Richmond NSW, could well have dampened entries for the proposed reunion at Williamtown in 1994.





FINANCING THE RESTORATION OF  
MOSQUITO A52-600

As you are aware this aircraft is owned by the RAAF, and to date all costs of the project have been met by the owners, with the exception of a \$500 consultation fee advanced to the project by the Association in our first year.

It is expected that the bulk of restoration costs will be borne by the RAAF, but in the present economic climate there could be times when budgets may have to be pruned or expenditure delayed, with the undesirable loss of continuity in the restoration resulting.

Paragraph No.4 in our "OBJECTS" provides - " To raise funds through entry fees, annual subscriptions, donations & any other source decided by the Committee to contribute to the costs of restoration of A52-600 and to promote public awareness of the project."

Since the foundation of this Association, unsolicited donations to our funds have been gratefully received from members, \$1161-80 being donated in our 1st; year, with \$1126 received to date in our 2nd; year.

As it is obviously in our members best interests to ensure that the restoration proceeds at a steady rate - to see that this unique, historic aircraft is returned to a fully restored state, in a reasonable period of years, your Committee feels members generally, may wish to contribute to The A52-600 Restoration Fund held in our Accounts, currently with a credit balance of \$1787.80. All donations will be acknowledged' by name only in The Associations Annual Report.

The Association is registered as a public museum with the Tax Office and donations of \$2.00 and upwards are deductible for taxation purposes.

The decision to make a contribution of this nature is a personal matter for the individual member, and no pressure on the membership is intended by your committee.

It is the committee's intent to seek Corporate Membership and Sponsorship and this will be another source of revenue for the project. Already one Corporate Sponsor (as advised elsewhere in this issue) has undertaken to complete a specialized task at no labour cost, with materials at cost.

Members deciding to support a fund drive should make cheques out to the Association, crossed not negotiable and forward to the Secretary/Treasurer, receipt will be sent out promptly.

Your contributions will be applied as follows :- Initially outlays from the Restoration Fund will be directed towards cost of canopy reconstruction, tracing & acquisition of instruments, assistance in wing reconstruction costs, restoration of rudder and other financial assistance in the project as indicated by need from time to time.

MOSQUITO A52-600

PROGRESS REPORT ON PLANS & WORK ON RESTORATION.

The Team, headed by FLTLT S. Graham have laid out an ambitious programme for 1994. Simply, they plan to complete all woodwork on the fuselage, with tail section & fin attached & cockpit canopy restored and in place. Works on the Wing will commence.

Rex Goadby of Aeroplastics and Structures (GM. & owner) of Townsville, following an approach by FLTLT Mike Mayfield, has kindly offered to sponsor the reconstruction of the cockpit canopy, providing the expertise and specialized labour required at no cost, and with materials supplied at cost. This is a most welcome sponsorship and Rex Goadby's contribution and interest in the A52-600 project is gratefully acknowledged.

The canopy was shipped from Richmond NSW to Townsville in December 1993.

The Team reports:- Work is well on the way in 1994. The wing box has been removed from the fuselage making it more amenable for continuing woodwork. Merv Waghorn (one time Production Manager at the de Havilland plant at Bankstown NSW & with a wealth of experience on the construction of the Mosquito) is kindly acting in an advisory capacity to the project.

He has proposed a simple method for rebuild of the rear fuselage by constructing an auxiliary bulkhead at the position of the tail fittings with auxiliary stringers running from the major fuselage structure on the inside of the skin to this bulkhead. The inside skin will then be laid around these stringers, followed by the Balsa core and then the outer skin. The auxiliary stringers will be removed and "Hi - Presto" the project has a complete fuselage. On completion of this work the difficult task of the Wing reconstruction will start, under the guidance of Merv Waghorn. A sincere vote of thanks is recorded here for the generous sharing of his expertise in the planning of the various stages of this restoration project, which has certainly speeded up the process of the rejuvenation of Mosquito A52-600.

OC Project, FLTLT Steve Graham tells us the above programme up to the Wing stage, is expected to be completed before you receive this Bulletin.

Further progress reports will be outlined in later Bulletins through the year.



Souvenir Card.

Enclosed with this Bulletin is a complimentary print of a painting of Mosquito A52-600, painted by our member, Duncan Forrester, an accomplished Aviation artist.

The photograph from which this painting was taken is of A52-600 at Moratai on 4/8/45, en route to Labuan Island, Borneo, on detachment from 87 PR Squadron, Coomalie Creek NT.

Should members require larger copies of this or other paintings of aircraft. price details will be supplied in our next Bulletin and your requirements may be ordered direct from Duncan.

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Our Man In The Field

FLTLT Mike Mayfield has been involved in the A52-600 restoration, since the aircraft arrived at RAAF Base Richmond in 1989, in both a hands on & administrative capacity. His forte however, is undoubtedly in tracing bits & pieces required for the restoration & "persuading" owners or arranging "swaps" and sponsorships to further the progress of project.

Mike is a Pilot currently serving on No. 35 Squadron, based in Townsville, Queensland. On a recent holiday trip to the U.K. he visited British Aerospace & the Mosquito Aircraft Museum & has made most valuable face to face contacts & gathered material & information which will most certainly be of great value to the restoration. He has obtained & has ready access to further General Arrangement Drawings, two nose perspex windows & a fully serviceable crew step-ladder. Mike's visit has greatly enhanced the status of the A52-600 project in England & has provided the OIC project with ready access to cooperative persons and establishments in England, whose experience in restoration of Mosquito aircraft, to both static & flight condition, is already a matter of record.

Mike also tells us the refurbishment of the canopy is well on the way, the rudder arrived in Townsville on the 14th; February & it may be possible to have other control surfaces ( ailerons & elevators ) also rehabilitated in Townsville.

Thank you Mike, on behalf of the members and project team for your enthusiastic efforts & interest in the restoration . The editor regrets space does not permit the full outline of your report of your findings in your recent trip.

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Our old friend will never look worse than she does now - the wing box has been removed & the fuselage is fully supported by the Roll Over Stand and the horizontal stays that Harry Howard & Athol Holtham are leaning on.

With works advancing on control surfaces & advanced stage of Fuselage repair, the end of 1994 will show a marked improvement in A52-600's appearance. Harry is now a "MISTER", having opted for civvie street as Athol's partner in restoration of antique furniture - (whenever they get a break from antique aircraft duty!)

NO ROOM LEFT FOR EDITORIAL -  
- AS USUAL !!  
JUST - **CHEERS!**

I, -----  
name

of -----  
address

wish to become a sponsor of the Restoration of de Havilland Mosquito PR Mk.XVI - A52-600 and enclose my personal contribution of \$ ----- to the Restoration Fund, administered by the Association.

Cheques should be drawn to The Mosquito Aircraft Association of Australia and crossed not negotiable. Receipts will be issued by first mail.

Donations of \$2.00 and upwards are an allowable Tax deduction.

Note. - This form with your contribution should be forwarded to The Secretary, The Mosquito Aircraft Association of Australia, 4/18 Gordon Street, Traralgon, Victoria, 3844.

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Questionnaire.

- 1) Should it be possible to arrange a meeting of the Association and an inspection of the A52-600 restoration at Richmond NSW; at some time in the future, would you be interested in attending?

YES  NO  Tick applicable decision

No commitment is required at this stage, as the inspection of A52-600 will be best delayed until the restoration is well advanced. This detail is required purely to obtain your indication of interest.

The meeting would extend from (possibly) a Friday afternoon registration, Saturday - meeting and inspection of project - Association dinner at night. Sunday - Fellowship & departures. It is envisaged that most members attending would be staying at the same venue.

Would you like your wife or other companion to attend YES / NO

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- 2) Bulletin. Have you any suggestions that you would like to see incorporated in the Bulletin? If so here's your opportunity - all suggestions will receive solemn consideration and put into practice where desirable and practical.

Your constructive criticism is also invited.

Don't forget to keep your contributions in material coming in. They will be used wherever possible and your editor is most dependant on this source to provide a well balanced Association journal - with something for everyone.

Suggestions etc; -----

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*continue over if  
more space required.*