

The Mosquito Aircraft Association of Australia

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

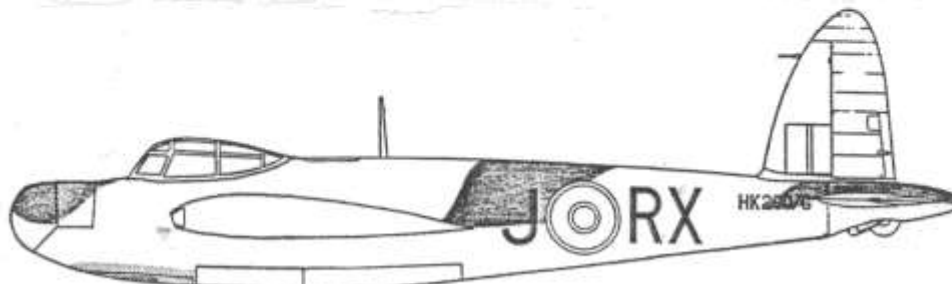
BULLETIN - No 8 - DECEMBER - 1994

MOSQUITOS IN ACTION OVER EUROPE.

Your editor is indebted to Peter Roberts, a new member, PR Officer of "Friends of the RAAF Museum". Peter is active in aircraft modelling and operates a decal kit business which has developed from his hobby. The Mosquitos depicted in this segment are from the literature which accompanies his kits.

Yes, your editor is aware there are no port engines shown - this is so bomb logs, etc; can be seen on the fuselage. However, though it can't be seen, you are assured the starboard engine is there ??!!.

Our 456 and 464 Squadron members will be particularly interested in these depictions of Mosquitos they will well remember.



of HK290

Victory marks have a white outline

door

Mosquito Mk XVII, HK290/G, RX-J, 456 Squadron, Ford, July 1944

Flown by F/Os Stevens and Kellelt on the night of 6/7 June 1944 when they destroyed two He177s, missing a third due to lack of ammunition. On 23 June they claimed a Ju88 probable, the combat being interrupted by a radar contact to their rear. They shot down two V-1's on 20 and 27 July, being robbed of a fifth by a Tempest on 28 July. On 25 November they shot down a He111 V-1 carrier. Their last flight in HK290 was on 24 December 1944.

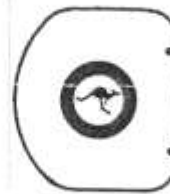
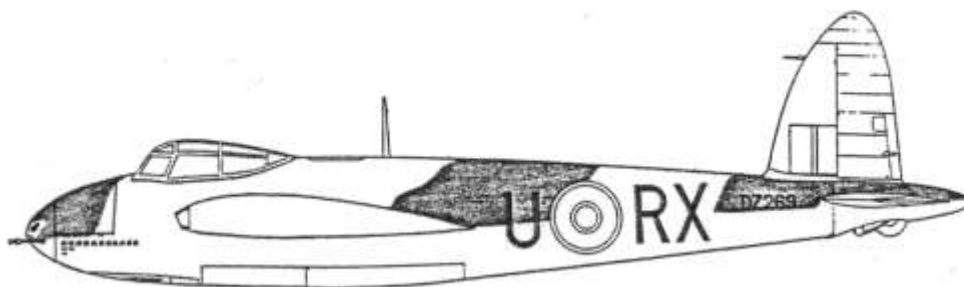
Finished in overall Medium Sea Grey with Dark Green areas on upper surfaces; Black spinners. Large Pale Grey doped fabric covering for cannon ports under nose.

The Crew of this Mosquito HK290 G, Fred Stevens (P) & Andy Kellelt(N) are both valued members of this Association, & will probably be horrified to find themselves resurr-

ected after 50 years, through these pages. They will undoubtedly be pleased to learn that aircraft modelling enthusiasts can now give their craft a real identity in markings, colouring and historical reference, through the decals and other matter available through Peter Roberts C/- PD Models, PO Box 883, Eltham, Melbourne 3095. It is possible too, that Peter could advise interested modellers, where to obtain the specific Mosquito Model Kit required. Any enquiry should be directed to Peter Roberts, not to the Bulletin.

The exploits of this Crew in this Mosquito, and others following in this brief Mosquito saga, are now a matter of record that does not suffer in the retelling.

MOSQUITOS IN ACTION OVER EUROPE



door of DZ269

Mosquito Mk II, DZ269, RX-U, 456 Squadron, Middle Wallop, July 1943

Flown by F/Ltn G. Panitz and F/O R. Williams on the night of 20 April 1943 on a night Ranger when they destroyed a goods train, and again on the 6 May when they destroyed 6 trains on a day Ranger. This crew went on to achieve fame for their Ranger activities with 456 and 464 Squadrons. DZ269 was last flown by Panitz on 1 August 1943 with F/O Abbey to Hornchurch, suffering an engine failure on return to Middle Wallop. Finished in overall Medium Sea Grey with Dark Green areas on the upper surfaces; Medium Sea Grey spinners.

NOTE : Wingtip aerials were carried, but nose aerials and radar were removed for Ranger and intruder patrols. Paint chipped around camera gun port on nose cone.

As a Pilot Officer G. Panitz arrived on 456 SQD in February 1942 & subsequently was noted for his outstanding work in Ranger activities. He later rose to Command of 464

SQD; and attained the rank of Wing Commander, taking over from Wing Commander R.W. Iredale. With him came his Navigator FLTLT R. Williams.

Regrettably, during a low level attack on marshalling yards at Chagny, France, several Mosquitos were hit by intense & accurate flak at Le Creusot. WngCde G. Panitz DFC & FLTLT R.S. Williams DFC were both killed in this action, which took place on the 22nd; of August 1944. They were flying Mosquito NT229.

As a SQDLD, Bob Iredale was a foundation member of 464 Sqd; following its formation at Feltwell in Norfolk in August, 1942.

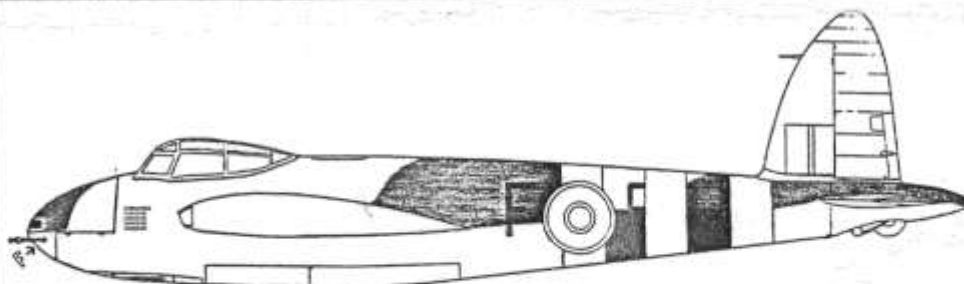
He arrived on the Sqd; on 1/9/42 as OC "A" Flt; previously having completed a tour of operations with No. 114 Sqd; RAF flying Bristol Blenheims Mk. VI.

Bob took over Command of the Sqd; in December 1943 and was a popular CO with all personnel, completing 39 operations, 26 day & 13 night, all in the lead role. In June 1944 he handed over the Command of 464 Sqd; to

Wing Commander G. Panitz. Later in early 1945, as Wing Commander (Flying) on No. 140 Wing he was pleased to occasionally fly again with his old Squadron, completing a further six operations.

This Association is pleased to have welcomed Bob Iredale to our ranks as a member, and sadly recorded his passing (17/6/94) in our Bulletin No. 7.

It is a matter for regret that illness prevented him taking part in the 50th; anniversary of the Amien Prison raid earlier this year, in which he led the second wave on the 18th; February 1944.

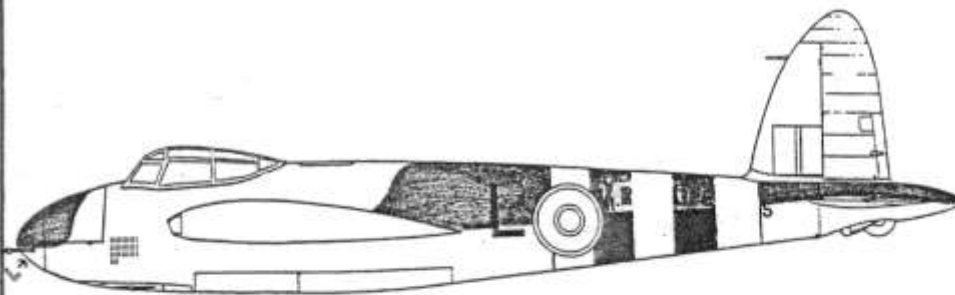


Mosquito Mk VI, NS994, SB-F, 464 Squadron, Thorney Island, November 1944

The first mission for NS994 was flown on 10 June 1944 when W/Cdr Iredale and F/Ltn McCaul bombed rail wagons and trucks, then escaped from an attacking Me109 over Bernay. W/Cdr Panitz and F/Ltn Williams also flew several missions in NS994, strafing a train and trucks on 4 July and bombing Gestapo Headquarters at Bonneuil/Matours on 14 July. NS994 then became the regular aircraft for W/Cdr Langton and F/O Bedford; they used it for daylight attacks on the railyards at Chagny on 22 August and the Gestapo Headquarters at Aarhus in Denmark on 31 October 1944. The latter mission was the 52nd sortie by NS994.

Finished in Medium Sea Grey with Dark Green areas on upper surfaces, Medium Sea Grey spinners, fin and rudder. Invasion stripes roughly applied on rear fuselage, only the lower half of the black stripes being marked so that a portion of the squadron codes show. Squadron codes are labelled on the sheet for left and right sides. No serial carried.

Note : Aircraft had thin airscrew blades, long range tanks and aerial removed. Chipped paint around camera gun port on nose cone.



E) Mosquito Mk VI, HR175, SB-L, 464 Squadron, Thorney Island, November 1944
 HR175 had an inauspicious start with 464 when an engine overheated on 8 July 1944 on its first mission. F/O Avery and W/O Williams made a successful return to base. It was subsequently successfully operated by many crews, but mainly by P/O Foster and Sgt Bradley. It had successfully completed 33 missions to November 1944.
 Finished in Medium Sea Grey with Dark Green areas on upper surfaces and Medium Sea Grey spinners, fin and rudder. Invasion stripes have been roughly applied to rear fuselage, the upper black portions being quite opaque enabling the white codes to show through, and all but the last number (left side) and first letter (right side) of the serial is covered.
 Note: Aircraft had narrow airscrew blades, aerial removed and wing tanks fitted. Squadron codes are labelled on sheet for left and right sides. The bomb log and nose letter are speculative, but based on squadron practice and style at November 1944.

The FO Avery mentioned in this instance is one of our two Kiwi members, David Avery of New Plymouth, New Zealand. Undoubtedly this outline of Mosquito HR175 brings back memories of his stint on 464 Squadron.

David had his share of harassing experiences on operations, as the following will illustrate: -

On 26/2/44 with WO Brodie, flying Mosquito HP296, the tailplane & elevators were shot up to such an extent that control was lost and the crew baled out over the south coast.

Then on 5/7/44, flying with WO Williams in Mosquito HJ776 (returning from a raid on railway stations) the aircraft suffered severe

flak damage and had to be crash landed on return to base.

When David completed his tour and left the Squadron in late July 1944, he left as one of the last two aircrew, still with 464, whose service on the Squadron traced back to the formation days when the Squadron was equipped with Venturas.

The saga of Mosquito Squadrons' operational history over Europe and other theatres of war, is of heroic proportions. Many of our members must be justly proud of their service with both RAF and RAAF Mosquito Squadrons, and particularly those operating over Europe.

It is opportune to conclude this segment of the Bulletin with an outline of the War Service record of Robert B. Cowper, who is listed as one of our Australian war Aces-World War 2 - 1939-1945.

Sedlir R.B. Cowper DFC & Bar & his Navigator, PLTLT W. Watson DFC, surely led charmed lives during their tour of Operations.

Bob Cowper arrived in the UK in 1941 & first served with 153 Sqn as a night fighter pilot on Defiants & later on Bristol Beaufighters. Following posting to the Middle East he served with No. 89 & No. 108 Sqdns.

On the 19/4/43 he damaged a ME 210 over Tunisia. On the 11/7/43 he destroyed a JU88 at such close range, that flying debris damaged his aircraft so badly he had to bale out, landing in the sea. Three days later he was rescued & returned to Tripoli.

After completing that tour, he was posted as SQDLD to 456 Sqn, flying Mosquito aircraft. On the 10/6/44 over Normandy he shot down & destroyed a DO217 & a HE177.

His victories over enemy aircraft numbered six destroyed with one probable.

Bob is a fully qualified member of: -

- The Caterpillar Club. - Coming down by parachute.
- The Goldfish Club. - Being picked up from the sea.
- The Late Arrivals Club. - Walking back to Base.

Bob has continued with his interest in 456 Sqn in his capacity of President of the National 456 Assoc; & presides over their reunions. As president he is continuing on, as on 29/5/45 he became Commanding Officer of 456 Sqn; shortly before the disbandment of 456.

He is a valued member of this Association & has been most helpful in gaining membership from amongst his 456 mates.

Your Editor will probably incur Bob's Wrath for printing this vignette of his RAAF career - but as stated on the frontpiece - such exploits are now a matter of recorded history that do not suffer in the retelling.



SQDLD Bob Cowper photographed shortly after joining 456Sqn; on his 2nd; tour of operations.

His 1st; tour included over 6 months on Malta during 1943, whilst serving with No's 89 & 108 Squadrons.

Acknowledgements to David Vincent (Mosquito Monologue) & PD Models (who have permitted the use of their Mosquito profiles) for their helpful assistance in the compilation of MOSQUITOS IN ACTION OVER EUROPE.

TRIVIA and NOTICES

WAR HISTORY

AIR FORCE'S MAGIC CARPET by the late Geoff Masters

Around the world during WWII, the welcome mat was out for fighters, bombers and cargo planes, thanks to an incredible product as vital as pilots and aircraft. Once a closely guarded secret, the product consumed the energies and production facilities of 29 industrial plants in the 1940's.

This amazing new discovery was perforated steel planking. It was rugged, reliable and very heavy - but it turned sandy beaches, muddy plains and jungle swamps into landing strips for fighters and bombers and without a doubt helped to win the war.

P.S.P. was the brain child of Gerald Greulich who was approached by the U.S. War Dept. in the late 30's. They were looking for ways to permit the Air Force to move anywhere with portable airfields. Greulich had no particular interest in aviation but did have a long record of steel product patents. He listened as officers discussed their needs and then produced a sketch of P.S.P. saying "Here's your airfield". Soon his company laid out the first model runway and before long he had worked out the method of producing a single unit that became the key to hundreds of portable runways around the world.

What emerged from his idea was an item that looked like a lot of holes tied together with pieces of steel. One person remarked that it looked more like a sheet of roofing iron that had been hit by a cannon ball. It was, in fact, a sheet of cold rolled steel with the addition of nickel, a quarter of an inch thick, ten feet long and fifteen inches wide with more holes than surface, incorporating a simple, quick, locking system which allowed units to be rapidly locked together. Each sheet weighed 80 lb.

Somewhere along the way it became known as Marsten/Marsden Matting and it appears that this name may have come from the steel formula known as Mars 10.

Each airstrip of 5,000 feet long and 150 feet wide used 6,000 sheets of matting weighing 2,000 tons and took up 35,000 feet of cargo space.

In USA nearly every major steel manufacturer was sharing the load of producing P.S.P. along with other steel products.

In the South West Pacific, the first P.S.P. airstrip to go down was No. 3 strip at Milne Bay, closely followed by Jackson's at Port Moresby, Kila Drome, just outside Moresby and other strips such as Berry, Durand, Schwimmer and Turnbull - all P.S.P. matting strips. The longest matting strip was Nadzab which was over two miles long and 300 feet wide.

By late 1943 rapid methods of construction were developed and the Finschhafen strip was laid in one day, other groups were working on ways to demolish the steel - no easy task, other worked on ways to straighten sagging sheets.

This story on the MARSTEN MATTING was printed in the Bulletin of Melbourne Legacy and brought to our attention by our member Peter Clarke, who played a part in the laying down of the matting at Milne Bay. Thanks Peter.

The first landing on MARSTEN MATTING was quite an experience, as the unusual metallic noise sounded as though an engine had fallen off on touchdown!!

The forward RAAF staging base at TRUSCOTT in the North West of WA had a Marsten Matting surface laid over coral sand.

The strip at Truscott is still in use, but the matting surface has long since gone.

A MEMBERSHIP FULL HOUSE

The TRESTRAIL family has created a FIRST for this Association. - A FATHER - SON and GRANDSON combination. This is the first Trifecta in our Membership and calls for our Congratulations to :-

GRANDFATHER.- Les Trestrail of Metung, Vic; who served in the RAF in WW 2 as a Corporal Fitter 2E.

FATHER.- Sean Trestrail of East Blaxland NSW who is an ex RAAF Pilot, now flying 747-400's with QANTAS. Sean flew the Mirage111 and F18 with the RAAF, served on 77 Sqn; and was a Fighter combat Instructor. He is a model aircraft enthusiast, currently engrossed in Computer Flight Simulator Programming.

GRANDSON.- Simon Trestrail of East Blaxland is 12 years + age, & like his POP & DAD has involved himself in all things aeronautic. Simon is a keen modeller & keeps up to date on vintage aircraft.

Our Thanks to the TRESTRAIL family for their keen interest & support given to this Association & the restoration of Mosquito A52-600

A Junior Membership Application requires only a Joining Fee of \$10 - NO Annual Subscription & no Bulletin to Age 14. Then a Junior Annual Sub; of \$12 (subject to annual review) to commence & Bulletin issued. At age 18 full adult M'ship and adult Subscription fee to commence. No voting privileges conveyed until age 18 is reached.





THE NOVICE'S GUIDE TO MEDICAL TERMS AND THEIR MEANINGS

ARTERY	THE STUDY OF PAINTING
BACTERIA	BACK DOOR TO A CAFETERIA
BARJUM	WHAT DOCTORS DO WHEN TREATMENTS FAIL
BOWEL	A LETTER LIKE A, E, I, O OR U
CEASARIAN SECTION	A DISTRICT IN ROME
CAT SCAN	SEARCHING FOR KITTY
CAUTERISE	MADE EYE CONTACT WITH HER
COLIC	A SHEEP DOG
COMA	A PUNCTUATION MARK
CONGENITAL	FRIENDLY
D & C	WHERE WASHINGTON IS
DILATE	TO LIVE LONG
ENEMA	NOT A FRIEND
GENITAL	NOT JEWISH
GI SERIES	SOLDIER BALL GAME
GRIPPE	SUITCASE
HANGNAIL	COAT-HOOK
HIGH COLONIC	JEWISH RELIGIOUS HOLIDAY
IMPOTENT	DISTINGUISHED, WELL KNOWN
LABOUR PAIN	GETTING HURT AT WORK
MEDICAL STAFF	A DOCTOR'S CANE
MORBID	HIGH OFFER
NITRATE	CHEAPER THAN DAY RATE
NODE	WELL AWARE OF
OUTPATIENT	PERSON WHO HAS FAINTED
PAP SMEAR	FATHERHOOD TEST
PELVIS	COUSIN OF ELVIS
POST OPERATIVE	LETTER CARRIER
PROSTATE	FLAT ON YOUR BACK
RECOVERY ROOM	PLACE TO DO UPHOLSTERY
RECTUM	DAMN NEAR KILLED HIM
RHEUMATIC	AMOROUS
SECRETION	HIDING SOMETHING
SEIZURE	ROMAN EMPEROR
TABLET	A SMALL TABLE
TERMINAL ILLNESS	GETTING SICK AT THE AIRPORT
TIBIA	COUNTRY IN NORTH AFRICA
TUMOUR	MORE THAN ONE MORE
URINE	OPPOSITE OF "YOU'RE OUT"
VARICOSE	NEARBY
VEIN	CONCEITED

WHAT IS THIS GAME CALLED CRICKET ??

Simply - there are two sides, one in the field and one in. Each man that is in the side that's in goes out and when he's out he comes in and the next man goes in, until he's out.

When they are all out, the side that has been out comes in and the side that has been in goes out and tries to get those coming in - out.

Sometimes there are men still in and not out. When both sides have been in and out, including the not-outs, - **THATS THE END OF THE GAME.!!!**

VALE.

This Bulletin regretfully records the death of Group Captain C.R. Caldwell DSO; DFC (and Bar). Gp CPT Caldwell was our leading fighter pilot in the RAAF, having destroyed 28.5 enemy aircraft in more than 80 combats over the Western Desert & NW. Aust.



He was also awarded the Croix des Valiants.

His story & memory is preserved in a replica of the Spitfire he flew in the SW Pacific war zone, with his personal markings thereon, - now a permanent display at The Darwin Aviation Museum, NT.

Clive Caldwell - RIP.

THE EDITOR'S DILEMMA

Getting out a magazine is no picnic. If we print jokes, people say we are silly.

If we don't, they say we are too serious.

If we clip things from other magazines, we are too lazy to write them ourselves.

If we don't, we get stuck with our own stuff.

If we don't print every word of all our contributions we don't appreciate genius.

If we do print them the columns are filled with junk.

If we make a change in the other fellow's article, we are too critical.

If we don't, we are blamed for poor editing.

Now, as like as not, someone will say:

we swiped this from some other source; - We did.

We "swiped" this from member BRIAN HALL and wonder who he pinched it from!!



DEDICATION OF CAIRN

To No.1 PRU and 87 PR Sqn; personnel, at the Coomalie Creek airstrip on 24/7/94.

The "bods" are left to right. AVM "Sam" Jordan, our Patron.

Richard Luxton, the owner of Coomalie.

Allan Davies, your Secretary/editor.

No.1 PRU & 87 Sqn; Cairn & Plaque.

No.31 Sqn; Cairn & Plaque.

MEMBERSHIP

The list of Membership is continued in this Bulletin. If you find the name of an old friend or acquaintance in this or earlier editions - you are only a telephone call or a postage stamp away from renewing a relationship. The fact that you are both members of this Association indicates a keen & mutual interest, which you can share together if you make contact.

Also - keep in mind - with the delivery of this Bulletin, you are entering the season of the Christmas Card !!.

Lax M. (Mark) WngCde	28 Harbison Crs; Wanniasa ACT. 2903- serving 1
Amos N.C. (Neil)	33 Lodden Ave; Keilor 3036 - ex Survey Flt; 87
Cook C.J. (Colin)	"Kyno" Dandaragan 6507 ³⁰⁷⁹ - ex No.1 Sqdn Pilot
Clark E.C. (Eddie)	34 Wallis Ave; East Ivanhoe- ex Nos. 1 & 87 Sqd
Herbert G. (Gary)	130 Arcadia Dve; Shoalwater 6169- Nos. 18,21 51 heims, 105, 139, 409 & No.5 OTU(Instructor) Mosqui
Ramsay W.M.(Buck)	110A Nelson Rd; Mt. Nelson 7007- 31 & 87 Sqdn
Rintoul J.R.(John)	11 Cintra St; Ipswich 4305 - No. 1 Sqdn Nav.
Collins L.E.(Lindsay)	16 Eleebana Ave; Oakleigh 3166 - 94 Sqdn Pilot
Moulang R.J.(Bob)	26 Gums Anchorage Elcata Ave; - 1 Sqdn Nav Bellara 4507
Dempster J.P.(Paddy)	PO. Box 20 Dongara 6525 - Nos. 25,24,76 & 1 Sqd
Luxford R. (Ray)	42 Abbeygate St; Oakleigh 3166- Fitter IIA
Dr. Upton J.(John)	456 Blaxland Rd; Eastwood 2122- 139 & 627 Sqdn
Spielvogel P.(Phil)	"Karalta" Upper Morrison 3334 - 87 Sqdn Photo
MacLeod J. (Jack)	16 Hooper Drive Currumbin 4223- 87 " & Survey
Reedy W.H. (Bill)	47 Hardy St; Bull Creek 6149 - 87 " Nav
Palmer J.H.(John)	74 Fischer St; Torquay 3228 - 464 Sqdn Pilot
Petschel N.C. (Norm)	49 Graham St; Bacchus Marsh 3340- 1 Sq Ftr/Arms
Love J.N. (Jeff)	20 North Parade Hunters Hill 2110-1 PRU,87 & 1
Heinz W.H. (Peter)	424 Wendouree Pde; Ballarat 3350 -464 Sqdn Pil
Hargrave C.L(Charles)	14 Hawkers Rd; Medindie 5081- 94 Sqdn pilo
Kerr K.K. (Kevin)	1314 Glenhuntly Rd; Carnegie 3163-1 Sqd.Ftr/Ar
Lake P.R. (Peter)	50 Russell St; Surrey Hills 3127-464 Sqdn Nav
Cameron K.H. (Curley)	20 East St; Howlong 2643 - -30 Sqdn Pilot
Gregory C.A. (Chuck)	68A Durham Rd; Surrey Hills 3127-464 Sqdn Pil
Walton J.R.C.(John)	8 Hamilton St; Buderim 4556 - 464 Sqdn Pil
Bell L.B. (Lyall)	21 Wood St; Fremantle 6060 - 94 Sqdn Pilot
Sharpe G.D. (Greg)	37 Kiama St; Greystanes 2145 Aviation enthus
Denney J.K.("Jack")DR.	16 Church St Goulburn 2580 - 94 Sqdn. Na
Grenville V.R. (Vic)	41 Pearson St; Floreat 6014 - 464 Sqdn
Sant W.R.(Wal)	1/84 Quay St; Bulimba 4171 - 87 Sqdn Clerk ge
Sandford J. (John)	116 Leith St; Ballarat 3350 - 94 Sqdn.
Avery D.V.(David)	500 Frankley Rd; New Plymouth RD1- 464 Sqdn Pi
Lumsden G.I. (Geoff)	19 Canberra Ave; RAAF Base Richmond 2755 -Air RAA.
McKissack J. (John)	14 Canonbar St; Stafford 4053 - 456 Fitter IIE
Muller K.C. (Keith)	2 Baronessa Rd; Penrith 2750 ²⁰²³ - 87 Sqdn RadTech
Dibbs A.G. (Alan)	142 Bellvue Rd; Bellvue Hill ²⁰²³ -464,515 Sqdns P.
Wills R.H. (Bob)	102 Rose St; Fitzroy 3065 -Aviation enthus
Bartlett G. (Geoff)	5 Nolan Ave; Mooroolbark 3138 - Armorer 1 & 7
Brayne J. (John)	4 Bombora Ave; Bundeena 2230 - 456,464 Sqds N
Wall C.A. (Cecil)	PO Box 9 Margate 4018 -455,464 RAAF, 49 RAF Pt
Davies H.F (Havrena)	60/2 Gasgoyne St; Canterbury 3126 -Nurse AMF 1 Darwin, 112 GH and 2/1 GH Torokina, Bouganville
Jacob D.W. (Don)	8 Wells House, Airforce Memorial Est; Bull Cree No.1 Sqdn Pilot
Hobson H.G. (Hal)	1 Rawson St; Bellingen 2454 - No.464 Sqdn Pil
Chew K.M. (Keith)	100 Hermitage Rd; Kurrajong Hills 2758- No.1 P 07 Sqdn Fitter T

We warmly welcome the following new members to our ranks and thank them for their interest and support both to the Association and the restoration of Mosquito A52-600. Your committee asks all members to further the interests of the restoration by seeking new members. If you feel a friend or associate could be interested, let the secretary know name and address and full particulars and PR material will be forwarded to the person you are introducing.

Also, members could keep in mind our provision for Junior Membership. You may have children and/or grandchildren who could well be interested in becoming part of this Association and the project we support. The Fees have been scaled down for the Juniors as follows :-

Joining Fee \$10.00, No subscription & no bulletin to age 14. At age 14, Subscriptions of \$12.00 (subject to the annual review of all Fees) to Commence & bulletin supplied. At age 18 full adult membership & fees to commence. No voting privileges until age 18 is reached.

Your Mosquito label badge can be "a great conversation maker" if worn, & will give you, the member, many opportunities to act as a Public Relations officer for the Association, as you answer the questions the wearing of your badge will produce.

NEW MEMBERS.

- Wolsley E.J. (Ted) 7 Beckenham Plce, Langwarrin 3910 - Aviation enthus. builds & flies model aircraft.
- Roberts P. (Peter) 59 Astley St; Montmorency 3094 - Aviation interests, model aircraft & decals.
- Grant L. (Lance) 8 Margaret St; Fairlight 2094 - Qantas Pilot 27 years
- Grieve D.M. (Michael) 40 Maffra Rd; Glengarry 3854 - aircraft modelling, bachelor Applied Science.
- Rayner J.F. (John) Clarendon St; Blackwood 3458 - 464 Sqdn Nav
- Rutter Dr. (Tim) 1 Owston St; Mosman Park 6012 - 464 Pilot
- Goldstiver R.C. (Rob) Lot 4 Mt. Pleasant Rd; Dayboro 4521 - private Pilot
- McCowat K.J. ("Sparks") 32 Elliot St; Traralgon 3844 - Scouting & Air Scouting
- Trestrail S.M. (Simon) 9 Rosella Cl; East Blaxland 2774 - Junior Member.
- Cadwallader R. (Rex) 27 Pollock Ave; Traralgon 3844 - Aviation enthusiast.
- Griggs M.G. (Frank) 75 Tooloona St; Tugun 4224 - 109 Sqn; Pilot GpCptRAAF (Ret)
- Scott J. (James) 112 Wallalong Crs; West Pymble 2073 - Army Gunner and civilian volunteer restoration team.



The 4th Aircrew Reunion - Gold Coast '95 -

P.O. Box 6511, G.C.M.C., Bundall Qld 4217
Telephone - Chairman: (075) 31 8375
Secretary: (075) 31 8392

WHERE ? - JUPITERS CASINO Broadbeach, Gold Coast, Queensland.
WHEN ? - Friday - May 12th; 1995 to Tuesday - May 16th; inclusive.
Entrants may elect to register for either 3 days or the full 5 days of the reunion. Registration forms are now available & 310 members, mainly with partners have already advised their intention to BE THERE !!

This Reunion should particularly appeal to those of our Aircrew members who live in Q'land or Northern NSW and is a great opportunity for some members of our Association to meet together, at the same time undoubtedly renewing old friends from Service days long past.

For further particulars & entry form contact The Secretary at the above address or telephone number.

Note. This is not an Association Function - Provisional Programme on the back page.

HOPE TO MEET WITH YOU THERE Ed.

THE MOSQUITO AIRCRAFT ASSOCIATION OF AUSTRALIA

Membership state at 15/11/94 was	
Financial Members	159
Financial Junior Members	5
Financial Aero Club	1
	165
Unfinancial Members for year ending 30/6/95	59
	224

This reflects an increasing membership, dependant upon payment of outstanding subscriptions.

Notices to unfinancial members are enclosed with this Bulletin and from last years experience, the Committee fully expects these "Forgetters" will rise to the occasion. Regretably, due to production & postage costs further Bulletins can not be supplied to unfinancial members.

Bob Franklin (L), President of The Darwin Aviation Historical Society, making a presentation to our President, Max Ripper at the Darwin Aviation Museum, on the occasion of Max's visit to the NT: earlier this year.

The Society has been most helpful to the restoration, and exchange of Mosquito parts has aided the team considerably in our restoration, whilst the Museum has also benefited in items and parts for their displays.

The Darwin Aviation Museum is a "must" for any of our members who may be visiting the NT.



A recent photo of a new volunteer to the team, Ron Scott, taken behind one of the stress panels.

Ron was an armorer on No.1 Attack Squadron (Mosquitos), with considerable experience in carpentry and joinery over a 46 year period as general Foreman or Construction Manager in large building projects. He was involved in the building of the Anglo Australian Telescope at Coonabaraban and the rebuilding of Darwin following the destruction of Cyclone Tracey.

The Association thanks Ron for his willing offer to share his knowledge and talents to further the restoration of Mosquito A52-600.



Athol Holtham, Harry Howard and FLTLT Steve Graham "in conference" over the bomb bay doors which are now well advanced in repair.

Considerable work has been completed on bulkheads, tail section, fin, cockpit furniture and flooring with the fuselage nearly to the point of being made whole.

These works over the past year have ensured that in the not distant future A52-600 will, once again, look like an aircraft.



ABOUT THE RESTORATION.

With the recruitment of member Ron Scott (ex 1 Squadron 1945) to the woodworking crew as a civilian volunteer on the A52-600 restoration, a bonus has already accrued.

Ron's brother Jim Scott & Stan Meggitt, a good friend, have recently joined the team and are now active workers on the Mosquito's wooden fuselage, wing and other sections, with Athol Holtham & Harry Howard.

The Association welcomes Jim & Stan to the restoration team and acknowledges their volunteer service to the restoration we are all so keen to see brought to fruition. Thanks Jim & Stan - & Ron for "twisting their arms" !!

OIC FLTLT Steve Graham advises that "chippies and fitters are required on Mondays & Tuesdays, and are to contact me (FLTLT S. Graham) at work between 0800 & 0900 weekdays prior to reporting"

Steve tells us his most pressing need on the restoration is for an expert Mosquito fitter who can mastermind the disassembly of the airframe and accessories. Obviously this help would most likely come from the Sydney area, possibly in the western suburbs - and if you fit the requirements please contact Steve at ALIMS Sqn; RAAF BASE Richmond 2755, Telephone 045-702727.



Introducing STAN MEGGITT (left) and JIM SCOTT working as a team on the Wing.

The Wing will need to be dismantled fully before reconstruction can commence and this part of the restoration will require the advice of an ace Mosquito fitter to speed this important section of the restoration

Civilian volunteers to the restoration will play a large part in the successful completion of the task. If YOU feel YOU can make a contribution give 045-702727 a bell.

A working photo of our member RON SCOTT intent on the job of salvage on the Wing.

Our grateful thanks to RON for his introduction of brother Jim and friend Stan to swell the civilian volunteers working on the restoration.

RON has many years background in the Construction Industry.



MORE ON THE RESTORATION.

One of the problems in restoration of a 50 year old vintage aircraft is in the matching of materials, where sections have deteriorated or damaged beyond repair.

There are obvious differences between plywoods manufactured in 1944 and 1994, and this is currently creating a delay in completion of various sections of the fuselage restoration.

The original plywood was 3 ply - 2 mm thick and this is no longer available in the standard required. The comparable plywood available now is 4 ply-2mm thick, which we are told is stronger and better than the original. The manufacturers in Finland state that their ply is made to International GL standard and is widely used throughout the World in building and repair of wooden aircraft.

Currently, sections that are being held up on the restoration are : -

- 1) The remaining 4 foot section of the rear fuselage.
- 2) The tail cone.
- 3) The horizontal tail plane skin covering.
- 4) Bomb bay doors covering.

The immediate problem is to have the modern ply accepted by the relevant interested parties and authorities. The Association may be able to assist and your Committee has advised the team that the cost of 256 Engineering Drawings from BAe will be met by the Association, to assist - 1) in the acceptance of the modern ply, and 2) to provide working drawings for the "plumbers" E/L Fitters and other technicians who will be completing the highly technical tasks in fitting out the completed fuselage and wing.

In the meantime, we thank the restoration team for their dogged determination in the interests of Mosquito A52-600 being restored to airworthiness and sympathise with them with the frustrations this "hickey" must be causing them, with the fuselage so well advanced towards completion.

Also your editor records the appreciation of members for the time and effort given to the liaison with the project team. His regular visits to the Base, reports on progress and photographs make it possible for the Bulletin to keep members "au fais" with details of the restoration. The reference of course, is to "our man in Sydney" RON VASSIE - whose abundant energy is only surpassed by his contagious enthusiasm for the restoration that means so much to all of us.

The 4th Aircrew Reunion - Gold Coast '95 -

PROGRAMME

Friday 12th May

1000 - 1700 hours Registration and Open Bar
1930 - 2130 hours Welcome Cocktail Party

Saturday 13th May

1200 - 1700 hours Gold Coast Race Course (optional)
1830 - 2300 hours Dining-in Night (Aircrew only)
1830 - 2300 hours Ladies' Function

Sunday 14th May

1100 - 1200 hours Remembrance Service & March
1200 - 1400 hours Happy Hour
2000 hours Stage Show (optional)

Monday 15th May

1130 - 1400 hours Civic Function

Tuesday 16th May

1800 - 2300 hours Free time - Golf - Bowls
Farewell Function at SeaWorld

For further particulars and Registration Form, write or telephone - P.O. Box 6511, G.C.M.C., Bundall Qld 4217

Telephone - Chairman: (075) 31 8375 Ted Harding.

Secretary: (075) 31 8392 Ken Clifford.

EDITOR'S CORNER.

A bit more space in this edition for this segment, permits me to thank you all out there for your many letters, suggestions and contributions in many forms to our Bulletins. Forgive me if I have missed in a reply to your letter - I do my best but my filing & reference system leaves a lot to be desired.

Keep the information flowing as your editor needs all the assistance you can provide.

BEST WISHES for the Christmas season & a HAPPY NEW YEAR.

CHEERS !! Ed.