

# The Mosquito Aircraft Association of Australia

President:

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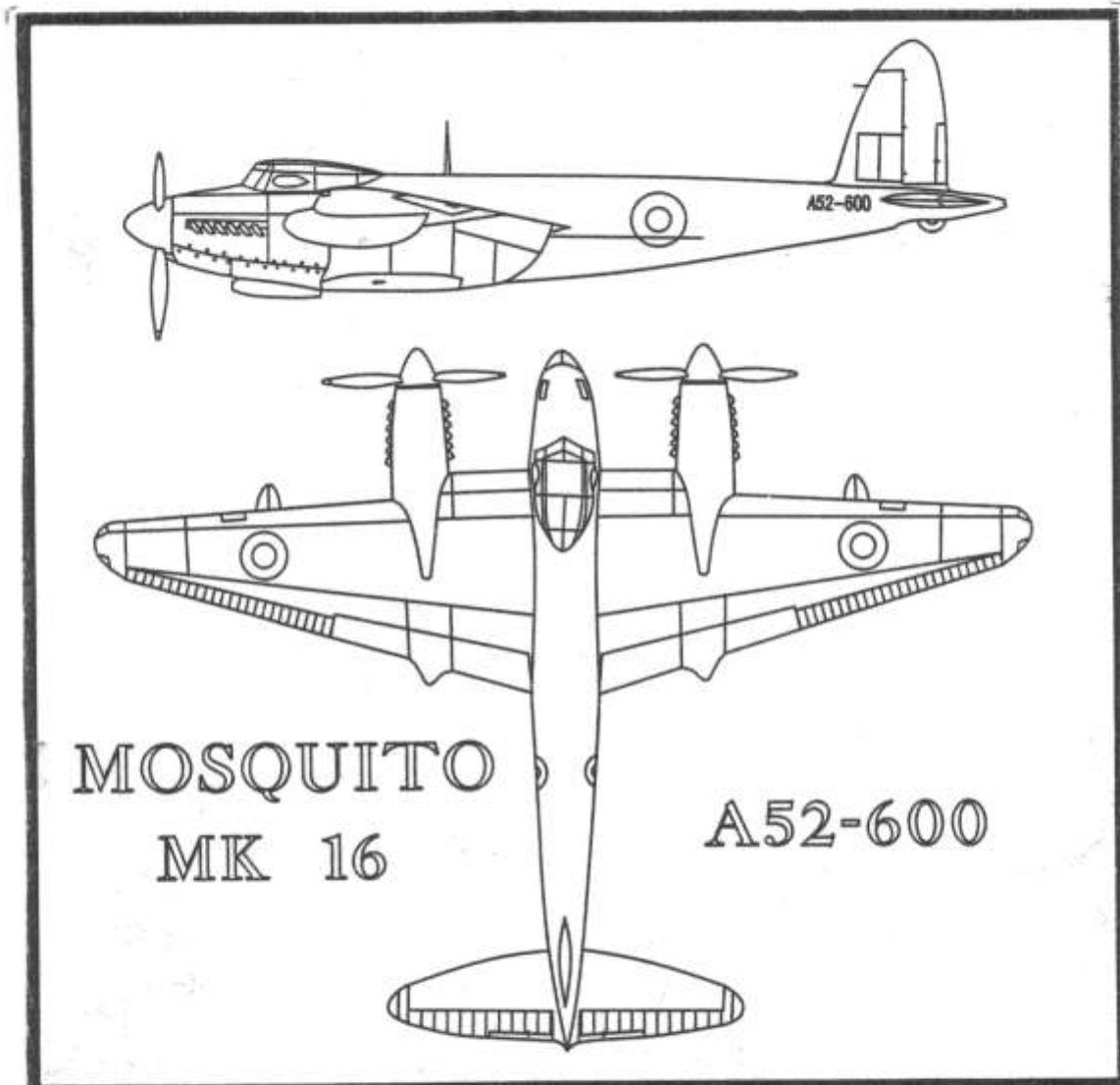


Secretary:

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4/18 Gordon Street,  
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Tel: 051-745906

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

## BULLETIN - No 7 - AUGUST - 1994



### OPERATIONAL HISTORY OF MOSQUITO AIRCRAFT — A 52 - 600

It will be of interest to those members who have not read David Vincent's "Mosquito Monograph" or Stuart Howe's "Mosquito Survivors" to learn details of the wartime operations flown in this aircraft by aircrews of NO. 87 PR Sqn;

Operations on 87 Sqn; were conducted from Coomalie Creek, some 50 miles south of Darwin NT; Broome and Truscott in North Western Australia and on detachment to Labuan Island, Borneo.

Most operations were of long duration, flown mainly around the 25000 feet level. The aircraft was not pressurised and had bottled oxygen via face masks. Fuel load was 860 gallons

This Frontspiece is copied from a metal engraving of A52-600 by, and with the permission of J & D Computerised Engraving Services of 14 Burgess St; Raceview, Queensland 4305. Our thanks to Jan & Dale for this fine etching.

(Imperial). No armament was carried.

From advanced airfields the Mosquito could cover long range flights to targets such as Soerabaja, with photographs providing the aerial intelligence on which our fighter & bomber strikes on Japanese installations were briefed.

The following record covers - date of the Operation, aircrew, target and duration of flight.

23/3/45	FLTLT Kearney/ PO Hardwick-	Timor	5.30
17/4/45	FLTLT Bell / WO Strange-	Timor	4.30
11/5/45	FO Davies / FO Reynolds-	Flores, Bima	6.20
21/5/45	FLTLT Lundberg/ FO Kercher-	Soemba	7.10
25/5/45	FO Henry/ FO Jordan-	Soemba	7.15
2/6/45	FLTLT Johnston/FO Williamson-	Timor	4.00
5/6/45	FLTLT Kearney/FO Hardwick-	Soemba	4.30
12/6/45	FLTLT Henry/ FO Jordan-	Timor, Soemba	6.45
15/6/45	FO Davies/ FO Reynolds-	Flores, Soembawa	6.30
23/6/45	FLTLT Lundberg/ FO Kercher-	Kai Islands	6.30
2/7/45	SQDLDR Gillespie/PO Gibbons-	S/E Celebes	7.00
3/7/45	FLTLT Armour/PO Batzloff-	Celebes	6.50
6/7/45	FLTLT Dee/ PO Baesjou-	Timor	5.35
12/7/45	FLTLT Bailey/PO Gibbons-	Bima	5.05
14/7/45	FLTLT Bell/WO Strange-	Atauro Is.	7.05
22/7/45	FLTLT Armour/PO Batzloff-	Kai Islands	4.30
6/8/45 *	FO Davies/ FO Reynolds-	Kuching	5.25
9/8/45 *	" " " " Anambar,	Natoena Islnd	6.05
10/8/45 *	" " " " Kotawaringan,	Sibu	5.45
11/8/45 *	FLTLT Lundberg/ FO Kercher-	Kotawaringan Kuching	7.15

This record covers 20 operational flights for a total of 119 hours 35 minutes. This is by no means a long operational tour for a Mosquito aircraft compared to tours flown in the European war theatre. However this record does serve to indicate that Mosquito A52-600 is indeed one of the very few vintage aircraft restored, that actually has a background of Squadron service in war time.

After cessation of hostilities, A52-600 completed a further 19 missions in the RAAF, involved in the aerial mapping of Australia, until withdrawn from flying in 1947.

The operations marked \* above were flown on detachment from Coomalie to Labuan Island, Borneo. A further 7 operations were flown in Mosquito A52-604 on the detachment.

The first RAAF Unit to fly the Mosquito aircraft in the Pacific zone was No. 1 Photographic Reconnaissance Unit (the predecessor of No. 87 Squadron), when on the 1st June 1944, FO Ken Boss-Walker & PO Jeff Love completed an operation over enemy targets at Ambon in A52-2. The first deliveries to these two units were of Mosquitos produced at Bankstown NSW; modified for Reconnaissance from FB Mk. 40 Mosquito. The English built PR Mk. XVI Mosquito first flew in operations on 87 Squadron strength on 23/3/45.

The Mosquitos supplied to No 1 (Attack) Squadron RAAF, which took part in the Borneo campaign were the English built FB Mk. VI version. This Squadron's ground crews serviced A52-600 & A52-604 on their detachment to Labuan Island, Borneo, where No. 1 Squadron (Mosquito) RAAF was based for their strafing attacks over enemy targets on the Borneo mainland.

# RESTORATION PROGRESS



B E F O R E



This photo above shows the main part of the fuselage separated from the tail section. The fuselage is secure in the Turn Over Stand, lying on the Port side.

It is readily seen that this separation was made between bulkheads. Photo taken on the 27/10/93.



A F T E R



This photo, taken on 26/4/94 shows the temporary bulkhead and stringers in place, ready to receive the tail assembly. As described in Bulletin No.6, the inside skin joining the tail section will be laid around the stringers, followed by the Balsa core and then the outer skin. The auxiliary bulkhead and stringers will then be removed and A52-600 will have a whole fuselage once again.

# MEMBERSHIP

Renewals by our first year members were very high at 92% and the year's Membership to 30th; June 1994 closed as follows.

Ordinary Members-	151
New Ordinary Members during the year.	40
Junior Members-	4
Aero Club Member	1
	196

In addition 10 prospective new members have lodged their applications and will be admitted from 1st; July 1994.

Our Membership Applications are coming from two main sources.

- A) Resulting from PR releases and articles in the Media, particularly Newspapers, Aeronautical and Service related magazines.  
 B) By reference and recommendation from existing members.

The Membership list is now continued.

- Trappett J.P. (Jeff) PO. Box 224 Norwell 3840 - ex RAAF pilot, flew with Roulettes, now civil pilot
- Wilkins L.G. (Len) 46 Danham St; Rye 3941 Factory proprietor.  
 Griffin G.S. (Col) Box 268 Gisborne 3437 ex 456 pilot.  
 Bates R.F. (Roy) 6 Marie St; Traralgon 3644 Vintage aircraft enthusiasts  
 Burns A.P. (Peter) 13 Urunga St; Nth. Balgoolah ex 87 SOD. Survey  
 Hawkins M.H. (Morrie) 83 Jacaranda St; Booval 4304 ex 1 SOD.  
 Slatter S.V. (Shane) Lot 4 Tristania Dr; Traralgon-Vintage aircraft  
 Roberts S.T. (Steven) IAC RAAF Photography unit - Williamtown NSW. 2314  
 Urand R.R. (Roy) 15 Richmond Dr. Bouldercombe 4702 Model aircraft & Mosquito enthusiast, flies a large model Mosquito.  
 Baird T.C. (Tom) 30 Atunga Ave; Kiama 2533 Nav. 87 Sgd.  
 Hess J.H. (Jim) 7 Toorong Ave; Nth; Balwyn 3104 - 1 Sgd.  
 Langford R.H. (Ron) 7 Catalpa Cr.; Clifton Springs 3222 - Pilot 87 Sgd.  
 Armuty H.J. (Red) 122 Blackland Rd; Wentworth Falls 2782 Pilot 87 Sgd.  
 Pretty W.I. (Ivan) PO Box 89 Paddington 2021 - Nav 1 Sgd.  
 Champion K.H. (Ken) RSL Retirement Village PO Box 56 Narrabeen 2101 - Pilot 1 Sgd.
- Templeton R.G. (Ron) 55 Platypus Ave; Surferra Paradise 4217 - ex Survey Fl  
 Williams L.A. (Len) 2/19 Glen St; Hawthorn 3122 - Nav. 1 Sgd;  
 Phillips A.J. (Jack) 2 Demersyde Ave; Brighton 3186 - 87 Sgd;  
 Taylor R.A.B. (Ray) 18 North Banfr Rd; Floreat Park 6014 - Pilot 1 Sgd;  
 Baesjou J.R. (Jack) 19 Bernard Rd; Busselton 6280 - Nav 87 Sgd;  
 Bonythton H.R. (Kym) 107 Brougham Place Nth. Adelaide 5006 - Pilot 87 Sgd;  
 Watson G. (George) 9 Bellvue Rd; Nth. Balwyn 3104 - Nav 1 Sgd;  
 Weiden R.W. (Ray) 10 Rapur St; Raceview 4305 - 87 Sgd;  
 Lacey R.S. (Ray) 6 Fenton Place Currambin 4223 - Pilot 464 Sgd;  
 Sparrow N.R. (Noel) 29 Chewton St; Oxford Park 4053 - 87 Sgd;  
 Spooner R.A. (Reg) 1 Brown St; East Preston 3072 - 1 Sgd;  
 Adkins A.S. (All) 45 Panorama St; Clayton 3168 - Cook 87 Sgd;  
 Crump D.J.C. (Des) 33 Johnson St; Pascoe Vale Sth; 3044 - 1 Sgd;  
 Russell S. (Selby) 81 Pilsoll St; Greenslopes 4120 - 94 Sgd;  
 Cowper R.B. (Bob) 19 Old Drive Novar Gardens 5040 - Pilot 456 Sgd;  
 Thalans B.M. (Bernie) "Strinegar" RMB Mongarlowe 2622 - Mosquito enthusiast.  
 Russell J.G. (Carley) 87 North St; Swanbourne 6010 - 87 Sgd;  
 Holmes K.V. (Keith) 16 Salvia St; Hollywell 4216 - 1 Sgd;  
 Daniel R.W. (Ron) 1 McWhae Place Ballcreek 6149 - Trans. Command Pilot  
 Rimbury R.S. (Rex) 9 Harvey St; Seaforth - 2092 - Pilot 87 Sgd;  
 Morgan F.J. ("Crash") 24 Captain Strom Place Garlingford 2118 - 1 Sgd;  
 Palsford M.B. (Brian) 66 The Terrace Windsor 2756 - Pilot 1 Sgd;

- Strange R.A. (Ralph) 133 Brighton Ave; Toronto 2283 - Nav; Pilot 87 Sgd.  
 Nunn G.W. (Gordon) "Wunulla" Mt. Kilooy, Kilooy 4515 - Pilot 464 Sgd.  
 Wood M.H. (Michael) 26 Woodbine Cres; Ryde 2112 - Nav; 87 Sgd.  
 Naugh P.C. (Peter) "Glentield" Wendsworth 2365 - Pilot 87 Sgd.  
 Gray G. (Gerry) 26 Prospect Rd; Summer Hill - Aero. Engineer.  
 Goldstiver C.W. (Cec) 3 Brahmim Cr.; Dayboro 4521 - Pilot 464 Sgd.  
 Boase A.M. (Max) PO. Box 168 Murrumbidgee 3626 - Armourer 1 Sgd.  
 Durrell S.F. (Stan) 3 Melissa St; Dunrobin 6023 - Photo 87 Sgd.  
 Trevenen H.J. (Herb) 75 Kay St; Traralgon 3844 - Nav. 78 Sqn.  
 Orr W.L. (Bill) 276 Wellington St; Ormiston 4160 - Pilot  
 Lobb L.C. (Len) 264 Dendy St; Brighton 3197 - Nav; 87 Sgd.  
 Stoner R.A. (Ross) 5 Wyn St; Campbelltown - 5074 - Nav. 464 Sgd.  
 McKenzie A.E. (Ted) 28 Estuary Heights Boulevard 6210 Pilot 87 Sgd.  
 Morgan H.G. (Bert) Sandallwood 23 - 356 Blunder Rd; 1 Sgd.  
 Durack 4077  
 Morrinsy J.V. (Leo) 138 Elgar Rd; Box Hill Sth; 3128 1 Sgd.  
 Kelleit WAH (Andy) 32 Panoramie Grove, Glen Waverley 3150 Nav 456 Sgd.  
 Garrett C.H. (Bert) 5/7 Kimmond Ave; Wavell Heights 4012 - Nav 87 Sgd.  
 Middleton A.L. (Alan) 14 Pitgibon Cres; Caulfield 3161 - Nav 94 Sgd.  
 Stevens F.S. (Fred) 24 Eleventh Ave; Anglesea 3230 - Pilot 456 Sgd.  
 Dunkley E.H. (Ern) 22 Beaumont Ave; Wyoming 2250 - Pilot 464 Sgd.

The following new members are warmly welcomed to our membership and are thanked for their interest in the Association and support for the restoration.

- Wisdom J.C. (Joe) 5 Darren Cr.; Cheltenham 3192 - 6th; Army A/B Div.  
 Pease C.H.I. (Claude) 18 Bridge St; Opotiki N.Z. - RAAF 82 Sgd. India/Burma  
 Read J. (John) 130 Regent St; Preston 3072 - Pharmacist.  
 Rowles L. (Les) Barr's Lane, Plym 3844 - Vietnam veteran, Army  
 Wellfare D.E. (Denks) 41 Alexander Ave; Hazelbrook 2779 - ex RAAF  
 Scott R. (Ron) 28 Colah Rd; Mt Oolah 2079 - 1 Sqn Armourer  
 Noonan P.A. (Paul) 10 Minter St; Valentine 2280 - Envt. Engineer.  
 Cook B. (Barry) 6 Campbell St; Sale 3850 - Tennis Coach, Avi-Art  
 Kearley S.A. (Scott) 17 Sydney St; Erskinvillie - Public Servant, ex-RAAF  
 Platt E.C. (Ted) 87 Taylor St; Dubbo 2830 - Ex 456 RAAF - P II E



"PRUNE" - YOU FORGOT? THE  
 EMERGENCY RATIONS - XX!! = PP?  
 START PADDLING!!!

VALE - R.W.(Bob) Iredale.

31/3/1913 - 17/6/1994

We regretfully record the death of our member Bob Iredale, his surviving friends from 464 RAAF Squadron will be saddened by his passing.

Bob led the second wave of Mosquito aircraft on the now famous low level attack on Amiens prison in France on 18th; February 1944.

He attained the rank of Wing Commander and was awarded the French Croix de Guerre and the Distinguished Flying Cross.

After the war Bob joined Vacuum Oil in New Guinea, settling later in Horsham, Victoria as the company's Wimmera Representative.

He retired to Mornington where a Memorial service was held at the Mornington R.S.L. on the 23rd; of June.

We proffer our sincere condolences to the bereaved family and close friends.

R.I.P.

#### Prints of Aviation Paintings.

Our member, Duncan Forrester is an Aviation artist ( he painted A52-600 at Moratal on the print recently sent to you). He has a large "library" of paintings, prints of which can be offered to our members, measuring 8½ inches by 6", in an artboard folder for \$9.00 each, with postage and handling all over Australia included.

Further, Duncan has indicated that \$2 of each sale will be donated to the A52-600 Restoration Fund. Members can also arrange to have a specific aircraft painted by Duncan in the same or larger sizes - details and cost to be settled direct with Duncan.

Some selections could be from - Hudson up from Bairnsdale, Hudson formation after delivery to 23 Squadron, Beaufort A9-76 - No.1 OTU and West Sale, Catalina FJ-J over New Guinea, Tiger Moth A17-641, Lancaster "Old Sugar", Clive Caldwell's Spitfire A58-484, Mosquito A52-600 & A52-609, Boston A28-3(FltLt W.Newton's VC last sortie), Sunderland Coastal Patrol, & others.

Your orders and enquiries should be directed to Duncan Forrester at 118 Bay Road, Mt. Martha, Vic; 3934. - Telephone 059-741976.

#### MEMBERSHIP SUBSCRIPTIONS.

At the AGM (15/8/94), the members present, voted in favour of no increase in annual subscriptions for the year ending 30th; June 1995, which will therefore remain at \$20.00.

Your Subscription is now DUE & PAYABLE and elsewhere in this Bulletin is a section for cut out for members to fill in and return ASAP.

Your early attention to this remittance will be appreciated by the Secretariat and ensure you are on the Bulletin mailing list.

#### 456 Squadron RAAF - Reunion and Squadron Stats.

Ken Munro has kindly reported on the Squadron Reunion recently held in the magnificent venue of the Mulwala RSL Club, NSW.

Attendance was good with 76 ex-members of 456 and wives taking part in the excellent programme. The programme covered 4 days intense activity, with sporadic low level strikes on the pokies in between (with little success we are told - so whats' new !!)

This was the 9th Australian National Reunion of the Squadron, which has maintained its strong sense of fellowship, forged during 4 years in action over Europe. It is believed the 1995 Reunion will be held in South Australia.

A thumbnail sketch of the Squadron will be of interest to our members :-

456 Squadron was formed on 30/6/1941 at RAF Station at Valley in North Wales & operated from 7 other bases over the 4 years of Squadron service.

MEMO for our Victorian members living in the Melbourne Metropolitan and fringe areas.

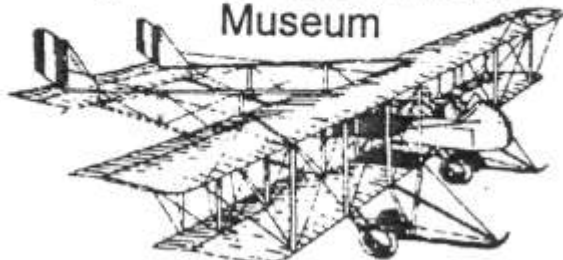
Some of you may well be interested in becoming a "Friend of the Royal Australian Air Force Museum", taking part in some of the many interesting duties & functions associated with the Museum, situated at Point Cook.

Membership carries distinct benefits, in addition to the active support factor, such as discounts on Museum purchases, free entry to RAAF Museum Airshows, an annual copy of the Museum Calendar with 13 historic aircraft in beautiful colour, a periodic newsletter and the opportunity to play a part in the operation of the Museum.

Of course Membership is not restricted to the State of Victoria only, particularly for those of our members who follow the Air Shows.

Further detail is shown below - supplied by the "Friends", and full information on how to join, membership fees and other matters of interest can be obtained by writing to the address shown.

## Friends of the Royal Australian Air Force Museum



### Point Cook

#### Birthplace of Military Aviation in Australia

The RAAF Museum at Point Cook is currently undergoing redevelopment which will see it emerge as one of the worlds finest historical aviation facilities. The RAAF has made a substantial commitment to the future of this project, and has supported the formation of the "Friends of the RAAF Museum" to assist in this undertaking.

By becoming a Friend of the RAAF Museum you can contribute to the development of the new Museum facility and assist with the on-going preservation of our military aviation heritage. For further information on how to become a Friend of the RAAF Museum, please write to:

Friends of the RAAF Museum  
Point Cook,  
Victoria, 3027

Aircraft flown were :- Defiant 1, Oxford 11, Beaufighter 11 & 1V, Blenheim, Mosquito 11, 111, V1, XV11 & XXX.

#### Operational Log.

Operational Hours	6226.50 m
" Miles	1581091
" Sorties	2397
Enemy Aircraft destroyed	41
" " probables	5
" " damaged	8
Shipping damaged	6
Divers destroyed	24½
Trains damaged	38
Road Transport damaged	13
Power Stations damaged	3

Our Association has a good representation from ex 456 Squadron members, the latest to join being Ted Platt, who attended the Reunion & heard of the restoration of Mosquito A52-600 there

Thankyou Ken for sending in the info' on the Reunion.

# The Mosquito Aircraft Association of Australia

## CONSOLIDATED ANNUAL REPORT.

15th: August 1994

With administration firmly set in place in our first year, your Committee in the past twelve months, has kept close in touch with the Restoration Team at RAAF Base Richmond, though at times communication has been difficult due to the tyranny of distance. The restoration of Mosquito A52-600 has been brought to the public attention whenever possible, via all arms of the media and direct approaches. The drive for membership has been actively continued.

A synopsis of the Association's progress is contained in the following paragraphs.

**Bulletin.** The issue of three Bulletins per year has been maintained. Contributions from our members have been most helpful, and are crucial to achieve a balanced content, providing interest and information to our diverse membership. Our members' assistance to the Editor is gratefully acknowledged.

**Constitution.** Following the finalisation of discussions with the Tax Office, advice from qualified persons & Committee discussions, the amendments foreshadowed at our foundation meeting and others can now be considered, under the recommendation of your Committee in the business of this meeting.

**Membership.** An ongoing policy towards increase of our membership has resulted in growth as follows.

Total at 30th: June 1993	165
All renewed for 1993/1994 year except	- 14
Total renewals of first year membership	151
New Members enrolled	
Adult	40
Junior	4
Aero Club	1
	<u>45</u>
	196

A further 10 Applications received late in the year under review, will admit these new members from the 1st: July 1994, bringing our opening membership for the 1994/1995 year to 206

**Public Relations.** Local and some major City Press have continued to spread the A52-600 story. David Prosser, in his column "WARBIRDS" in "Australian Aviation" gave us good space.

Members in major rural cities can assist in encouraging their local paper to provide space. The Committee will forward subject matter & photographs on request. It is most noticeable that press releases always result in Membership enquiry.

The Committee has acquired an Association banner & two information boards - one covering the A52-600 story - the other, the function & activities of the Association, for use at Air Expo's and the like.

In March this year, your Association shared space with the RAAF Association at the Air Expo held at the Traralgon Airport. With little to sell, \$173 was taken & a great deal of PR material handed out. Public interest was keen & local memberships resulted.

A new member this year, Duncan Forrester (an Aviation Artist), has supplied prints of his paintings of aircraft at very fair prices. Stocks are held for sale, and some prints have already been given to members via the Bulletin, also being used in other correspondence for PR purposes.

During the year PETER Mike Mayfield visited England and made valuable contacts for the Association and the Restoration project, with the Mosquito Aircraft Museum & British Aerospace where he was given access to working drawings and parts for the project.

**Finance.** In view of the healthy position of Association finances your Committee considers no increase in Membership Fees or Joining Fees is necessary, in all classes, for the ensuing year.

During the year funds have been increased by the welcome donations to the A52-600 Restoration Fund, by members and "friends", both unsolicited and resulting from a low key funding drive, launched mainly to assist in the reconstruction of the cockpit canopy by Rex Goadby of Townsville. However as Rex's sponsorship has been increased to cover the total cost of this part of the project, the funds raised can be applied to other restoration costs as required from time to time. Rex Goadby is our first sponsor on the restoration and his contribution to the project is gratefully acknowledged. The Committee will be guided by recommendations from the restoration team in the disposition of funds raised to assist in the restoration.

**The Committee.** The Committee has met on three occasions during the year and additionally members have met informally, and in phone rounds when Association matters required discussion between meetings. The Committee functioned throughout the year with six members rather than the full complement of seven.

The retiring Executive and Committee are :-

**Max Ripper.** Ken Johnston. **Allan L. Davies.**  
**President.** Vice President. **Hon. Secretary**

**Committeemen.**  
 Joe Burns.  
 Col Ryan.

Ron Skinner.

Our two State Representatives, Kym Bonython in Adelaide and Ron Vassie of Sydney, have both provided helping hands through the year. Ron, as he is situated in the State with the restoration action has been very busy on our main liaison with the restoration team at RAAF Base, Richmond NSW. No other State appointments have been made to this stage, but numerous members in other states have readily given us assistance when requested.

**Donations to the A52-600 Restoration Fund received in the year ended 30/5/94. IN ORDER OF RECEIPT.**

Dick Smith, K. Bonython, D. Spangrove, RAE Taylor, W.E. Hindley, K.C. Amos, R.B. Cooper, D.V. Avery, R.H. Langford, V.R. Grenville, J.M. Harlett, J. Macleod, J.D. Williams, PETER M. Mayfield, B.K. Amos, A. Ellis, C.W. Goldswater, S.F. Shirell, R.W. Iredale, D. Jacob, R. Vassie, J. McDaniel, J.P. Dempster, D. Forrester, L.V. Morrissey, R.W. Daniel, R.G. Templeton, J.C. Wadman, A.W. Besser, C.H. Pease, H.J. Armour, E.J. Morgan, D. Northridge, Miss. H. Davies, K. Cove, J. March, F. Stevens, R.A. Spooner, A. Davies, H.L. Adair, C. Ryan, B. Palford, S.A. Keasley, S.C. Platt.

Total received from reconstruing donors in 1993/1994 - \$ 2059.00  
 as per Balance Sheet.

Note: Multiple donors through the year are listed once in the above record.

ANNUAL STATEMENT OF ACCOUNTS AS AT 30th; JUNE 1994

Statement of Income and Expenditure.

<u>Expenditure.</u>		<u>Income.</u>	
Advertising	\$ 14.75	Joining Fees	\$ 440.00
Office Requisites	75.65	(44 @ \$10.00)	
Subscriptions	8.80	Subscriptions	3812.00
Photo Copying	637.70	185 @ \$20 -	\$ 3700
Postages	578.15	6 @ 10	60
Stationery	347.75	1 Aero Club @	40
PR Printing	127.00	1 Jnr. @	12
Entertaining	20.15		\$ 3812
Telephone Expense	75.00	Badge Sales	765.00
AGM Expense	16.75	Less Cost	423.42
PR Advertising	170.00	Card Sales	36.00
FID and Debits Tax	17.97	Less Cost	18.00
Balance transferred to	2693.42	Bank Interest Earned	18.00
Operating Reserve.			171.58
	<u>\$4783.09</u>		<u>\$4783.09</u>
<u>Operating Reserve.</u>		Balance B/forward	\$2787.87
		1/7/93	
		Bal. transferred from	
		Admin A/C 30/6/94	2693.42
		Balance C/ forward	\$5481.29
<u>Donations Received.</u>		Unsolicited donations	\$1126.00
Balance transferred	\$2059.00	Response to Appeal	933.00
to A52-600 Restoration			<u>\$2059.00</u>
Fund.	<u>\$2059.00</u>		
<u>A52-600 Restoration Fund.</u>		Balance B/forward	\$ 661.80
		Bal. transferred from	
		Donations Received.	2059.00
		Balance C/forward	\$2720.80
<u>Badge Stock Account.</u>		Cost of Sales	\$ 423.49
Balance B/forward	\$ 281.92	Balance B/down	332.20
1/7/93			<u>\$ 755.69</u>
Purchases	<u>473.77</u>		
	<u>\$ 755.69</u>		
Balance C/forward	\$ 332.20		
<u>Petty Cash Account.</u>		Balance B/forward	\$ 100.00
Petty Cash Float	\$ 100.00		
Balance C/ forward	\$ 100.00		

Card Stock Account.

Initial Stock.	\$ 200.00	Cost of Sales	\$ 18.00
		Balance B/down	182.00
	<u>\$ 200.00</u>		<u>\$200.00</u>
Balance C/ forward	\$ 182.00		

Bank of Melbourne

Balance B/ forward	\$ 3067.75	Payments for the year	\$ 2897.44
Deposits for the year	7772.58	Balance B/down	7942.89
	<u>\$10840.33</u>		<u>\$ 10840.33</u>
Balance C/forward	\$ 7942.89		

BALANCE SHEET AS AT 30th; JUNE 1994.

Bank of Melbourne.	\$7942.89	Operating Reserve	\$5481.29
Petty Cash	100.00	A52.600 Restoration	2720.80
Badge Stocks	332.20	Fund	
Card Stocks	182.00	Advance Joining Fees	100.00
		and Subscriptions	<u>255.00</u>
	<u>\$8557.09</u>		<u>\$8557.09</u>

Bank Reconciliation as at 30th; June 1994.

Credit Balance as per Bank Statement	\$7942-89
Credit Balance as per Cash Book	\$7942-89

AUDITOR'S STATEMENT

The accounts of The Mosquito Aircraft Association of Australia for the year ended 30 June, 1994 have been audited. In my opinion, the Balance Sheet and accompanying Operating Statements are properly drawn up so as to give a true and fair view of the affairs of the Association as at 30 June, 1994 and results of the operations for the year.

Peter F Wood, JP  
Honorary Auditor 29 July, 1994

FLTLT's Steve Graham OIC Mosquito Restoration & Mike Mayfield, PR and Project Management flew in from RAAF Base, Richmond to attend our 2nd; AGM. FLTLT Graham presented a fine, detailed report on the goals of the Restoration Team, the options to be considered, the possible difficulties lying ahead and his short term goals for the project. His extensive outline of progress to date is outlined beneath.

FLTLT Mayfield presented a most interesting report on the full extent of restoration procedures on Mosquito A52-600 to date. This report being graphically illustrated by an excellent video, detailing repairs to the fuselage and numerous other sections of the aircraft.

### MOSQUITO RESTORATION 1994

REPORT BY OIC MOSQUITO RESTORATION ON 15 AUG 94

#### PROGRESS

On a positive note, I present, in the following paragraphs, a summary of progress from August 1993 to August 1994.

#### FUSELAGE

- The rear fuselage damage aft of BH5 was trimmed to Fuselage Station 273 to facilitate a butt repair of a manufactured rear fuselage section to BH7.
- De-skinning continued around the FWD fuselage.
- The wing box centre section was dropped out of the fuselage mounts, and jury strut replaced.
- All internal fittings were removed by Ray Low.
- Side panels were removed for overhaul.

#### BOMB BAY DOORS

- Repairs made for minor structural damage.
- Internal skins not yet replaced; awaiting surface finishing.
- Repair technique to be ratified by engineering.

#### FUSELAGE SIDE PANELS

- Repairs made for minor structural damage.
- Fittings not yet refurbished.
- Awaiting surface finish.
- Repair technique to be ratified by engineering.

#### HORIZONTAL STABILISER

- Top skin removed for inspection of rib and spar bonding.
- Minor rebonding required.
- No major repairs required.
- Metal fittings removed for re manufacture/repair.

#### WING TANK ACCESS PANELS

- Surface finish removed (Ron Scott enjoying the opportunity)

- Fittings removed.
- Damage inspection complete.
- Critical stressed structure - major repairs required with engineering approval unavoidable.

#### ELEVATORS

- De-riveted, dis-assembled and surface finished (Hank Brandse).
- Trim tabs re manufactured using original ribs.
- Tip structure re manufactured.
- Very minor corrosion evident.
- New lower skin manufactured for left elevator.
- New surface finish in Alodine chemical conversion coating and zinc chromate primer (grey-green).
- Re-assembly 60% complete using modern fastener equivalents.
- Elevators are ambidextrous - repair of RH will be quick.

#### RUDDER

- Shipped to 35SQN, Townsville (Buck Rogers).
- Partially de-riveted for piecemeal dis-assembly/repair.
- Torque tube removed to be re manufactured at 503WG.

#### TAIL WHEEL

- All parts dis-assembled and identified.
- degreasing/cleaning complete.
- NDI for cracks complete.
- Porosity problems in magnesium structures (where corrosion has left any structure to speak of).
- Bearings to be sourced. Some parts are the same as Caribou.
- Tyre Rubber to be sourced.

FLTLT Graham whilst fully committed to the restoration, factually believes that the Service will not commit resources to the project unless there is a definitive plan of action, taking into account the way in which the Service operates. He will be submitting a project plan to 503 Wing based on five premises, viz;

\* GOAL, a set date for completion that realises the three year post-ing cycle of the staff involved.

\* Management, a project manager should run the restoration full-time, and a tradesman-supervisor is required to coordinate all work.



HYDRAULIC ACTUATORS

- Dis-assembly to component level complete (Ron Low).
- Piping dismantled and cleaned for storage.
- Queued for overhaul in 503WG Hydraulics workshop.

CANOPY

- Shipped to 355QN, Townsville (Buck Rogers).
- Dis-assembled and NDI completed on tube and weld quality.
- Plastics removed and shipped to Aeroplastics and Structures (Rex Goadby) of Townsville.

MEDIUM TERM GOALS

In the next six months the following work should be completed:

- Canopy and nose re-manufacture and assembly
- Rudder re-assembly (perhaps not complete with fittings, but able to be installed for show)
- Elevator re-assembly
- Horizontal Stabiliser re-assembly
- Fin skin completion
- Fuselage alignment jig (modification to roll-over jig)
- Aft Fuselage re manufacture and re-assembly
- Re-assembly of the bomb doors and fuselage side panels

This list may sound like a lot of work, but each of the items is at an advanced stage of overhaul, and the ends will soon be tied together.

Progress to this stage has taken longer than I had anticipated, but my 1994 goal of presenting a completed fuselage shell is (realistically) as close as January 1995.

RESOURCES, several technical trades men are required to work on the project full time.

FINANCIAL BACKUP, there should be no delays or hindrances to financing the project.

CONTINUITY, the project should run continuously at a sustainable intensity that is predetermined to meet the goal.

FLTLT Graham sees the options as follows -

1) Dedicate the wing to the goal of flying A52-600 in the short time span of three years which corresponds with the posting cycle, and the likely retention of a committed team of professionals.

2) Rebuild the aircraft to static display condition & avoid the stringent engineering standards that are required for airworthiness

3) Return the responsibility for the aircraft restoration to the RAAF MUSEUM.

The short term goal he sees is : -

\* Write a new Project Plan to fly A52-600, based on the best information available regarding cost, duration & resources that are required.

\* Write a Service paper to present to the Wing Management outlining the options for the projects future.

\* Seek a decision on one of the three options outlined above.

Editors Note. Like FLTLT Graham, I am sure the majority opinion of the members of this Association would be that acceptance of a lesser goal than restoration of A52-600 to flight condition, would negate a great deal of effort already expended in the project, reflecting most adversely on the integrity of purpose in which this most worthwhile project has been carried out since the aircraft returned to 503 Wing, 45 years after it was received there (then 2 AD) for assembly and flight testing.

Undoubtedly a good source for advice on which option to pursue would be BAe in England, where Mosquito RR299 a Mk. T3 is flown on a strictly controlled basis, at Air Expo's and the like. A strict speed and fuel weight control being observed, pilots restricted to two only and flying attitudes predetermined at safe levels and speeds. This aircraft with its wonderful aerodynamic formation and snarling Rolls Royce Merlin engines is received tumultuously by the public whenever it appears.

The only other Mosquito being flown is owned by the Weeks Air Museum in Miami, Florida, a Mk B35 - Mosquito RS 712. Both these aircraft have been flying, albeit not frequently, for a long time.

It should be noted that Mosquito A52-600 if restored to flight condition, would be the only Mosquito aircraft in the world to be restored to that state, that had an operational record, and, with it's aircrews, played it's part in the Defence of Australia from our "Top End".



Athol Holtham and Harry Howard at work on the bomb bay door. In addition to fuselage wood repair, particularly in the cockpit area and around the cockpit coaming, considerable repair & reconstruction of various ancillaries to the Fuselage have already been wholly or partially completed.

To mention some, cockpit flooring & instrument panel cabinet, tail fin, cockpit hatch door, considerable work to internal fuselage and bulkheads, plus many others.

A great deal more has been completed by this stalwart pair, than meets the eye, but will be very obvious as the "Bits and Pieces" are put together.

"THAT AXE"!! rears its edge again. Our man in Sydney, Ron Vassie, trekked across the Metropolis & we see him here accepting the cockpit axe on behalf of the team from the "legal"? owner, an erstwhile Pilot on No. 87 Squadron in 1945. Claims he can't, for the life of him - guess how it found itself in his kit bag !!

Our grateful thanks to member David Ephgrave for saving this valuable artifact & carefully guarding it against all trophy hunters over the past 50 years.

Seriously, this is a good illustration on how the Assoc; can help in the restoration in preserving the integrity of the reconstruction of A52-600.



"THE AXE" returned to Base on the 26/4/94, & is seen here being presented to FLTLT Steve Graham, OIC Restoration project by Ron (that man sure gets around!!) The axe is currently stored in the 503 Wing Museum together with other items being collected for the restoration

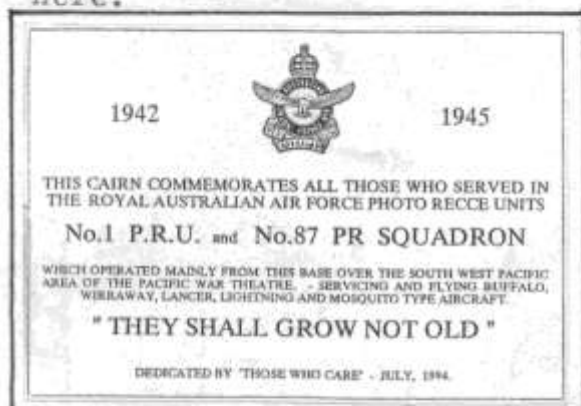
If YOU, like David find a "souvenir" in your attic & feel it has a Mossie flavour - we may be able to put it to good use.



THIS SPACE PROBLEM GROWS WORSE! — JUST ROOM TO SAY—HI!!—GD'BYE—  
"AND CHEERS" (ed)

# RETURN TO COOMALIE

On a recent nostalgic trip "BACK TO BASE" at COOMALLIE NT; AVM J.C. ("Sam") Jordan AO (RAAF Rtd.) and your Editor, with considerable assistance from the owner Richard Luxton. John Haslett of Haslett Collections of NT Aviation History & Bob Franklin the President of the Aviation Historical Society of the NT; dedicated a cairn as depicted here.



This Cairn & Plaque now completes the historical significance of Coomalie, as No. 31 Beaufighter Sqdn; bods had a cairn & plaque dedicated there in 1988.

The two cairns are situated on the edge of the aircraft parking area of the strip, adjacent to the servicing & hangar area.

The Cairn was dedicated in a brief and dignified ceremony at 1000 hours on Sunday 24th; July 1994, following an introduction and welcome by Richard Luxton.

We found the 87 camp site (concrete bases only) easy to identify as 50 year memories came flooding back - they are still all there & tent sites are also readily identifiable. "Sam" & I found ours (we were next door neighbors) and stood on them for a photo.

The water bores are still intact & remnants of a camp occupation are evident everywhere - discarded toothbrush - enamel pannikan - ammo clips - metal ends of tent poles - old bottles - you name it - it is all there. the 44 gal drums used in our exceptionally finely engineered "thunder boxes"!! still stand proudly in their half buried state.

It is to the credit of Richard Luxton that he takes such an interest in the historic value to Australia of the RAAF occupation of Coomalie. He has already beautifully rebuilt the 31 Sqdn; Chapel & has plans for further restorations on both camp sites. This is indeed a historic place that should be preserved & protected.

The strip is in excellent condition, in fact a crop duster aircraft was landed just prior to the dedication & the pilot was part of our small but interested audience. Light aircraft use the strip frequently & from time to time the RAAF uses the strip with the owner's permission & Hercules aircraft have landed there. - Continued next page.

## ANNUAL SUBSCRIPTIONS ARE NOW DUE AND PAYABLE.

For the Year ending 30th; June 1995.

At the AGM on 15/8/94, members resolved that there should be no increase in the Annual Subscription.

Following the issue of this Bulletin ( No.7 ), further Bulletins can only be forwarded to financial members.

Please cut out the section immediately below and return with your particulars and remittance. Your early attention to this matter will be a great help to your Secretary.

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Cut off here. 

To The Secretary  
The Mosquito Aircraft Association of Australia.  
4/18 Gordon St; Traralgon, Victoria 3844

I, ----- name.  
of ----- address.

enclose my remittance of \$20, being my annual subscription to 30/6/95

Please place tick in square if receipt is required.

We were accompanied by Group Captain John Gerber OBE DFC (RAAF Rtd) who served with 12 Squadron (Wirraways) during Darwin's aerial War days. We are indebted to John for some fine photography, recording our "pilgrimage" & the dedication ceremony. It is perhaps unfortunate that John's very best photo cannot be published - suffice it to say it involves your hard working Editor in a moment of complete relaxation - minding his own business !!

Through these pages we record our grateful thanks and appreciation for the hospitality & willing help extended to us by John Haslett, Bob Franklin & Richard Luxton.

This article will naturally be of special interest to our members with No1 PRU & 87 PR Squadron affiliations, but also of significance to all members, as Coomalie is the true home of Mosquito A52-600. This place will always provide, like many others in the Northern Territory, a silent reminder of the days when the Australian way of life was so drastically threatened on our Northwestern boundaries.

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Notes on the Annual General Meeting held 15th; August 1994.

Attendance very good at 35 - Apologies received from - J.C. Jordan, SQDLR. Walpole CO RAAF Museum, Duncan Forrester whom we gratefully thank for the display of his original Aviation paintings, Brian Swash & Keith Granger, who by the way has recently celebrated his 80th; birthday.

Visiting members from "out of town" were - FLTLT's Steve Graham, & Mike Mayfield, Ron Vassie from Sydney, Gil Lundberg - Fish Creek, Tim Goode - Moe, John Henderson - Morwell, Allan Ellis - Melbourne, David Pearce - Leongatha,

Incoming Executive - President - Max Ripper. Vice President - Ken Johnston. Secretary/Treasurer - Allan Davies. Committee - Ron Skinner, Col Ryan, John Burgess & Joe Graham.

Constitution. The proposed alterations were individually adopted as framed in members' notice of meeting.

Reports. The consolidated report, financial statements & Restoration Team report were all received & adopted.

Votes of thanks were to the two RAAF personnel at the meeting & through them to all on the Restoration Team, to Ron Vassie for his liaison work as NSW representative, to Duncan Forrester for making his original paintings available for display & to the Secretary/Treasurer for his services to the Association through the year. Our thanks to the Traralgon City Council for the welcome use of meeting place & facilities, and to Mr. Peter Wood for again completing the Audit of the Association books of account.

Following the Meeting a fellowship period was enjoyed at which afternoon tea was provided.

The reports and financial statements are set out in detail for all members. information earlier in this Bulletin.

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IF THIS END OF THIS PAGE REMAINS IN YOUR BULLETIN - YOU HAVE NOT SENT IN YOUR ANNUAL SUBSCRIPTION.

Dear Member, -

Remember the man, who records all your payments,  
With particular care to Subscription defrayments,  
Your early attention to this little task,  
Is surely, not really - a very big "ASK".  
So, out with the scissors, cheque book and pen,  
It's time for that annual payment again.

THANKS " FELLERS "